# SPECIAL PROVISIONS
# SUPPLEMENTAL SPECIFICATIONS

**Effective GDOT Shelf and Special Provisions NOT included in 2021 Edition of Standard Specifications for Construction of Transportation Systems, as Modified in the 2024 Edition**

The following sections are applicable to this contract as GDOT Shelf and Special Provisions not included in the 2021 revision of GDOT's Standard Specifications and are specified as an attached:

Special Provision – Utility Conflicts *(dated 8/6/2012)*

Section 107 – Legal Regulations and Responsibility to the Public *(dated 4/30/2025)*

Section 108.07 – Prosecution and Progress/Determination of Contract Time *(dated 9/21/2026)*

Section 108.08 – Prosecution and Progress/Failure or Delay in Completing Work on Time *(dated 9/21/2026)*

Section 150 - Traffic Control *(dated 08/22/2025)*

Section 150.3 - Traffic Control / Construction Requirements *(dated 9/21/2026)*

Section 161 – Control of Soil Erosion and Sedimentation *(dated 11/26/2025)*

Section 201 – Clearing and Grubbing Right-of-Way *(dated 07/21/2025)*

Section 208 - Embankments *(dated 08/26/2024)*

Section 653 – Thermoplastic Traffic Stripe

Section 801 – Fine Aggregate *(dated 7/24/2025)*

First Use Date: January 1, 2007
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March 5, 2009
September 30, 2009
August 6, 2012

# DEPARTMENT OF TRANSPORTATION
# STATE OF GEORGIA

SPECIAL PROVISION

## Utility Conflicts

Utility companies having known facilities that conflict with the construction of this project will be directed by the Department to adjust or relocate their facilities and will be notified of the contract award.

Conform to all the requirements of the Specifications as they relate to cooperation with utility owners and the protection of utility installations that exist on the project. Refer to the requirements of Section 107, Legal Regulations and Responsibility to the Public, with particular attention to Subsection 107.21.

Coordinate The Work with any work to be performed by others in any right of way clearance and arrange a schedule of operations that will allow for completion of the Project within the specified contract time. Where stage construction is required, notify the utility owner when each stage of work is completed and the site is available for utility work to proceed.

Information concerning utility facilities known to exist within the project limits, including the list of owners, is available for reference.

Under Georgia Code Section 32-6-171, utilities are required to remove or relocate their facilities. The Department is required to give the utility at least 60 days written notice directing the removal, relocation, or adjustment and the utility owner is required to begin work within the time specified in the utility's work plan or revised work plan.

Upon request, copies of all approved Work Plans submitted by utility companies having facilities on this project will be made available for examination by the Contractor at the Department's District Office. Utility Adjustment Schedules, when submitted to the Department by the utilities, will be made available to the Contractor after the Notice to Contractors has been posted by the Office of Construction Bidding Administration. The Contractor is responsible for considering in its bid all existing and proposed utility locations and the removals, relocations, and adjustments specified in the Utility's Work Plan.

For this Project, Utility Owners that are required to remove, relocate, or adjust their facility to accommodate the construction of this Project may be liable to the Contractor for damages or delay costs resulting from the Utility Owner's failure to clear conflicts

within the time specified in the approved Utility Work Plan. If the Utility Owner is unable to submit and obtain Department approval of a revised Work Plan or fails to complete the removal, relocation, or adjustment of its facilities in accordance with the approved Work Plan, the Utility Owner may be liable to the Department, or the Contractor, for damages or delay costs.

In accordance with Subsection 105.06 of the Specifications, the Department is not liable for payment of any claims due to utility delays, inconvenience or damage sustained by the Contractor due to interference of any utilities or appurtenances, or the operation of moving them.

In any case in which the Contractor believes that it will be entitled to damages or delay costs from the Utility Owner in accordance with O.C.G.A. 32-6-171, the Contractor shall provide written notice to the Utility Owner and the Department within ten (10) days from the time of the dispute or potential dispute is identified. The Contractor shall follow the Procedures for Utility Damages or Delay Costs outlined in the latest edition of The Utility Accommodation Policy and Standards Manual. Failure to follow the above will result in waiver of the Contractor's claim against the Utility Owner for damages or delay costs.

In accordance with Subsection 107.21.G delays by utilities will continue to be considered by the Department in charging Contract Time. For purposes of applying provisions of this paragraph, railroads and the Metropolitan Atlanta Rapid Transit Authority (MARTA) are considered utilities.

# DEPARTMENT OF TRANSPORTATION
# STATE OF GEORGIA

# SUPPLEMENTAL SPECIFICATION

## Section 107—Legal Regulations and Responsibility to the Public

### 107.01 Laws to Be Observed

The Contractor shall keep fully informed of all Federal and State laws, all local laws, ordinances, codes, and regulations and all orders and decrees of bodies or tribunals having any jurisdiction or authority, which in any manner affect those engaged or employed on The Work, or which in any way affect the conduct of The Work. The Contractor shall at all times observe and comply with all such laws, ordinances, codes, regulations, orders, decrees, and permits; and shall protect and indemnify the Department and its representatives against any claim or liability arising from or based on the violation of any such law, ordinance, code, regulation, order, decrees, and permits, whether by himself, his employees, subcontractors, or agents.

### 107.02 Permits and Licenses

The Contractor shall procure all permits and licenses, pay all charges, taxes, and fees, and give all notices necessary and incidental to the due and lawful prosecution of The Work.

### 107.03 Patented Devices

If the Contractor employs any design, device, material, or process covered by letters of patent or copyright, he shall provide for such use by suitable legal agreement with the patentee or owner. The Contractor and the surety shall indemnify and save harmless the Department from any and all claims for infringement by reason of the use of any such patented design, device, material, or process, or any trademark or copyright, and shall indemnify the Department for any costs, expenses, and damages which it may be obliged to pay by reason of any infringement, at any time during the prosecution or after the completion of The Work.

### 107.04 Restoration of Surfaces Opened by Permit

The right to construct or reconstruct any utility service in the highway or street and to grant permits for the same at any time, is expressly reserved by the Department for the proper authorities of the municipality or county in which The Work is done and the Contractor shall not be entitled to any damages either for the digging up of the street or highway, or for any delay occasioned thereby.

Any individual, firm, or corporation wishing to make an opening in the street or highway must secure a permit from the Department. The Contractor shall allow parties bearing such permits, and only those parties, to make openings in the street or highway. When ordered by the Engineer, the Contractor shall make in an acceptable manner all necessary repairs due to such openings and such necessary work will be paid for as extra work, or as provided in the Specifications, and will be subject to the same conditions as original work performed.

### 107.05 Federal-Aid Provisions

When the United States Government pays all or any part of the cost of a project, the Federal laws and the rules and regulations made pursuant to such laws must be observed by the Contractor, and The Work shall be subject to the

inspection of the appropriate Federal agency. Such inspection shall in no sense make the Federal Government a party to this Contract and will in no way interfere with the rights of either party hereunder.

## 107.06 Sanitary Provisions

The Contractor shall provide and maintain in a neat, sanitary condition such accommodations for the use of his employees as may be necessary to comply with the requirements of the State Department of Health and other authorities having jurisdiction and shall permit no public nuisance.

## 107.07 Public Convenience and Safety

The Contractor shall at all times so conduct The Work as to assure the least possible obstruction of traffic. The safety and convenience of the general public and the residents along the highway and the protection of persons and property shall be provided for by the Contractor as specified under Subsection 104.05, Subsection 107.09, Section 150, the project plans, and special provisions.

Traffic whose origin and destination are within the limits of the project shall be provided ingress and egress at all times unless otherwise specified in the plans or special provisions. The ingress and egress include entrance and exit via driveways at the various properties, and access to the intersecting roads and streets. The Contractor shall maintain sufficient personnel and equipment on the project at all times, particularly during inclement weather, to ensure that ingress and egress are provided when and where needed.

Two-way traffic shall be maintained at all times unless otherwise specified or approved. The Contractor shall not stop traffic without permission granted by the Engineer.

All equipment used on The Work shall come equipped with factory-installed mufflers, or manufacturer's recommended equivalent, in good condition. These mufflers shall be maintained in good condition throughout the construction period.

## 107.08 Railroad-Highway Provisions

All work to be performed by the Contractor on a railroad company's right-of-way or property shall be done in a manner satisfactory to the chief engineer of the railroad company, or his authorized representative, and shall be performed at such times and in such manner as not to unnecessarily interfere with the movement of trains or traffic upon the track of the railroad company. The Contractor shall use all reasonable care and precaution in order to avoid accidents, damage, or unnecessary delay or interference with the railroad company's trains or other property, or property of tenants of railroad company.

The Contractor shall notify the railroad company and obtain its approval before commencing work on the railroad company's right-of-way or property.

The Contractor shall determine what measures are required by the railroad company to protect its operations and right-of-way or property during construction. Such protection may include the use of a flagger or flaggers provided by the railroad company. The Contractor shall be responsible for ensuring that the required protection is provided and shall pay the railroad company directly for any and all such services which may be required to accomplish the construction unless otherwise specified.

Any temporary grade crossings or other means needed during construction by the Contractor for transporting materials of any nature and/or equipment across the railroad tracks will be the responsibility of the Contractor to handle directly with the railroad company and bear all costs incidental to such crossings including flagging services provided by the railroad company.

A *Special Provisions for the Protection of Railroad Interests* may be included in the proposal to stipulate insurance and other requirements of the railroad company.

## 107.09 Barricades and Danger, Warning, and Detour Signs

The Contractor shall furnish, install, and maintain all necessary and required barricades, signs, and other traffic control devices in accordance with these Specifications, project plans, special provisions, and the MUTCD, and take all necessary precautions for the protection of The Work and safety of the public.

Unless otherwise specified, all traffic control devices furnished by the Contractor shall remain the property of the Contractor.

## 107.10 Forest Protection

In carrying out work within or adjacent to State or National Forests, or any other forests, parks, or other public or private lands, the Contractor shall obtain necessary permits and comply with all of the regulations of the appropriate authorities having jurisdiction over such forest, park, or lands. The Contractor shall keep the areas in an orderly condition, dispose of all refuse, obtain permits for the construction and maintenance of all construction camps, stores, warehouses, residences, latrines, cesspools, septic tanks, and other structures in accordance with the requirements of the appropriate authority.

The Contractor shall take all reasonable precautions to prevent and suppress forest fires and shall require his employees and subcontractors, both independently and at the request of forest officials, to do all reasonably within their power to prevent and suppress and to assist in preventing and suppressing forest fires; to notify a forest official at the earliest possible moment of the location and extent of any fire seen by them; and to extinguish or aid in extinguishing nearby fires.

## 107.11 Construction Over or Adjacent to Navigable Waters

### A. Navigation to Be Protected

Since navigable waterways are under the jurisdiction of the United States Coast Guard and/or the United States Army Corps of Engineers, all work done in, over, on or adjacent to such waters shall comply with their requirements. Free navigation shall not be impeded, and navigable depths shall be maintained.

The Contractor shall comply with permits issued by the United States Coast Guard and/or the United States Army Corps of Engineers, and the Contractor shall obtain and comply with other permits in accordance with the requirements of Subsection 107.02.

Special Provisions for environmental protection may be included in the proposal to stipulate environmental commitments and other requirements.

### B. Obstructions to be Removed

When the construction has progressed enough to permit removal, all falsework, piling and other obstructions shall be removed to the satisfaction of the Federal agency having jurisdiction. In all cases such clearing must be done thoroughly before The Work will be accepted by the Department.

## 107.12 Use of Explosives

When the use of explosives is necessary for the prosecution of The Work, the Contractor shall exercise the utmost care not to endanger life or property, and shall obey all State, Federal and other Governmental regulations applying to transportation, storage, use, and control of such explosives. The Contractor shall be completely responsible for any and all damage resulting from the transportation, storage, use, and control of explosives in the prosecution of The Work by the Contractor, the Contractor's agents, or employees; and shall hold the Department harmless from all claims of damages resulting in any manner therefrom.

The Contractor shall notify each public utility owner having structures or other installations, above or below ground, near the site of The Work of his intention to use explosives. Such notice shall be given sufficiently in advance to enable

the utility owners to take such steps as they may deem necessary to protect their property from injury. Such notice shall not relieve the Contractor of responsibility for all damages resulting from his blasting operations.

All explosives shall be stored securely in compliance with all laws and ordinances, and all such storage places shall be clearly marked DANGEROUS EXPLOSIVES. Explosives and detonators shall be stored in separate storage facilities in separate areas. Where no laws or ordinances apply, locked storage shall be provided satisfactory to the Engineer, never closer than 1,000 ft. (300 m) from any travel-road, building, or camping area.

In all cases where the transport, storage, or use of explosives is undertaken, such activities shall be controlled and directed by fully qualified representatives of the Contractor.

Whenever electric detonators are used, all radio transmitters shall be turned off within a radius of 500 ft. (150 m). No blasting supplies shall be transported in vehicles with two-way radio unless the transmitter is turned off, or extra shielding precautions are taken. Appropriate signs shall be placed so as to give ample warning to anyone driving a vehicle equipped with two-way radio. Electrical detonators will not be used within 500 ft. (150 m) of a railroad.

Submit a blasting plan to the Engineer a minimum of five working days prior to use of explosives that provides details of the proposed blasting plan, including, but not limited to, the type and amount of explosives, the shot sequence, the description of and distance to the closest inhabitable structure, and other information as requested by the Engineer. Submission of blasting plan does not relieve the contractor of the responsibility for the adequate and safe performance of the blasting.

## 107.13 Protection and Restoration of Property and Landscape

### A. General Provisions

The Contractor shall be responsible for the preservation of all public and private property, crops, fish ponds, trees, monuments, highway signs and markers, fences, grassed and sodded areas, etc. along and adjacent to the highway, and shall use every precaution necessary to prevent damage or injury thereto, unless the removal, alteration, or destruction of such property is provided for under the Contract. The Contractor shall use suitable precaution to prevent damage to all underground structures, whether shown on the Plans or not, and shall protect carefully from disturbance or damage, all land monuments and property marks until the Engineer has witnessed or otherwise referenced their location and shall not move them until directed. The Contractor shall not willfully or maliciously injure or destroy trees or shrubs and shall not remove or cut them without proper authority.

The Contractor shall be responsible for all sheet piling, shoring, underpinning, etc., as may be required for the protection of abutting property, nearby buildings, streets, and the like.

The Contractor shall be responsible for all damage or injury to property of any character, during the prosecution of The Work, resulting from any act, omission, neglect, or misconduct in his manner or method of executing The Work, or at any time due to defective work or materials, and said responsibility will not be released until the project shall have been completed and accepted.

The Contractor shall plan, coordinate, and prosecute The Work so that disruption to personal property and business is held to a practical minimum.

No resident or business shall be denied vehicular access to their property for any length of time other than as determined by the Engineer is absolutely necessary. Where two or more existing driveways are present for a business, only one existing driveway shall be closed at any time. All construction areas abutting lawns and yards of residential or commercial property shall be restored promptly. Backfilling of each drainage structure or section of curb and gutter, sidewalk, or driveway shall be accomplished as soon as adequate strength is obtained. Finishing, dressing, and grassing shall be accomplished immediately thereafter as a continuous operation within each area being constructed with emphasis placed on completing each individual yard or business frontage. Care shall be taken to provide positive drainage to avoid ponding or concentration of runoff.

Handwork, including raking and smoothing, shall be required to ensure that roots, sticks, rocks, and other debris are removed in order to provide a neat and pleasing appearance. Grassing, when in season, shall immediately follow in order to establish permanent cover at the earliest date. If grassing is not in season, proper erosion control shall be installed and maintained.

The Work described above shall be in addition to that required by Subsection 104.07, *Final Cleaning Up* and Subsection 105.16, *Final Inspection and Acceptance*.

### B. Erosion and Siltation Control

The Contractor shall take all necessary measures throughout the life of the Project to control erosion and silting of rivers, streams, and impoundments (lakes, reservoirs, etc.). Construction of drainage facilities as well as performance of other Contract work which will contribute to the control of erosion and siltation shall be carried out in conjunction with clearing and grubbing, and earthwork operations as stipulated in Section 161.

### C. Pollution

The Contractor shall exercise every reasonable precaution throughout the life of the Contract to prevent pollution of rivers, streams or impoundments. Pollutants such as chemicals, fuels, lubricants, bitumens, raw sewage and other harmful waste shall not be discharged into or alongside rivers, streams, and impoundments, or into natural or manmade channels leading thereto. The Contractor shall also comply with the applicable regulations of other State and Federal departments and to all governmental statues relating to the prevention and abatement of pollution.

### D. Insect Control Regulations

The Plant Pest Control Division of the U.S. Department of Agriculture and the Georgia State Department of Agriculture restrict the movement of certain items from areas infested with Japanese Beetles or Imported Fire Ants so as to prevent the spread of these pests to non-infested areas. Where insect infested areas are shown on the plans, Contractors will control their operations in such a manner as to comply fully with the requirements of Section 155.

### E. Reclamation of Material Pits and Waste Disposal Areas

Whenever or wherever the Contractor obtains material from a source or wastes material on an area other than within the Right-of-Way, regardless of the fashion, manner or circumstances for which the source or area is obtained, it shall be reclaimed in accordance with the requirements of Section 160.

### F. Mailboxes

The property owner shall have the responsibility for removing and relocating the mailbox to an area outside construction limits.

The Engineer will mark a point for the relocation of the box. The stake should be set so that the location of the box will be convenient to both the mail carrier and the patron, yet not interfering with the proposed work. It may be necessary for the Engineer to confer with the Post Office serving the area.

The Contractor shall notify each affected owner, in writing, that their mailbox is in conflict with the proposed construction, that they have ten days to relocate the box and that, after the expiration of the 10 days' notice, if the owner has not relocated the box, it shall be removed by the Contractor and laid upon the owner's property, clear of the right-of-way.

Any cost to the Contractor for removing the mailboxes as stated above shall be included in the price bid for other items.

### G. Failure to Comply

Failure of the Contractor to comply with any of the above provisions or to install erosion prevention items included in the Contract at the time specified, will be evidence of omission and neglect, and the Contractor will be liable for damages as outlined in Subsection 107.13.H below. Furthermore, the Engineer shall withhold payment on all Contract Items until such time as the Contractor complies in full with all of the aforesaid provisions.

### H. Payment for Damages

When or where any direct or indirect damage or injury is done to public or private property by or on account of any act, omission, neglect, or misconduct in the execution of The Work, or in consequence of the nonexecution thereof by the Contractor, the Contractor shall restore, at his own expense, such property to a condition similar or

equal to that existing before such damage or injury was done, by repairing, rebuilding or otherwise restoring as may be directed, or shall make good such damage or injury in an acceptable manner.

### I. Compensation

All costs pertaining to any requirement contained herein shall be included in the overall bid submitted unless such requirement is designated as a separate Pay Item in the proposal.

## 107.14 Load Restrictions

It is hereby agreed between the Department and the Contractor that in the performance of The Work under the Contract, the following load restrictions and stipulations shall be in full force and effect during the life of the Contract:

### A. Parties Affected

The load restrictions and stipulations contained herein shall be applicable to the equipment of the Contractor; each agent or subcontractor employed by the Contractor; and each person or persons, firm, partnership, corporation or any combination thereof, hauling materials, supplies or equipment to or on the project, by or for the Contractor.

### B. Within Project Limits

No hauling equipment which is loaded beyond those limits provided by State Law shall be permitted on any portion of the new or existing pavement structure except that such loads will be permitted on non-stabilized bases and subbases prior to placing roadway paving subject to the provisions of Subsection 107.17.

Axle loads and gross weight limits will be evaluated in accordance with current Georgia Law.

All damage caused by any equipment to any permanent installation or portion of The Work shall be promptly repaired by the Contractor at his expense. When it becomes necessary to cross existing pavement with excessive loads, the Contractor shall provide and remove, at his own expense, proper cushioning by means of earth blanket or otherwise as directed.

### C. Outside Project Limits

All equipment users included in Subsection 107.14.A, above, operating equipment on roads outside the project limits shall be governed by the following regulations:

1. No vehicle shall carry any load in excess of that specified by Georgia Law.
2. On County system roads the maximum total gross weight shall not exceed 56,000 lbs. (25,400 kg) unless a vehicle is making a pickup or delivery on such roads.
3. For a specific individual trip the above weight limitations may be exceeded provided a special permit is obtained from the Department for each such movement. A special permit will not relieve the Contractor of liability for damage that may result from such a movement. Refer to O.C.G.A §32-6-26 Weight of Vehicle and Load, SB54 (2011) for compliance with weight limitations and exceptions.
4. Authorized personnel of the Department of Public Safety shall be permitted to weigh each truck hauling material to the Project whenever the Department so desires. The owner of each truck shall instruct his operators to cooperate with and assist the truck weighers in every way possible.
5. A Certified Public Weigher operating under the provisions of Standard Operating Procedure 15 shall not dispatch any vehicle loaded with material to be incorporated into the Project when the gross vehicle weight exceeds the limit established by law.
6. Ready Mix Concrete trucks shall comply with load restrictions as specified in Laboratory Standard Operating Procedure 10, *Quality Assurance for Concrete Plants in Georgia*.

### D. Responsibilities

It will be the responsibility of the Contractor to advise his personnel, and all equipment users included in Subsection 107.14.A, as to the load restrictions and stipulations contained herein.

### E. Excess Loads and Violations

If multiple violations assignable to a given Certified Public Weigher are occurring, that Certified Public Weigher may be suspended from weighing materials dispatched to Department of Transportation projects.

## 107.15 Responsibility for Damage Claims

The Contractor shall indemnify and save harmless the Department, its officers and employees, from all suits, actions, or claims of any character brought because of any injuries or damage received or sustained by any person, persons, or property on account of the operations of the said Contractor; or on account of or in consequence of any neglect in safe-guarding The Work; or through use of unacceptable materials in constructing The Work; or because of any act of omission, neglect or misconduct of said Contractor; or because of any claims or amounts recovered from any infringements of patent, trademark, or copyright; or from any claims or amounts arising or recovered under the Workmen's Compensation Act, or any other law, ordinance, order, or decree; and so much of the money due the said Contractor under and by virtue of his Contract as may be considered necessary by the Department for such purpose may be withheld for the use of the State; or, in case no money is due, his surety may be held until such suit or suits, action or actions, claim or claims for injuries or damages as aforesaid shall have been settled and suitable evidence to that effect furnished to the Department; except that money due the Contractor will not be withheld when the Contractor produces satisfactory evidence that he is adequately protected by public liability and property damage insurance.

## 107.16 Opening Sections of Project to Traffic

Whenever any bridge or section of roadway is in acceptable condition for travel, the Engineer may direct that it be opened to traffic, whether or not the opening was originally provided for, and such opening shall not be held to be in any way an acceptance of the bridge or roadway, or any part thereof, or as a waiver of any of the provisions of the Contract. Necessary repairs or renewals made on any section of the roadway or bridge thus opened to traffic under instructions from the Engineer, due to defective material or work, or to any cause other than ordinary wear and tear, pending completion and acceptance of the roadway, bridge, or other work, shall be done by the Contractor, without additional compensation. Also, the Contractor shall not receive additional compensation for completing The Work except as specified in Subsection 104.03.

If the Contractor is dilatory in completing shoulders, drainage structures, or other features of work, the Engineer may so notify him in writing and establish therein a reasonable period of time in which The Work should be completed. If the Contractor is dilatory or fails to make a reasonable effort toward completion in this period of time, the Engineer may then order all or a portion of the Project opened to traffic. On such sections which are so ordered to be opened, the Contractor shall conduct the remainder of his construction operations so as to cause the least obstruction to traffic and shall not receive any added compensation due to the added cost of The Work by reason of opening such section to traffic.

On any section opened to traffic under any of the above conditions, whether stated in the Special Provisions or opened by necessity of Contractor's operations, or unforeseen necessity, any damage to the highway not attributable to traffic which might occur on such section (except slides) shall be repaired by the Contractor at his expense. The removal of slides shall be done by the Contractor on a basis agreed to prior to the removal of such slides.

## 107.17 Contractor's Responsibility for The Work

From the first day the Contractor begins work, or from the date Contract Time commences, whichever occurs first, until written final acceptance of the project by the Engineer, the Contractor shall have the charge and care thereof and shall take every precaution against injury or damage to any part thereof by the action of the elements or from any other cause, whether arising from the execution or from the non-execution of The Work. The Contractor shall rebuild, repair,

restore, and make good all injuries or damages to any portion of The Work occasioned by any of the above causes before final acceptance and shall bear the expense thereof except that the Department may, in its discretion, reimburse the Contractor for the repair of damage to The Work due to unforeseeable causes beyond the control of and without the fault or negligence of the Contractor, including but not restricted to acts of God, of the public enemy or of governmental authorities. The Contractor's responsibility for damages and injuries is defined in Subsection 104.05.A.

In case of suspension of work from any cause whatsoever, the Contractor shall be responsible for the Project and shall take such precautions as may be necessary to prevent damage to the Project, provide for normal drainage and shall erect any necessary temporary structures, signs, or other facilities at his expense.

## 107.18 Acquisition of Right-of-Way

Rights-of-Way for the project will be obtained by the Department, in coordination with local governments and others. However, the Contractor's access to the portions of the right-of-way may be restricted. Where such restrictions are known in advance to the Department they will be listed in the bid proposal. Delays to the progress of The Work may be encountered because of restricted access to portions of the right-of-way. When such delays occur, whether caused by restrictions listed in the bid proposal or restrictions that develop after the Contract is signed, the parties agree in executing the Contract that such delays do not constitute breach of the Contract. Delays in availability of right-of-way beyond those listed in the bid proposal, or that develop after the Contract has been signed, that impact the controlling Item or Items of The Work will not be charged against the Contract Time. Additional compensation for such delays shall not be paid, except as provided in Subsection 105.13, *Claims for Adjustments and Disputes*, or Subsection 109.09, *Termination Clause*. In the event the Department is unable to acquire right-of-way needed for the project, resulting in delay to or termination of the project, such situation will also be controlled by this Section, and will not constitute a breach of the Contract by the Department.

## 107.19 Personal Liability of Public Officials

In carrying out any of the provisions of the Contract or in exercising any power or authority granted to the Board, Commissioner, Chief Engineer, their agents and employees, by the Contract, there shall be no liability, either personally or as officials or representatives of the Department, it being understood that in all such matters they act solely as agents and representatives of the Department.

## 107.20 No Waiver of Legal Rights

Upon completion of The Work, the Department will expeditiously make final inspection and notify the Contractor of acceptance. Such final acceptance, however, shall not preclude or estop the Department from correcting any measurement, estimate, or certificate made before or after completion of The Work, nor shall the Department be precluded or estopped from recovering from the Contractor or his Surety, or both, such over-payment as it may sustain, or by failure on the part of the Contractor to fulfill his obligations under the Contract. A waiver on the part of the Department of any breach of any part of the Contract shall not be held to be a waiver of any other or subsequent breach.

The Contractor, without prejudice to the terms of the Contract, shall be liable to the Department for latent defects, fraud, or such gross mistakes as may amount to fraud, or as regards the Department's rights under any warranty or guaranty.

## 107.21 General Description

The Contractor shall designate, prior to beginning any work, a Worksite Utility Coordination Supervisor (WUCS) who shall be responsible for initiating and conducting utility coordination meetings and accurately recording and reporting the progress of utility relocations and adjustment work. Also, the WUCS shall prepare an Emergency Response Plan for the purpose of planning, training, and communicating among the agencies responding in the event of an emergency. The WUCS shall be the primary point of contact between all of the Utility companies, the Contractor and the Department. The WUCS shall recommend the rate of reoccurrence for utility coordination meetings and the

Engineer will have the final decision on the regularity for utility coordination meetings. In no case will utility coordination meetings occur less than monthly until controlling items of utility relocations and adjustment milestones are completed. The WUCS shall contact each of the utility companies for the purpose of obtaining information including, but not limited to, a Utility Adjustment Schedule (UAS) for the controlling items of utility relocations and adjustments. The WUCS shall notify the appropriate utility company and/or utility subcontractors and the Department of the status of controlling items of relocations and adjustment milestones as they are completed. The WUCS shall furnish the Engineer, for approval, a progress schedule chart, immediately following the receipt of the Notice to Proceed unless otherwise specified, which includes the utility companies controlling items of work and other information in accordance with Section 108.03 or elsewhere in the Contract documents.

The WUCS shall cooperate with the companies of any underground or overhead utility facilities in their removal, relocations or adjustment work in order that these operations may progress in a reasonable manner, and that duplication of this work may be reduced to a minimum, and services rendered by those parties will not be unnecessarily interrupted. To promote this effort the WUCS shall prepare an agenda for the utility coordination meetings and circulate same in advance of the meeting to encourage input and participation from all the utility companies. The agenda will be prepared by an examination of the project site and should include photographs of potential/actual utility conflicts.

### A. Qualifications

The WUCS shall be an employee of the Prime Contractor, shall have at least one year experience directly related to highway and utility construction in a supervisory capacity and have a complete understanding of the Georgia Utilities Protection Center operations, and shall be trained on the Georgia Utility Facility Protection Act (GUFPA). The Department does not offer any training on GUFPA.

The Prime Contractor is responsible for obtaining the GUFPA training for their employees.

Questions concerning the Georgia Public Service Commission GUFPA training program should be directed to:

Georgia Public Service Commission
244 Washington St. SW
Atlanta, GA 30334-5701
404.463.9784

### B. Ticket Status

During the utility coordination meetings, the WUCS shall collect and maintain the Ticket Status information to determine the status of all locate requests within the project limits. This information will be used to assure those planning to use mechanized equipment to excavate or work within the project limits are prepared to begin work when they have reported or estimated beginning work. At points where the Contractor's or utility company's operations are adjacent to or conflict with overhead or underground utility facilities, or are adjacent to other property, damage to which might result in considerable expense, loss, or inconvenience, work shall not commence until all arrangements necessary for the protection thereof have been made.

### C. Notice

The names of known utility companies and the location of known utility facilities will be shown on the plans or listed in the Subsurface Utility Engineering Investigation if performed or in the special provisions; and the WUCS shall give 24-hour notice to such utility companies before commencing work adjacent to said utility facilities which may result in damage thereto. The WUCS shall further notify utility companies of any changes in the Contractor's work schedules affecting required action by the utility company to protect or adjust their facilities. Notice to the utility companies by the Department of the Award of Contract, under Subsection 105.06, shall not be deemed to satisfy the notice required by this paragraph. Furthermore, this 24-hour notice shall not satisfy or fulfill the requirements of the Contractor as stated in Chapter 9 of Title 25 of the Official Code of Georgia Annotated, known as the *Georgia Utility Facility Protection Act*.

## D. Utility Coordination (UC) Meeting

The WUCS is responsible for holding meetings and communicating with each Utility Owner, the Department, and/or the Department's representative as necessary to timely accomplish the Utility Adjustments in compliance with the UAS. To promote this effort the WUCS shall give at least seven (7) calendar days advanced notice of each scheduled meeting, prepare an agenda [which includes (a) status/updates of the last meeting, (b) any outstanding issues/concerns with utility relocation activities etc.] for the UC meetings and circulate same in advance of the meeting to encourage input and participation from all of the utility companies.

The WUCS must prepare the meeting minutes of all UC meetings and distribute the same to all Utility Companies (regardless of their attendance) within seven (7) calendar days of the UC meeting. If any Utility Company fails to attend these meetings and/or provide required updates on their relocation work, the WUCS must inform the District Utility Manager (DUM) or designee of these details.

The WUCS shall record the weather delay details (which includes the rainy days and non-productive days) and provide this information in the UC meeting minutes.

## E. Emergency Response Plan

The WUCS shall prepare and submit Emergency Utility Response Plan (EURP) within 30 days following the receipt of the Notice to Proceed. The EURP shall indicate the project location (which includes street address and or major intersections/major highway route, if possible with a land mark) that would be reported in case of an emergency, WUCS, Emergency Utility Coordinator (EUC), utility company name, utility company emergency contact information to include but not limited to emergency phone number, response time for emergency, working condition of devices needed to facilitate prompt shut off, and primary point of contact name and phone number for the project.

Emergency Utility Coordinator (EUC) shall be an employee of the Prime Contractor and shall notify the appropriate utility company and/or utility subcontractors in case of an emergency. EURP must include the contact details of the EUC, if WUCS is not the primary emergency utility coordinator for this project.

The plan will also include a means of reporting emergencies and the Utility Emergency Response Information for each company. The WUCS/EUC shall post the EURP in an area readily accessible to the Department and project personnel. Also, WUCS shall distribute the copies of EURP by e-mail and hard copy to GDOT Area Engineer, GDOT Construction Project Manager, Contractor's project manager, superintendent, and all approved sub-contractors whose work can be in conflict with utilities facilities, personnel of each facility/owner/operator who has facilities within the project limits and keep a copy in close proximity to active construction.

In the event of interruption to gas, water or other utility services as a result of accidental breakage or as a result of being exposed or unsupported, the WUCS/EUC shall promptly notify the appropriate emergency officials, the Georgia Utilities Protection Center and the appropriate utility facility company or operator, if known. Until such time as the damage has been repaired, no person shall engage in excavating or blasting activities that may cause further damage to the utility facility.

In order to keep up with the latest/most updated EURP contact information (name and phone numbers); WUCS shall include an item in the agenda of Utility Coordination meeting about the updates / changes in the EURP plan.

The Emergency Utility Response Plan and Emergency Utility Response Information template can be found at the State of Georgia, Office of Utilities web page.

## F. Submission

Provisions for reporting all utility coordination meetings, the progress of utility relocation and adjustment work milestones and ticket status information will be reported on a form developed by the WUCS and will be distributed by the WUCS to all of the utility companies as milestones are met and shall be included as part of the project records. These reports shall be delivered to the Engineer for review, on a monthly basis. The WUCS shall immediately report to the Engineer any delay between the utility relocation and adjustment work, the existing Utility Adjustment Schedule, or the proposed Utility Adjustment Schedule so that these differences can be reconciled.

## G. Delays

Delays and interruptions to the controlling item or Items of The Work caused by the adjustment or repair of water, gas, or other utility appurtenances and property may be considered for an extension of Contract Time as provided in Subsection 108.07.E unless such delays are due to the negligence of the Contractor.

## H. Facilities Supported on Bridges

If the utility facilities are to be supported on bridges, the following provisions shall apply:

1. The Plans will show the location of the facility and the auxiliary items necessary to support the facility.
2. The Contractor constructing the bridge shall install anchor bolts, thimbles, inserts, or other auxiliary items attached to the bridge as a part of the support for the utility facility. The Utility Company shall furnish these auxiliary items, unless the Contract indicates these items are to be furnished by the Contractor as a part of the bridge construction.
3. The Utility or its subcontractor constructing the utility facility shall install hanger rods, pipe rollers, and other attachments necessary for the support of the utility facility as indicated on the Plans. The Utility Company shall furnish these attachments at no cost to the Department or the prime contractor unless otherwise specified. This work shall also include:
   a. Sealing the openings around the utility where it passes through end walls to prevent the passage of undesirable materials.
   b. Painting the exposed portions of utility supports unless such supports are corrosion resistant. Painting shall be done in accordance with the applicable portions of Section 535, unless otherwise specified.
4. The sequence of bridge construction work may be set forth in the Plans and/or the Special Provisions and will show at what stage of The Work a utility company will be allowed to make the utility installation. Further, all or any portion of The Work under Subsection 107.21.H.3 may be included in the bridge Contract by the plans and/or the special provisions.
5. Any damage to the bridge structure caused by the utility installation shall be repaired to the satisfaction of the Engineer at the expense of the Utility or its subcontractor installing the utility facility.

## I. Clearances

The Plans provide for at least minimum clearance of utilities as required by the National Electrical Safety Code, U.S. Department of Commerce, and National Bureau of Standards. Additional clearance required or desired by the Contractor shall be arranged by the Contractor with the Utility Owner. The Department will pay no extra compensation for such additional clearances.

## J. Utility Relocation Progress Schedule

The purpose of the Utility Adjustment Schedule is to provide the Contractor with the pertinent information, including any utility staging required, dependent activities, or joint-use coordination that is required for the creation of a feasible progress schedule. A suitable Utility Adjustment Schedule form is available from the Department for the WUCS to circulate to utility companies for any proposed project construction staging or should a utility company not duly file a Utility Adjustment Schedule to the Department during the preconstruction phase of the project. The WUCS shall submit a Utility Relocation Progress Schedule showing together the progress schedule Chart referenced in Section 108.03 and the proposed Utility Adjustment Schedules from all utility companies to the Engineer for review and approval. Copies of UAS's with utility companies having facilities on this project will be made available at the Georgia Department of Transportation, Office of Construction Bidding Administration, located at One Georgia Center, 600 West Peachtree Street, NW, Atlanta, GA 30308, for examination by the Contractor. The Utility Adjustment Schedules are available on-line at: https://www.bidx.com/ga/lettings

## K. Compensation

There will be no separate measurement or payment for this work. The cost associated with this work shall be included in the overall bid submitted.

## 107.22 Hazardous and/or Toxic Waste

When the Contractor's operations encounter or expose any abnormal condition which may indicate the presence of a hazardous and/or toxic waste, such operations shall be discontinued in the vicinity of the abnormal condition and the Engineer shall be notified immediately. The presence of barrels, discolored earth, metal, wood, or visible fumes, abnormal odors, excessively hot earth, smoke, or anything else which appears abnormal may be indicators of hazardous and/or toxic wastes and shall be treated with extraordinary caution as they are evidence of abnormal conditions.

The Contractor's operations shall not resume until so directed by the Engineer.

Disposition of the hazardous and/or toxic waste will be made in accordance with the requirements and regulations of the Department of Human Resources and the Department of Natural Resources. Where the Contractor performs work necessary to dispose of hazardous and/or toxic waste, payment will be made at the unit prices for pay items included in the contract which are applicable to such work or, where the contract does not include such pay items, payment will be as provided in Subsection 109.05, *Extra Work*.

## 107.23 Environmental Considerations

### A. Construction

Erosion control measures shall be installed, to the greatest practical extent, prior to clearing and grubbing. Particular care shall be exercised along stream buffers, wetlands, open waters and other sensitive areas to ensure that these areas are not adversely affected.

Construction equipment shall not cross streams, rivers, or other waterways except at temporary stream crossing structures shown on the plans or as allowed by permit.

Construction activities within wetland areas are prohibited except for those within the construction limits as shown on the plans and as specified in Subsection 107.23.E.

Sediment control devices (except as noted in the construction standards and details) installed on the Project shall, at a minimum, be cleaned of sediment when one-half the capacity, by height, depth or volume, has been reached. All other devices, as noted in the construction standards and details, shall be cleaned of sediment when one-third the capacity by volume has been reached.

Construction waste or debris, from bridge construction or demolition, shall be prevented from being allowed to fall or be placed into wetlands, streams, rivers or lakes.

Excavation, dewatering, and cleaning of cofferdams shall be performed in such a manner as to prevent siltation. Pumping from cofferdams to a settling basin or a containment unit will be required if deemed necessary by the Engineer.

Operations required within rivers or streams, i.e. jetting or spudding, shall be performed within silt containment areas, cofferdams, silt fence, sediment barriers or other devices to minimize migration of silt off the project.

All temporary lighting shall be directed away from forested areas.

For plan sets that include an Environmental Resources Impact Table in the General Notes section, the Contractor shall abide by all restrictions and/or permitted activities noted in the Environmental Resources Impacts Table.

If the Contractor fails to follow any requirements set forth in the Environmental Resources Impacts Table, including, but not limited to any requirements or restrictions set forth in a Special Provision or other environmentally related specification, the Contractor shall be liable to the Department for any direct costs incurred by the Department as result of this failure and any required remediation as a result of this failure, the nature and extent of the remediation determined in the sole discretion of the Department (hereinafter in this subsection "Reimbursable Department Costs"). Reimbursable Department Costs may include but not be limited to following:

- fines or mitigation fees assessed and paid against the Department by another governmental agency;

- Department expended costs in retaining a private environmental consultant to address the Contractor's failure to follow any requirements of the Environmental Resources Impacts Table;
- Department expended costs associated with remediating the impact due to the failure of the Contractor to follow the requirements of the Environmental Resources Impacts Table; and
- Department cost for the review and preparation of documents by the Department or its consultants.

Upon notification from the Department of the failure to follow any requirements of the Environmental Resources Impacts Table and the need for remediation, the Contractor shall submit to the Department for approval a plan of action for remediation of the impact with all the necessary information and documentation. The Department may require that the Contractor's plan be amended to include additional requirements for remediation of impacts at any time. Remediation activities shall not be performed by the Contractor until the appropriate coordination has occurred between the Department and, if applicable, external agencies, consulting parties, or tribes, as determined by the Office of Environmental Services. The Engineer or his or her designee will provide written approval to the Contractor prior to commencement of any required remediation activities set forth in the approved plan. Reimbursable Department Costs will commence upon notification by the Department to the Contractor of the impact and the need for remediation and will continue until the Contractor has completed the required remediation. All costs associated with the implementation of the approved remediation plan will be incurred by the Contractor. Failure to submit a plan or implement the approved plan may result in the Department taking additional contractual actions against the Contractor, which may include but not be limited to suspending The Work pursuant to Specification 108.06 or declaring default pursuant to Specification 108.09.

## B. Inadvertent Discovery of Cultural Resources and Human Remains

If objects thought to be historic material or archaeological artifacts are encountered during construction on the Project site or during the excavation of a previously approved off-site facility, the Contractor shall immediately cease the operation in the in the area of the find and notify the Engineer within twenty-four hours of the find. The Engineer shall then immediately contact the State Environmental Administrator in the Office of Environmental Services to determine the coordination required and the disposition of the find in accordance with Section 106 of the National Historic Preservation Act (54 U.S.C § 300101 et seq.) and the Georgia Environmental Policy Act (OCGA § 12-16-9 et seq.), as applicable. The Contractor shall not remove any historic or archaeological materials from the Project site and shall not resume activity in the area of the find until specifically authorized in writing by the Engineer.

If human remains or associated burial items are encountered during construction on the project site or during excavation of a previously approved off-site facility, the Contractor shall immediately cease all activity in the in the area of the find and notify the Engineer within twenty-four hours of the find. The Engineer shall then immediately contact the State Environmental Administrator in the Office of Environmental Services. The Office of Environmental Services will determine if the human remains are modern or historic/archaeological in context. If the human remains are determined to be modern in context (i.e. not associated with a historic burial or an archeological context), the Engineer will then notify law enforcement in accordance with OCGA § 31-21-6. If they are historic or archaeological in context, law enforcement will not be notified as provided for in OCGA § 31-21-6 and the Georgia Office of the State Archaeologist Policy on Encountering American Indian Human Remains. The Contractor shall not remove any human remains or associated burial objects from the project site and shall not resume activity in the area of the find until specifically authorized in writing by the Engineer.

The area of the find shall be secured and protected to the extent possible to prevent harm while coordination and additional investigation are conducted pursuant to the Georgia Abandoned Cemeteries and Burial Ground Act (OCGA § 36-72-1 et seq.), Section 106 of the National Historic Preservation Act (54 U.S.C § 3001001 et seq.), Native American Graves Protection and Repatriation Act ( 25 U.S.C. § 3001 et seq.), and the Archaeological Resources Protection Act (16 U.S.C. § 470aa-470mm), as applicable. The Contractor shall limit discussion of the presence of human remains or associated burial items to Department personnel only and shall not share information with the public through personal or mass media, subject to the Georgia Open Records Act (OCGA § 58-18-70 et seq.). The Office of Environmental Services will notify and coordinate with federal and state agencies,

federally-recognized tribes, and other entities, as applicable regarding the find and communicate the subsequent plan for treatment and/or disposition to the Engineer. The Engineer will communicate to the Contractor the status of any restrictions implemented that will affect The Work as a result of the required coordination by the Office of Environmental Services, including the time necessary to resolve required consultation and the identification of areas within the project where the Contractor may work while coordination is ongoing.

When directed by the Engineer, the Contractor shall conduct work to implement any subsequent treatment plan. Such work will be considered extra work pursuant to Specification 104.04. If The Work is suspended, the Contractor may submit a request for additional contract time as allowed under Section 108.06.

If the Contractor fails to immediately notify the Engineer of the find of historic material, archaeological artifacts, human remains or associated burial objects (not to exceed 24 hours), the Contractor shall be liable for any and all resulting and associated costs and damages incurred by the Department. Should damage to a find of historic material, archaeological artifacts, human remains or associated burial objects occur as a result of the Contractor's action in violation of this section, and notwithstanding any subsequent approved correction by the Contractor, the Contractor shall be liable for any and all costs resulting or arising from such action, including but not limited to, the cost of repair, costs of remediation, fines, and mitigation fees assessed against the Department by another government entity.

## C. Environmental Clearance of Local Material or Disposal Sites

Specific written environmental approval from the Engineer will be required for any local material or disposal sites not included in the Plans. No work shall be started at any potential local material or waste site not shown on the plans prior to receiving said environmental approval from the Engineer. Local material sites are defined as borrow pits, common borrow, base, embankment, sand clay base, topsoil base, soil cement base, granular embankment, asphalt sand, maintenance pits, or stockpiled borrow sources. Disposals sites, as defined in Standard Specification 201.3.05.E.3, may be defined as excess material, common fill, or inert waste.

The Contractor may obtain environmental approval on a site with one of two methods: 1) GDOT provided environmental surveys or 2) environmental surveys obtained by the Contractor at no cost to the Department. The Contractor must choose one method for review and approvals, which will apply to all sites required for a given project and submit an Environmental Review Notification indicating their chosen method.

1. If the Contractor chooses to obtain their own environmental surveys, they shall be conducted by a consultant(s) prequalified to work with the Department in the following area classes: 1.06(b) – History; 1.06(e) – Ecology; and 1.06(f) – Archaeology. Background research and field methods shall be conducted in accordance with the Office of Environmental Services Environmental Procedures Manual, with documentation in an Environmental Survey Results Memorandum (template available from the Office of Environmental Services).
2. If the Contractor requests that GDOT conduct required environmental surveys, an Environmental Survey Request shall be submitted for each site (template available from the Office of Environmental Services).

Upon receipt of an Environmental Survey Request, the Office of Environmental Services shall provide environmental approval or denial within thirty (30) business days. Upon receipt of an Environmental Survey Results Memorandum, the Office of Environmental Services shall provide environmental approval or denial within ten (10) business days. The Department will not accept requests for review of sites before a Notice to Proceed is issued. Incomplete Survey Requests, surveys that are not conducted by a GDOT prequalified consultant, or surveys that do not meet the required level of field effort or documentation, will be denied by GDOT OES and may require resubmittal.

The Engineer will inform the Contractor in writing as to the approval or denial of environmental clearance. Approvals may be provided upon condition that an Environmentally Sensitive Area (ESA) be designated within or adjacent to the site prior to use. All ESA stipulations shall be adhered to in accordance with Standard Specification 107.23.F. If a site is denied, the Contractor may, at no expense to the Department, seek to obtain permits or pursue other remedies that might otherwise render the site(s) acceptable, if available. Any and all

changes to proposed sites or their associated haul roads that are not included within the original Environmental Survey Request or Environmental Survey Results Memorandum, including expansion, utilization for purposes other than those indicated in the original submittal, etc. must be submitted for further environmental review and approval prior to use.

Sites included in the Plans have environmental clearance and shall be used only for the purpose(s) specified in the Plans or other contract documents. Should the Contractor wish to expand or utilize said sites for any purpose other than that provided for in the Plans or other contract documents, specific written environmental clearance as noted above shall be obtained.

### D. Control of Pollutants

Pollutants or potentially hazardous materials, such as fuels, lubricants, lead paint, chemicals or batteries, shall be transported, stored, and used in a manner to prevent leakage or spillage into the environment. The Contractor shall also be responsible for proper and legal disposal of all such materials.

Equipment, especially concrete or asphalt trucks, shall not be washed or cleaned-out on the project except in areas where unused product contaminants can be prevented from entering waterways.

### E. Temporary Work in Wetlands Outside of the Construction Limits within the Right-of-Way and Easement Areas

Temporary work in wetlands (that are not delineated with orange barrier fence) will be subject to the following requirements:

1. Temporary work in wetlands shall be accomplished by using temporary structures, timber, concrete, soil with geotextile fabric, or other suitable matting. The area shall not be grubbed.
2. Soil matting shall be protected from erosion in accordance with the Specifications.
3. Whenever temporary work is required in Saltwater Marsh Wetlands, all temporary structures and/or matting shall be removed in their entirety prior to Final Acceptance of the Project. Matted and compressed soils shall be backfilled to their original ground elevation with material meeting the requirements of Section 212 – *Granular Embankment*.
4. Whenever temporary work is required in Freshwater Wetlands, all temporary structures and/or matting (exclusive of soil matting to be retained in the final roadway section) shall be removed in their entirety prior to final acceptance of the project.

   Once the temporary materials have been removed, the area shall be covered by Excelsior or Straw blankets according to Section 713 of the Specifications. The grassing and ground preparation referenced in Subsection 713.3.03, *Preparation*, will not be applicable to this work.
5. The Engineer shall be notified so that a field inspection may be conducted to certify that the temporary materials were properly removed, and that the area was properly restored. The Contractor shall be responsible for any corrective action required to complete this work.
6. There will be no separate measurement or payment for this work. The cost associated with this work shall be included in the overall bid submitted.

### F. Environmentally Sensitive Areas

Some archaeological sites, historic sites, wetlands, streams, stream and pond buffers, open waters and protected animal and plant species habitat within the existing/required Right-of-Way and easement areas may be designated as ENVIRONMENTALLY SENSITIVE AREAs (ESAs). These areas are shown on the applicable plan sheets and labeled “ESA” (e.g. ESA – Historical Boundary, ESA – Wetland Boundary). The Department may require that some ESAs or portions thereof be delineated with orange barrier fence. When orange barrier fence is required adjacent to ESAs, the Contractor shall install as delineated in plan sheets prior to all construction activities. The Contractor shall maintain and replace as necessary orange barrier fence at ESAs as delineated in the plan sheets.

The Contractor shall not enter, disturb, or perform any construction related activities, other than those shown on the approved plan sheets within areas designated as ESAs including ESAs or portions thereof not delineated with

orange barrier fence. This includes but is not limited to the following construction activities: clearing and grubbing; borrowing; wasting; grading; filling; staging/stockpiling; vehicular use and parking; sediment basin placement; trailer placement; and equipment cleaning and storage. Also, all archaeological sites, historic sites, wetlands, streams, stream and pond buffers, open waters, and protected animal and plant species habitat that extend beyond the limits of existing/required Right-of- Way and easement areas shall be considered ESAs and the Contractor shall not perform any construction related activities (such as those listed above) within these areas or make agreements with property owners to occupy these areas for construction related activities (such as those listed above). The Contractor shall make all construction employees aware of the location(s) of each ESA and the requirement to not enter or otherwise disturb these areas.

If the Contractor enters an ESA for any purpose not on the Plans, the Contractor shall be liable to the Department for any and all costs incurred by the Department as result and any required remediation as a result of this impact, the nature and extent of the remediation determined in the sole discretion of the Department (hereinafter in this subsection "Reimbursable Department Costs"). Reimbursable Department Costs may include but not be limited to following:

- fines or mitigation fees assessed and paid against the Department by another governmental agency;
- Department expended costs in retaining a private environmental consultant to address the Contractor's ESA impact;
- Department expended costs associated with remediating the impact due to the Contractor's ESA impact; and
- Department cost for the review and preparation of documents by the Department or its consultants.

Upon notification from the Department of the ESA impact and the need for remediation, the Contractor shall submit to the Department for approval a plan of action for remediation of the impact with all the necessary information and documentation. The Department may require that the Contractor's plan be amended to include additional requirements for remediation of impacts at any time. Remediation activities shall not be performed by the Contractor until the appropriate coordination has occurred between the Department and, if applicable, external agencies, consulting parties, or tribes, as determined by the Office of Environmental Services. The Engineer or his or her designee will provide written approval to the Contractor prior to commencement of any required remediation activities set forth in the approved plan. Reimbursable Department Costs will commence upon notification by the Department to the Contractor of the impact and the need for remediation and will continue until the Contractor has completed the required remediation. All costs associated with the implementation of the approved remediation plan will be incurred by the Contractor. Failure to submit a plan or implement the approved plan may result in the Department taking additional contractual actions against the Contractor, which may include but not be limited to suspending The Work pursuant to Specification 108.06 or declaring default pursuant to Specification 108.09.

## G. Protection of Migratory Birds and Bats

The following conditions apply to construction, demolition, and maintenance activities on bridges and box culverts. These conditions are intended as a minimum to protect nesting migratory birds and roosting bats.

All costs pertaining to any requirement contained herein shall be included in the overall bid submitted unless such requirement is designated as a separate Pay Item in the Proposal.

1. General Information for Project Personnel

   a. The Contractor shall notify project personnel about the potential presence and appearance of federally protected migratory birds, including without limitation the barn swallow (*Hirundo rustica*), cliff swallow (*Petrochelidon pyrrhonota*), and eastern phoebe (*Sayornis phoebe*), and that there are civil and criminal penalties for, among other things, pursuing, hunting, killing, capturing, or collecting these species in violation of the Migratory Bird Treaty Act of 1918. The law protects adults, fledglings, nestlings, eggs, and nests. The Contractor shall notify project personnel about the potential presence and appearance of bats, all of which are protected under Georgia state law (Official Code of Georgia Annotated § 27-1-28).

**b.** Prior to the commencement of The Work, the Contractor shall post detail sheets with photographs and information about these species in a conspicuous location in the project field office. The detail sheets shall be posted until such time that construction has been completed and time charges have stopped. If there is no project field office, the detail sheets shall be distributed directly to project personnel.

**2.** Bridges

**a.** For any project that includes bridge construction, bridge demolition, or maintenance on the underside of any bridges, the Contractor shall, within 15 calendar days of receiving Notice to Proceed, send an email to the Animal and Plant Health Inspection Service (APHIS; SM.AP.GA.WS.GDOT@usda.gov), the GDOT Area Manager, and the GDOT Office of Environmental Services (birdreport@dot.ga.gov), with the following information in the subject line and the email body:

**(1)** Subject Line:

a. GDOT Project Identification (PI) number(s),
b. County(ies), and
c. "Bridge Work Notification"

**(2)** Body of Email:

a. Number of bridges in project area that will be part of The Work.
b. For each bridge:
   i. Bridge serial number, if applicable,
   ii. Location of bridge (latitude and longitude),
   iii. A brief description of activities (e.g., bridge widening, bridge demolition, etc.),
   iv. A brief description of the structure (to include the dimensions and height of the bridge and the feature crossed; e.g., river, stream, roadway, or railroad),
   v. The expected start and completion date of the activities, and
   vi. If using a temporary detour bridge, the expected dates of construction and demolition.

**b.** The APHIS Biologist will develop a nest management plan, in coordination with the Contractor, the GDOT Area Manager, and the GDOT Office of Environmental Services. The goal of the nest management plan is to ensure that there are no active migratory bird nests that would interfere with the progression of bridge work.

**c.** Nest management efforts on bridges will be undertaken by APHIS biologists. The Contractor shall afford APHIS biologists a right-of-entry for inspection of the bridges and removal of inactive nests (i.e., those that do not contain eggs or nestlings).

**d.** The Contractor shall not utilize exclusionary barriers on any bridge due to the risk of entanglement and entrapment of birds, bats, and other wildlife.

**3.** Box Culverts

**a.** The construction of box culvert extensions, or demolition or maintenance activities on any box culvert, shall take place outside of the breeding and nesting season of migratory birds, which begins April 1 and extends through August 31, unless exclusionary barriers are put in place to prevent birds from nesting. Exclusionary barriers consist of overlapping strips of flexible plastic (also called "PVC Strip Doors" or "Strip Curtains"). Due to the risk of entanglement, nets are not appropriate exclusionary barriers on box culverts. Exclusionary barriers on any box culvert must be installed prior to March 15, but at no time between March 15 and August 31.

**b.** For any project that includes box culvert demolition or extension, the Contractor shall, within 15 calendar days of receiving Notice to Proceed, send an email to the Animal and Plant Health Inspection Service (APHIS; SM.AP.GA.WS.GDOT@usda.gov), the GDOT Area Manager, and the GDOT Office of Environmental Services (birdreport@dot.ga.gov), with the following information in the subject line and the email body:

**(1)** Subject line

a. GDOT Project Identification (PI) number(s),

b. County(ies), and

c. "Box Culvert Work Notification".

**(2)** Body of email

a. Number of box culverts in project area that will be demolished or extended.

b. For each box culvert that will be demolished or extended:

i. A statement that either "The Work will be conducted outside of the migratory bird nesting season" or that "Exclusionary barriers (strip curtains) will be installed prior to the start of demolition or extension work,"

ii. The expected date of installation of exclusionary barriers,

iii. A statement as to whether exclusionary barriers will be installed on one side of the box culvert or both sides, and

iv. The location of the box culvert (latitude and longitude) on which exclusionary barriers are to be installed.

**4.** Stop Work Requirements

**a.** Bridge Work- In the instances listed below, the Contractor shall cease work on a bridge, with the exception of work conducted entirely from the deck in which backer rod is used to keep materials from falling or dripping into joints.

**(1)** Migratory birds establish an active nest on a bridge and completion of work would result in harm to birds or destruction of eggs,
**(2)** A bird is harmed or injured,
**(3)** Five (5) or more bats are observed on underside of bridge and completion of work has the potential to result in bat injury or death, or
**(4)** A bat is harmed or injured.

**b.** Box Culvert Work- In the instances listed below, the Contractor shall cease work on box culverts.

**(1)** Migratory birds establish an active nest within a box culvert and completion of work would result in harm to birds or destruction of eggs,
**(2)** A bird is harmed or injured,
**(3)** One (1) or more bats is discovered roosting within a box culvert and completion of work has the potential to result in bat injury or death, or
**(4)** A bat is harmed or injured.

**c.** If stoppage of The Work is necessary for either bird nest or bat presence, the Contractor shall immediately notify the GDOT Area Manager as well as the GDOT State Environmental Administrator at 404-631-1071.

d. If The Work is stopped due to bat presence, photographs (digital images) of bats shall be emailed to birdreport@dot.ga.gov. Clear and well-lighted images will be helpful for bat identification and may eliminate the need for an agency field visit. GDOT Environmental Staff will coordinate with the appropriate agency(ies) to resolve the issue as expeditiously as possible and minimize delays.

e. If The Work is stopped for bird or bat presence, the Contractor may submit a request for additional contract time as allowed under Section 108. The Department will review the request and may grant additional contract time as justified by the impact to the Contractor's schedule. Additional compensation for such delays shall not be paid, except as provided in Subsection 105.13, Claims for Adjustments and Disputes.

f. The Work shall not recommence until written (email) authorization is received from the GDOT State Environmental Administrator.

## 107.24 Closing of Roadways without On-Site Detours

When existing roadways are to be closed to through traffic and on-site detours are not provided, the Contractor shall submit a written notice to the Engineer for approval 14 days prior to the closure of the existing roadways.

After receiving approval from the Engineer for the closure, the Contractor shall install signs at each closure site, in accordance with the MUTCD, to inform the traveling public of the proposed closure, including the date of closure. The sign shall be placed 5 days prior to the closure, at the direction of the Engineer.

Prior to the closure, the Area Engineer will inform local government officials and agencies, local news media, and the DOT Public Information Office of the proposed closure of the roadways.

## 107.25 Disruption to Residential and Commercial Property

The Contractor shall plan, coordinate, and prosecute The Work such that disruption to personal property and business is held to a practical minimum.

All construction areas abutting lawns and yards of residential or commercial property shall be restored promptly. Backfilling of each drainage structure or section of curb and gutter, sidewalk, or driveway shall be accomplished as soon as adequate strength is obtained. Finishing, dressing and grassing shall be accomplished immediately thereafter as a continuous operation within each area being constructed with emphasis placed on completing each individual yard or business frontage. Care shall be taken to provide positive drainage to avoid ponding or concentration of runoff.

Handwork, including raking and smoothing, shall be required to ensure that roots, sticks, rocks, and other debris is removed in order to provide a neat and pleasing appearance. Grassing, when in season, shall immediately follow in order to establish permanent cover at the earliest date. If grassing is not in season, proper erosion control shall be installed and maintained.

The Work described herein shall be in addition to that required by Subsection 104.07 *Final Cleaning Up* and Subsection 105.16 *Final Inspection and Acceptance*.

September 21, 2026

# DEPARTMENT OF TRANSPORTATION
# COBB COUNTY GEORGIA

# SPECIAL PROVISION

# FLOYD ROAD / HURT ROAD / MAXHAM ROAD
# TRANSIT ADA IMPROVEMENTS
# PROJECT NO: B2756

## Section 108 – Prosecution and Progress

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**108.07 Determination of Contract Time**

**F. Extension of Contract Time**

*Retain subsection and add the following:*

The Contract time includes due allowance for unsuitable weather days during which the work cannot be performed. For purposes of calculating Contract Time extension requests based on unsuitable weather sufficient to prevent performance of the work, the Contractor shall first refer to the unsuitable weather days contemplated under the Contract, in accordance with the schedule of monthly anticipated unsuitable weather delay days below. The Contractor shall not be entitled to any extension of Contract time for unsuitable weather unless Contractor encounters actual unsuitable weather in excess of those days set forth in the schedule below:

| | | | |
|---|---|---|---|
| January – 10 days | February – 9 days | March – 7 days | April – 5 days |
| May – 5 days | June – 4 days | July – 4 days | August – 4 days |
| September – 4 days | October – 5 days | November – 6 days | December – 10 days |

The schedule above represents a standard Monday through Friday (5 day) work week. No extension of Contract Time will be considered for unsuitable weather on Saturdays, Sundays, and Holidays.

In addition to any other project records required in this Contract, the Contractor shall provide a monthly record to the County summarizing any unsuitable weather in excess of those anticipated days indicated in the above schedule for which a request for a weather-related time extension will be made. The record shall state with particularity a description of the unsuitable weather as well as a description of the nature and extent of any delay caused by such weather. The Contractor shall submit the request for weather-related time extension within seven (7) days of the calendar month end, and such request shall be supported by documentation required by the County including, but not limited to, official weather reports. Days requested for weather-related time extensions will be offset against any days available from months with fewer unsuitable weather days than those provided for in the schedule. Weather-related Contract time extension requests will not be evaluated until the end of the project.

Weather-related Contract time extension requests will not be considered if Contractor has not actively pursued the work continuously since issuance of Notice to Proceed. Contractor's failure to utilize available days shall not warrant an extension of contract time due to unsuitable weather.

Any and all unsuitable weather-related delays shall be non-compensable, and the sole and exclusive remedy of the Contractor in the event of any such delay is an extension of Contract Time.

Should the Engineer find that the Contractor is due a Contract Time extension, the Director of the Cobb County Department of Transportation, or his designee, shall have the authority to execute change orders for the extension of Contract Time of behalf of the Department, provided no additional compensation is requested and all other terms of the Contract remain unchanged.

**108.08 Failure or Delay in Completing Work on Time**

*Delete the Schedule of Deductions for Each Day of Overrun in Contract Time table shown in Section 108.08 and replace with the following:*

An overall Completion Date of **One Hundred Fifty (150)** calendar days has been established for this Project.

Failure to complete the construction in accordance with the above will result in the assessment of Liquidated Damages at the rate of $2,000.00 per calendar day or portion thereof.

# DEPARTMENT OF TRANSPORTATION
# STATE OF GEORGIA

# SPECIAL PROVISION

# Section 150—Traffic Control

## 150.1 General Description

This section, as supplemented by the Plans, Specifications, and Manual on Uniform Traffic Control Devices (MUTCD) shall be considered the Temporary Traffic Control (TTC) Plan in accordance with Work Zone Safety and Mobility Policy. Activities shall consist of furnishing, installing, maintaining, and removing necessary traffic signs, pedestrian signs, barricades, lights, signals, cones, pavement markings and other traffic control devices and shall include flagging and other means for guidance and protection of vehicular and pedestrian traffic through the Work Zone. This Work shall include both maintaining existing devices and installing additional devices as necessary in construction work zones.

The Contractor shall be responsible for the maintenance of traffic signals and Advanced Traffic Management System (ATMs) devices from the time that the system is modified until final acceptance. The maintenance of traffic signals and ATMs devices that are not a part of the Work and that are not in conflict with any portion of the Work shall not be the responsibility of the Contractor. However, the Contractor is still responsible for damages to all devices that they or their subcontractors cause, in accordance with Section 107 and other Specifications.

When any provisions of this Specification or the Plans do not meet the minimum requirements of the MUTCD, the MUTCD shall control. The 2023 Edition of the MUTCD including revisions shall be in effect for the duration of the project.

All traffic control devices used during the construction of the project shall meet the standards utilized in the MUTCD, and shall comply with the requirements of these Specifications, Georgia Construction Standards and Details, Project Plans, Design Manuals, and Special Provisions.

The needs and control of all road users (motorists, bicyclists and pedestrians within the highway right-of-way and easements, including persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA), Title II,) through a Temporary Traffic Control (TTC) zone shall be an essential part of highway construction, utility work, maintenance operations and management of traffic incidents.

Utilities included in the Contract are bound by Special Provision 150 and shall follow its requirements. For utilities not included in the Contract but working within the project limits, they shall, at a minimum follow the MUTCD. Moreover, in accordance with Utility Accommodation Policy and Standards Manual dated 2016, the Engineer reserves the right to require additional certified flaggers, signs, warning lights, channelization devices, and other safety devices as may be necessary to properly protect, warn, and safeguard the traveling public. In addition, the Department reserves the right to place time restrictions or moratoriums on all utility work covered under a permit when, in the opinion of the Department, the continuance of the Work would seriously hinder traffic flow, be needlessly disruptive, or would unnecessarily inconvenience the traveling public. In case of emergencies, Utilities shall be provided access in accordance with Utility Accommodation Policy and Standards Manual.

### 150.1.01 Definitions

For Special Provision 150, the definitions for “shall”, “ should”, and “may” will be in accordance with MUTCD (1A.13) (1C.02).

Shall (Standard) - a statement of required, mandatory, or specifically prohibitive practice regarding a traffic control device.

Should (Guidance) - a statement of recommended, but not mandatory, practice in typical situations, with deviations allowed if engineering judgment or engineering study indicates the deviation to be appropriate.

May (Option) - a statement of practice that is a permissive condition and carries no requirement or recommendation.

## 150.1.02 Content

**150.1 General Description**

150.1.01 Definitions

150.1.02 Content

150.1.03 Related References

A. Standard Specification
B. Reference Documents

150.1.04 Submittals/Preconstruction

A. Worksite Traffic Control Supervisor
B. Sequence of Operations
C. Pedestrian Considerations

1. Pedestrian Signage
2. Temporary Pedestrian Facilities

**150.2 Materials and Traffic Control Devices**

150.2.01 Traffic Control Devices

A. NCHRP 350 and MASH
B. Approval
C. Quality Guidelines for All Temporary Traffic Devices

150.2.02 Reflectorization Requirements

A. Signs

B. Channelization Devices

150.2.03 Arrow Panels

150.2.04 Channelization Devices

A. General
B. Drums

1. Design
2. Application
3. Longitudinal Channelization
4. Removal

C. Vertical Panels

1. Design
2. Application

D. Cones

1. Design
2. Applications

E. Barricades

1. Design
2. Application

F. Warning Lights

1. Design
2. Application

150.2.05 Flashing Beacon

150.2.06 Guardrail

150.2.07 Interim Signs

A. Posts
B. Sign Blanks and Panels

150.2.08 Pavement Markings

A. All Traffic Striping for Forty-Five (45) Days or Less (≤45 Days)
B. All Temporary Striping Beyond Forty-Five (45) days (>45 Days)
C. All Temporary Traffic Striping on Final Surface

150.2.09 Portable Changeable Message Signs

150.2.10 Portable Impact Attenuators

150.2.11 Portable Temporary Traffic Control Signals

150.2.12 Raised Pavement Markers

150.2.13 Rumble Strips

150.2.14 Temporary Barriers

A. Design
B. Application

150.2.15 Temporary Guardrail Anchorage- Type 12

150.2.16 Temporary Traffic Signal

**150.3 Construction Requirements**

150.3.01 General

A. Implementation Requirements
B. Maintenance of Traffic Control Devices
C. Traffic Interruption Restrictions
D. Work Zone Restrictions

1. Interstate
2. Non-Interstate Divided Highways
3. Non-Divided Highways

E. Work Zone Geometric Restrictions
F. Clear Zone
G. Milled Surface Restrictions
H. Construction Vehicle
I. Environmental Impacts
J. Existing Street Lights
K. Nighttime Work Lighting
L. Removal/Reinstallation of Miscellaneous Items

150.3.02 Personnel – Worker Safety Apparel

150.3.03 Signage – General

A. Signing Requirements of the Temporary Traffic Control (TTC) Plan
B. Conflicting or Non-Applicable Signs
C. Removal of Existing Signs and Supports
D. Interim Guide, Warning and Regulatory Signs
E. Existing Special Guide Signs

1. Special Guide Signs
2. Interim Special Guide Signs
3. Interim Overhead Guide Sign Structures
4. Permanent Special Guide Signs

F. Stop Sign Regulated Intersections

G. Low Shoulder Signage

1. Low Shoulder for Construction/Reconstruction/Resurfacing Projects
2. Shoulder Drop-Off for Construction/Reconstruction/Resurfacing Project

H. Bump Signage
I. Sign Visibility

150.3.04 Advance Warning Signs

A. Project Signs - All Type of Highways

1. State Routes
2. Interstate, Limited Access and Multilane Divided Highways
3. Ramp Work on Limited Access Highways

B. Highway Work Zone

1. No Reduction in the Existing Posted Speed Limit in Highway Work Zone
2. Reducing the Speed Limit in a Highway Work Zone
3. Variable Speed Limit Zones

C. Installation/Removal of Work Area Signage

150.3.05 Shoulder/Lane Closure

A. Approval/Restrictions

1. Closure Length
2. Duration

B. Shoulder Closure
C. Lane Closure

1. Advance Warning Signs
2. Transition Area – Taper
3. Activity Area
4. Termination Area

D. Removal of Lane Closures
E. Exit and Entrance Ramps

150.3.06 Traffic Pacing Method

A. Pacing of Traffic
B. Methods of Signing for Traffic Pacing

150.3.07 Flagging Operation

A. Flaggers
B. Flagger Certification
C. Flagger Appearance and Equipment
D. Flagger Warning Signs
E. Pilot Vehicle Requirements
F. Automated Flagger Assistance Devices
G. Portable Temporary Traffic Control Signals

150.3.08 Traffic Signals

A. Responsibility/Cost
B. Law Enforcement Officer Requirement

150.3.09 Mobile Operations

150.3.10 Pavement Markings

A. General

1. Resurfacing Projects
2. Widening and Reconstruction Projects
3. New Location Construction Projects

B. Installation and Removal of Pavement Markings

1. Installation
2. Removal
3. Intermediate Surface
4. Final Surface
5. Pay Factor Reduction for Asphaltic Concrete Final Surfaces
6. Preparation and Planning for Traffic ShiftsC. Raised Pavement Markers

1. Supplementing Lane Lines
2. Supplementing Ramp Gore Lines
3. Other Lines

D. Exceptions for Interim Markings

1. Two-Lane, Two-Way Roadway

2. Multi-Lane Highway - with No Paved Shoulder(s) or Paved Shoulder(s) Four Feet or Less (≤ 4')
3. Limited Access Roadways and Roadways with Paved Shoulder Greater than Four Feet (>4')
4. Ramps for Multi-lane Divided Highways
5. Miscellaneous Pavement Markings

150.3.11 Differences in Elevation between Travel Lanes and Shoulders

A. Differences in Elevations

1. Difference of Two Inches (≤ 2") or Less Between Adjacent Travel Lanes
2. Difference of Two Inches (≤ 2") or Less Between Adjacent Travel Lane and Paved Shoulder
3. Difference of Greater Than Two Inches (>2") is Permitted for Continuous Operations
4. Difference of Greater Than Two Inches (>2") Between Travel Lanes and/or Shoulders for Non-Continuous Operations

B. Healed Section
C. Emergency Situations
D. Plating
E. Asphaltic Concrete Resurfacing Projects

1. Shoulder Construction Included as a Part of the Contract
2 Shoulder Construction Not Included as a Part of the Contract

150.3.12 Work Zone Law Enforcement

**150.4 Measurement**

150.4.01 Traffic Control Items

A. Traffic Control
B. Changeable Message Sign, Portable
C. Flashing Beacon Assembly
D. Pavement Markings
E. Portable Impact Attenuators
F. Signs

1. Interim Ground Mounted or Interim Overhead Special Guide Signs
2. Remove and Reset Existing Special Guide Signs, Ground Mount or Overhead
3. Modify Special Guide Signs, Ground Mount or Overhead

G. Temporary Audible Information Device
H. Temporary Barrier
I. Temporary Curb Cut Wheelchair Ramps
J. Temporary Guardrail Anchorage, Type 12
K. Temporary Walkways with Detectable Edging
L. Traffic Signal Installation - Temporary
M. Work Zone Law Enforcement

**150.5 Reserved**

**150.6 Special Conditions**

**150.7 Payment**

150.7.01 Enforcement and Adjustments

## 150.1.03 Related References

### A. Standard Specifications

Section 104 - Scope of Work

Section 105 - -Control of Work-Legal Regulations and Responsibility to the Public

Section 107 - Legal Regulations and Responsibility to the Public

Section 108 - Prosecution and Progress

Section 209 - Subgrade Construction

Section 400 - Hot Mix Asphaltic Concrete Construction

Section 441 - Miscellaneous Concrete

Section 429 - Rumble Strips

Section 620 - Temporary Barrier

Section 632 - Portable Changeable Message Signs

Section 641 - Guardrail

Section 647 - Traffic Signal Installation

Section 648 - Traffic Impact Attenuator

Section 652 - Painting Traffic Stripe

Section 653 - Thermoplastic Traffic Stripe

Section 654 - Raised Pavement Markers

Section 656 - Removal of Pavement Markings

Section 657 - Preformed Plastic Pavement Markings

Section 658 - Polyurea Traffic Strip

Section 659 - Hot Applied Preformed Plastic Pavement Markings

Section 911 - Sign Posts

Section 912 - Sign Blanks and Panels

Section 913 - Reflectorizing Materials

### B. Referenced Documents

ASTM D4956-13 (Retro-reflectivity)

American Traffic Safety Services Association (ATSSA)

Construction Detail A-3 Curb Cut (Wheelchair) Ramps Concrete Sidewalk Details

Construction Detail A-4 Detectable Warning Surface Truncated Dome Size, Spacing and Alignment Requirements

Construction Detail T-3A (Type 7, 8, and 9 Square Tube Post Installation Detail)

GDOT Signing and Marking Design Guidelines

Georgia Standard 4000W "Lengths of Advancement, Clear Zone Distances, Fill Height Embankment"

Georgia Standard 4960 "Temporary Barrier (End Treatment Options)"

Georgia Standard 9102 "Traffic Control Detail for Lane Closure on Two-Lane Highway"

Georgia Standard 9106 "Traffic Control Detail for Lane Closure on Multi-Lane Divided Highway"

Georgia Standard 9107 "Traffic Control Detail for Lane Closure on Multi-Lane Undivided Highway"

Georgia Standard 9121 "Tapers, Signs, and Markings for Passing Lanes"

Manual for Assessing Safety Hardware (MASH)

Manual on Uniform Traffic Control Devices (MUTCD)

National Cooperative Highway Research Program (NCHRP) 350

National Safety Council

Qualified Product List #29 (QPL-29) Reflective Sheeting

Qualified Product List #34 (QPL-34) Work Zone Traffic Control Devices (Drums, Type III Barricades, Vertical Panels, and Portable Sign Systems)

Qualified Product List #35 (QPL-35) Drive Type Galvanized Steel Sign Posts

Qualified Product List #46 (QPL-46) Traffic Pavement Markings

Qualified Product List #64 (QPL-64) Attenuator Units (Compression Crash Cushion) and Guardrail End Treatments

Qualified Product List #76 (QPL-76) Raised Pavement Markers and Channel Markers

Qualified Product List #79 (QPL-79) Portable Arrow Boards

Qualified Product List #82 (QPL-82) "Portable Changeable Message Signs"

Utility Accommodation Policy and Standards Manual

Work Zone Safety and Mobility Policy

## 150.1.04 Submittals/Preconstruction

### A. Worksite Traffic Control Supervisor

The Contractor shall designate a qualified individual as the Worksite Traffic Control Supervisor (WTCS). The WTCS shall be responsible for selecting, installing, and maintaining all traffic control devices in accordance with the Plans, Specifications, Special Provisions and the MUTCD. The WTCS shall be currently certified by the American Traffic Safety Services Association (ATSSA) Work Site Traffic Supervisor Certification program or the National Safety Council Certification program. On-line classes will not be accepted.

The WTCS shall be available on a twenty-four (24) hour basis to perform their duties. If the Work requires traffic control activities to be performed during the daylight and nighttime hours, it may be necessary for the Contractor

to designate an alternate WTCS. An alternate WTCS must meet the same requirements and qualifications as the primary WTCS and be accepted by the Engineer prior to beginning any traffic control duties. The Worksite Traffic Control Supervisor's traffic control responsibilities shall have priority over all other assigned duties.

As the representative of the Contractor, the WTCS shall have full authority to act on behalf of the Contractor in administering the TTC Plan. The WTCS shall have appropriate training in safe traffic control practices in accordance with Part 6 of the MUTCD. In addition to the WTCS, all other individuals making decisions regarding traffic control shall meet the training requirements of the Part 6 of the MUTCD.

The Worksite Traffic Control Supervisor (WTCS) shall have a copy of Part 6 of the MUTCD and the Contract on the job site. Copies of the current MUTCD may be obtained from the FHWA web page at http://mutcd.fhwa.dot.gov.

The WTCS shall supervise the initial installation of traffic control devices. The Engineer, prior to the beginning of construction, will review the initial installation. Modifications to traffic control devices as required by sequence of operations or staged construction shall be reviewed by the WTCS.

Any work performed on the interstate or limited access highway right-of-way that requires traffic control shall be supervised by a submitted/approved certified Worksite Traffic Control Supervisor. No work requiring traffic control shall be performed unless the certified WTCS is on the worksite. Failure to maintain a Certified Worksite Traffic Control Supervisor on the Work will be considered as non-performance under Subsection 150.7.01.

The WTCS or alternate WTCS shall be available on a full-time basis to maintain traffic control devices with access to all personnel, materials, and equipment necessary to respond effectively to an emergency situation within forty-five (45) minutes of notification of the emergency.

The WTCS shall perform inspections, at a minimum once a month, to ensure that traffic control is maintained. For all interstate and limited access highways, the WTCS shall perform, as a minimum, weekly traffic control inspections. The inspections will start with the installation of the advance warning signs and will stop when a maintenance acceptance is issued or when the corrective list is completed.

An inspection shall include both daytime and nighttime reviews. The inspection shall be reported to the Engineer on a Traffic Control Inspection Report (TC-1) form provided by the Department. Unless modified by the special conditions or by the Engineer, routine deficiencies shall be corrected within a twenty-four (24) hour period. Failure to comply with these provisions shall be grounds for dismissal from the duties of WTCS and/or removal of the WTCS from the project. Failure of the WTCS to execute their duties shall be considered as non-performance under Subsection 150.7.01.

The Engineer will periodically review the Work for compliance with the requirements of the TTC plan.

On projects where traffic control duties will not require full time WTCS supervision, the Engineer may allow the Contractor's Project superintendent, foreman, subcontractor, or other designated personnel to serve as the WTCS as long as satisfactory results are obtained. Nevertheless, the individual shall meet the requirements and perform the duties of a WTCS.

## B. Sequence of Operations

Any Sequence of Operations provided in this Contract in conjunction with any staging details which may be shown in the Plans, is a suggested sequence for performing the Work. It is intended as a general staging plan for the orderly execution of the Work while minimizing the impact on pedestrian facilities, mainline, cross-streets and side streets. The Contractor shall develop detailed staging and temporary traffic control plans for performing specific areas of the Work including but not limited to all traffic shifts, detours, bridge widenings, paces, or other activities that disrupt traffic or pedestrian flow. The Engineer may require detailed staging and TTC Plans for lane closures or disruption to pedestrian facilities. These Plans shall be submitted for approval at least two (2) weeks prior to the scheduled date of the activity. Activities that have not been approved at least seven (7) days prior to the scheduled date shall be rescheduled.

Where traffic is permitted through the work area under stage construction, the Contractor may choose to construct, at no additional expense to the Department, temporary on-site bypasses, or detours in order to expedite the Work. Plans for such temporary bypasses or detours shall be submitted to the Engineer for review and approval thirty (30) calendar days prior to the proposed construction. Such bypasses or detours shall be removed promptly when in

the opinion of the Engineer; they are no longer necessary for the satisfactory progress of the Work. Bypasses and detours shall meet the minimum requirements of Subsection 150.3.01.E.

As an option to the Sequence of Operations in the Contract, the Contractor may submit an alternative Sequence of Operations for review and approval. Alternate Sequence of Operations for pedestrian facilities shall be in compliance with the MUTCD and ADA. Pedestrian needs identified in the preconstruction phase shall be included in the proposed alternate plan.

The Department will not pay, or in any way, reimburse the Contractor for claims arising from the Contractor's inability to perform the Work in accordance with the Sequence of Operations provided in the Contract or from an approved Contractor alternate.

The Contractor shall secure the Engineer's approval of the Contractor's proposed plan of operation, sequence of work and methods of providing for the safe passage of vehicular and pedestrian traffic before it is placed in operation. The proposed plan of operation shall supplement the approved traffic control plan. Any major changes to the approved TTC plan, proposed by the Contractor, shall be submitted to the Department for approval.

Some additional traffic control details will be required prior to any major shifts or changes in traffic. The traffic control details shall include, but not be limited to, the following:

1. A detailed drawing showing traffic locations and lanes for each step of the change.

2. The location, size, and message of all signs required by the MUTCD, Plan, Special Provisions, and other signs as required to fit conditions. Any portable changeable message signs used shall be included in the details.

3. The method to be used in, and the limits of, the obliteration of conflicting lines and markings.

4. Type, location, and extent of new lines and markings.

5. Horizontal and vertical alignment and superelevation rates for detours, including cross-section and profile grades along each edge of existing pavement.

6. Drainage details for temporary and permanent alignments.

7. Location, length, and/or spacing of channelization and protective devices (temporary barrier, guardrail, barricades, etc.)

8. Starting time, duration, and date of planned change.

9. For each traffic shift, a paving plan, erection plan, or work site plan, as appropriate, detailing workforce, materials, and equipment necessary to accomplish the proposed Work. This will be the minimum resource allocation required in order to start the Work.

The above details shall be submitted to the Engineer for approval at least fourteen (14) days prior to the anticipated traffic shift. Submission should be made electronically in a portable document format (pdf). The Contractor shall have traffic control details for a traffic shift which has been approved by the Engineer prior to commencement of the physical shift. All preparatory work relative to the traffic shift, which does not interfere with traffic, shall be accomplished prior to the designated starting time. The Engineer and the Contractor's representative will verify that all conditions have been met prior to the Contractor obtaining materials for the actual traffic shift.

## C. Pedestrian Considerations

All existing pedestrian facilities, including access to transit stops, shall be maintained. Where pedestrian routes are closed, alternate routes shall be provided. Closures of existing, interim, and final pedestrian facilities shall have the prior written approval of the Engineer. When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, the temporary facilities shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility. Pedestrian facilities are considered improvements and provisions made to accommodate or encourage walking. Whenever a sidewalk is to be closed, the Engineer shall notify the maintaining agency two (2) weeks prior to the closure. Prior to closure, detectable barriers (that are detectable by a person with a visual disability traveling with the aid of a long cane), as described by the MUTCD, shall be placed

across the full width of the closed sidewalk. Barriers and channelizing devices used along a temporary pedestrian route shall be in compliance with the MUTCD.

Temporary Traffic Control devices used to delineate a Temporary Traffic Control Zone Pedestrian Walkway shall be in compliance with Subsection 150.3.01.A. Appropriate signs as described in the MUTCD shall be maintained to allow safe passage of pedestrian traffic or to advise pedestrians of walkway closures (Refer to MUTCD Figures TA-28 and TA-29 for guidance). Advance closure signing should be placed at intersections rather than midblock locations so that pedestrians are not confronted with midblock work sites that will induce them to attempt skirting the work site or making a midblock crossing. Temporary Traffic Control devices and construction material shall not intrude into the usable width of the pedestrian walkway. Signs and other devices shall be placed such that they do not narrow or restrict any pedestrian passage to less than forty-eight inches (≥ 48").

**1.** Pedestrian Signage

A pedestrian walkway shall not be severed or relocated for non-construction activities, such as parking for construction vehicles and equipment. Movement by construction vehicles and equipment across designated pedestrian walkways should be minimized. When necessary, construction activities shall be controlled by flaggers. Pedestrian walkways shall be kept free of mud, loose gravel, or other debris.

When temporary covered walkways are used, they shall be lighted during nighttime hours. When temporary traffic barrier is used to separate pedestrian and vehicular traffic, the temporary barrier shall meet Manual for Assessing Safety Hardware (MASH) Test Level 3 and/or NCHRP-350 Test Level Three. The barrier ends shall be protected in accordance with Georgia Standard 4960. Curbing shall not be used as a substitute for temporary traffic barriers when temporary traffic barriers are required. Tape, rope, or plastic chain strung between temporary traffic control devices are not considered as detectable and shall not be used as a control for pedestrian movements.

The WTCS shall inspect the activity area daily to ensure that effective pedestrian TTC is being maintained. The inspection of TTC for pedestrian traffic shall be included as part of the TC-1 report.

**2.** Temporary Pedestrian Facilities

Temporary pedestrian facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility. The geometry, alignment and construction of the facility should meet the applicable requirements of the "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)".

**a.** Temporary Walkways with Detectable Edging

A smooth, continuous hard surface (firm, stable and slip resistant) shall be provided throughout the entire length of the temporary pedestrian facility. Compacted soils, sand, crushed stone, or asphaltic pavement millings shall not be used as a surface course for walkways.

Temporary walkways shall include detectable edging as defined in the MUTCD. When temporary traffic barrier is included as a pay item in the Contract and where locations identified on the Plans for positive protection will also allow them to serve as pedestrian detectable edging, payment will be made for the temporary traffic barrier in accordance with Section 620. No payment will be made for temporary walkways with Detectable Edging where existing pavements or existing edging (that meets the requirements of MUTCD) are utilized as temporary walkways. Payment for temporary detectable edging, including approved barriers and channelizing devices, installed on existing pavements shall be included in Traffic Control-Lump Sum.

Regardless of the materials used, temporary walkways shall be constructed with sufficient thickness and durability to withstand the intended use for the duration of the construction project. If concrete or asphalt is used as the surface course for the walkway, it shall be a minimum of one and one-half inches (≥ 1-1/2") thick. Temporary walkways constructed across unimproved streets and drives shall be a minimum thickness of four inches (≥ 4") for concrete and three inches (≥ 3") for asphalt. Joints formed in concrete sidewalks shall be in accordance with Section 441 Concrete surfaces shall have a broom finish.

If plywood is used as a walkway, it must be a minimum of three quarters of an inch (≥ 3/4") thick, pressure treated and supported with pressure treated longitudinal joists spaced a maximum of sixteen inches (≤ 16") on center. The plywood shall be secured to the joist with galvanized nails or galvanized deck screws. Nails and screws shall be countersunk to prevent snagging or tripping the pedestrians. A slip resistant friction course shall be applied to any plywood surface that is used as a walkway. Any slip resistant material used shall have the prior written approval of the Engineer.

The Contractor may propose alternate types of Temporary Walkways provided that the Contractor can document that the proposed walkway meets the requirements of the "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)". Alternate types of Temporary Walkways shall have the prior written approval of the Engineer.

Temporary walkways shall be constructed and maintained so there are no abrupt changes in grade or terrain that could cause a tripping hazard or could be a barrier to wheelchair use. The Contractor shall construct and maintain the walkway to ensure that joints in the walkway have a vertical difference in elevation of no more than one quarter (≤ 1/4") of an inch and that the horizontal joints have gaps no greater than one half (≤ 1/2") of an inch. The grade of the temporary walkway should parallel the grade of the existing walkway or roadway and the cross slope should be no greater than two percent (≤ 2%). A width of sixty inches (60"), if practical, should be provided throughout the entire length of any temporary walkway. The temporary walkway shall be a minimum width of forty eight (48") inches. When it is not possible to maintain a minimum width of sixty (60") inches throughout the entire length of temporary walkway, a sixty (60") inch by sixty (60") inch passing space should be provided at least every two hundred feet (200 ft.), to allow individuals in wheelchairs to pass.

Temporary walkways shall be constructed on firm subgrade. Compact the subgrade according to Section 209. Furnish and install any needed temporary pipes prior to constructing any walkway to ensure positive drainage away from or beneath the temporary walkway. Once the walkway is no longer required, remove any temporary materials, and restore the area to the original conditions or as shown in the Plans.

**b.** Temporary Curb Cut Wheelchair Ramps

Temporary curb cut wheelchair ramps shall be constructed in accordance with Section 441 and Construction Detail A-3 Curb Cut (Wheelchair) Ramps Concrete Sidewalk Details. Ramps shall also include a detectable warning surface in accordance with Construction Detail A-4 Detectable Warning Surface Truncated Dome Size, Spacing and Alignment Requirements. Other types of material for the construction of the temporary curb cut wheelchair ramps, including the detectable warning surface, may be used provided the Contractor can provide documentation that the material to be used meets the requirements of the "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)". When a wheelchair ramp is no longer required, remove the temporary materials, and restore the area to existing conditions or as shown in the Plans. For the items required to restore the area to original conditions or as shown in the Plans, measures for payment shall be covered by Contract pay items. If pay items are not included in the Contract, then payment for these items shall be included in Traffic Control-Lump Sum.

**c.** Temporary Audible Information Device

Temporary audible information devices, when shown in the Plans, shall be installed in compliance with the "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)". The devices shall be installed in accordance with the manufacturer's recommendations. Prior to installation, the Contractor shall provide the Engineer with a set of manufacturer's drawings detailing the proper installation procedures for each device. When no longer required, the devices shall remain the property of the Contractor.

# 150.2 Materials and Traffic Control Devices

## 150.2.01 Traffic Control Devices

### A. NCHRP 350 and MASH

All devices shall be certified in accordance with the Manual for Assessing Safety Hardware (MASH) Test Level 3 and/or the National Cooperative Highway Research Program (NCHRP) 350 Test Level 3 as applicable unless modified by this Special Provision. In addition, temporary work zone devices, including portable barriers, manufactured after December 31, 2019, must have been successfully tested under 2016 edition of MASH requirements. Such devices manufactured on or before this date, and successfully tested under either NCHRP Report 350 or the 2009 edition of MASH, may continue to be used throughout their normal service lives.

### B. Approval

All traffic control devices with applicable Qualified Products List (QPL) categories shall come from the appropriate QPL list. Products not on the QPL may be used with an approval letter from the Georgia Department of Transportation Office of Materials and Testing. If there is no applicable QPL, the Contractor shall provide proof of MASH/NCHRP 350 certification. The proof may be a letter or written statement from the manufacturer that the product is MASH/NCHRP 350 approved. Decal certifications are not proof of certification and are not required.

### C. Quality Guidelines for All Temporary Traffic Devices

All traffic control devices found to be unacceptable in accordance with the current ATSSA, "Quality Guidelines for Temporary Traffic Devices and Features" regardless of total numbers shall be replaced within twenty-four (24) hours unless stated otherwise in the Specifications, in the Contract, or as directed by the Engineer.

## 150.2.02 Retroreflectivity Requirements

### A. Signs

Reflective sheeting shall meet the requirements of Section 913 and QPL-29

All construction warning signs (black on fluorescent orange) shall meet the minimum reflectivity and color requirements of ASTM D4956 Type XI regardless of the mounting height. All other signs reflectorization shall be in accordance with the Plans, Contract, and "GDOT Signing and Marking Design Guidelines".

### B. Channelization Devices

Reflective sheeting shall meet the requirements of Section 913 and QPL-29

All channelization devices (white/ fluorescent orange and white/red) shall meet the minimum retroreflectivity requirements of ASTM D4956 Type IV or Type VI.

## 150.2.03 Arrow Panels

Arrow panels shall meet the requirements for MUTCD (6L.06) and QPL-79.

Portable sequential arrow, sequential chevron, or flashing arrow panels shall be a minimum size of forty-eight inches (48") high by ninety-six inches (96") wide with not less than fifteen (15) lamps used for the arrow. The arrow shall occupy virtually the entire size of the arrow panel and shall have a minimum legibility distance of one (1) mile. The minimum legibility distance is the distance at which the arrow panel can be comprehended by an observer on a sunny day, or clear night. Arrow panels shall be equipped with automatic dimming features for use during hours of darkness. The arrow panels shall also meet the requirements for a Type C panel as shown in the MUTCD (6L.06). The sequential or flashing arrow panels shall not be used for lane closure on two-lane, two-way highways when traffic is restricted to one-lane operations in which case, appropriate signing, flaggers and when required, pilot vehicles will be deemed sufficient.

The arrow panels shall be placed on the shoulder at or near the point where the lane closing transition begins. The panels shall be mounted on a vehicle, trailer, or other suitable support. Vehicle mounted panels shall be provided with remote controls. Minimum mounting height shall be seven feet (7') above the roadway to the bottom of the panel, except on vehicle mounted panels which should be as high as practical.

For emergency situations, arrow display panels that meet the MUTCD requirements for Type A or Type B panels may be used until Type C panels can be located and placed at the site. The use of Type A and Type B panels shall be held to the minimum length of time possible before having the Type C panel(s) in operation. The Engineer shall determine when conditions and circumstances are considered to be emergencies. The Contractor shall notify the Engineer, in writing, when any non-specification arrow display panel(s) is being used in the Work.

## 150.2.04 Channelization Devices

### A. General

Channelization shall clearly delineate the travel way through the work zone and alert drivers and pedestrians to conditions created by work activities in or near the travel way. Channelization shall be in accordance with the Plans, Specifications, MUTCD, QPL-34, and the following requirements.

### B. Drums

1. Design
   Drums shall meet the minimum requirement of the MUTCD (6K.06). Drums shall have six inch (6") wide stripes – white/fluorescent orange.

2. Application
   Drums shall be used as the required channelizing device to delineate the full length of a lane closure, shift, or encroachment, except as modified by this Subsection.

3. Longitudinal Channelization
   Drums shall be spaced as listed below for various roadside work conditions except as modified by Subsection 150.3.11. Spacing shall be used for situations meeting any of the conditions listed as follows:

   a. FORTY FOOT (40') SPACING MAXIMUM
      - For difference in elevation exceeding two inches (> 2").
      - For healed sections no steeper than 4:1 as shown in Subsection 150.3.11, Detail 150-H.

   b. EIGHTY FOOT (80') SPACING MAXIMUM
      - For difference in elevation of two inches (≤ 2") or less.
      - Flush areas where equipment or workers are within ten feet (≤ 10') of the travel lane.

   c. 200 FOOT SPACING MAXIMUM: Where equipment or workers are more than ten feet (> 10') from travel lane. Lateral offset clearance to be four feet (4') from the travel lane.
      - For paved areas, eight feet (> 8') or greater in width that are paved flush with a standard width travel lane.
      - For disturbed shoulder areas not completed to typical section that are flush to the travel lane and considered a usable shoulder.

4. Removal of Drums

   Drums may be removed after shoulders are completed to typical section and grassed. Guardrail and other safety devices shall be installed and appropriate signs advising of conditions such as soft or low shoulder shall be posted before the drums are removed.

### C. Vertical Panels

1. Design
   All vertical panels shall meet the minimum requirements of the MUTCD (6K.05). All vertical panels shall have a minimum of 270 square inches of retroreflective area facing the traffic and be a minimum of thirty-six inches (≥ 36") high. The vertical panels shall be in addition a minimum eight inches (≥ 8") wide with a stripe width of six inches (6") – white/fluorescent orange.

2. Application
Vertical panels with retroreflectivity less than Type VI can only be used when traffic drums reduce the travel lane to less than ten feet (≤ 10'); vertical panels shall be used to restore the travel lane to ten feet (≥ 10') or greater. No other application of vertical panels with retroreflectivity less than type VI will be permitted.

Vertical panels with a minimum type VI retroreflectivity and six (6") inch stripe may be used for longitudinal channelization in the activity zone where work takes place for short-term stationary lane closures and intermediate-term stationary lane closures. They can be used for lane closures lasting three (3) days and with Engineer approval up to seven (7) days. They shall not be used in the transition zone including the tapers and the tangent lengths between tapers.

### D. Cones

1. Design:
All cones shall be a minimum of twenty-eight inches (≥ 28") in height regardless of application and shall meet the requirements of the MUTCD (6K-1). Retroreflectivity may be deleted from all cones.

2. Application
On interstates, cones shall be prohibited. On all other routes, cones may only be used for longitudinal channelization in the activity zone where work takes place for short-term stationary lane closures. They shall not be used in the transition zone including the tapers and the tangent lengths between tapers. The use of cones for nighttime work will not be permitted. Cones shall not be stored or allowed to be visible on the worksite during nighttime. Cones may be used for daytime flagging operations including tapers at flagging stations.

### E. Barricades

1. Design

Type 3 barricades shall meet the minimum requirements of the MUTCD (6K.07). The Contractor has the option of choosing Type 3 barricades from the QPL-34 or the Contractor may utilize generic barricades that are approved by the Federal Highway Administration (FHWA). When barricades have been specifically crash tested with signs attached, the Contractor has the responsibility to attach the signs as per the manufacturer's recommendations to ensure crashworthiness. If the barricades were not tested with the signs, crashworthy compliance may require that rigid signs be mounted separate from the Type 3 barricade.

The use of Type 1 and Type 2 barricades will not be permitted.

2. Application
Type 3 barricades shall be placed as required by the Plans, the Standards, and as directed by the Engineer. When a barricade is placed so that it is subject to side impact from a vehicle, a drum shall be placed at the side of the barricade to add target value to the barricade.

### F. Warning Lights

1. Design
All warning lights shall meet the requirements of the MUTCD (6L.07).

2. Application:
   a. Type A low-intensity flashing lights shall be used as shown in the Plans, the Standards, and as directed by the Engineer.

   b. Type C Steady-Burn lights shall be used as shown in the Plans, the Standards, and as directed by the Engineer.

## 150.2.05 Flashing Beacon

The flashing beacon assembly, when specified, shall be used in conjunction with construction warning signs, regulatory, or guide signs to inform traffic of special road conditions which require additional driver attention. The flashing beacon assembly shall be installed in accordance with the requirements of Section 647.

## 150.2.06 Guardrail

Guardrail shall comply with Section 641 Guardrail and the guardrail standards.

When the removal and installation of guardrail is required, as a part of the Work, the following time restrictions shall apply unless modified by the special conditions:

From the time that the existing guardrail or temporary positive barrier protection is removed, the Contractor has fourteen (14) days to install the new guardrail and anchors. During the interim, the location without guardrail shall be protected with drums spaced at a maximum spacing of twenty feet (20'). The guardrail blunt end is to be treated as a fixed object and shall be protected. The maximum length of rail that can be removed at any time without being replaced with positive barrier protection is a total of 2000 linear feet of existing rail or the total length of one run of existing rail, whichever is less. Based on existing field conditions, the Engineer may review the Work and require that the guardrail be installed earlier than the maximum time allowed.

The Contractor shall install new guardrail, such that traffic exposure to fixed objects is minimized. Within the same workday, temporary attenuators, as defined in Subsection 150.2.10, should be installed on the approach to fixed objects that can't be protected with guardrail. Truck or trailer mounted attenuators may be used to shield exposed fixed objects for periods not to exceed fourteen (14) days. No separate payment will be made for truck or trailer mounted attenuators, attenuators, or other methods unless provided for in the Contract.

When the roadway is open to traffic, guardrail panels shall be lapped to comply with the directional flow of traffic. Should the staging of the Work require that the lap of the guardrail be changed, this Work shall be completed before the roadway is opened to traffic. The Work to change the lap of any guardrail shall be included in Traffic Control-Lump Sum.

The laps on anchors shall be in accordance with the manufacturer's recommendations and installation instructions. As a result, a trailing anchor may be lapped opposing the flow of traffic.

Failure to comply with the above time and quantity restrictions shall be considered as non-compliance under Subsection 150.7.01.

## 150.2.07 Interim Signs

### A. Sign Blanks and Panels

All TTC sign blanks and panels should conform to Section 912 of the Specifications. Alternative sign blank materials (composites, polycarbonates, fiberglass reinforced plastics, recycled plastics, etc.) shall have a letter of approval from the Office of Materials and Testing for use as interim construction signs before these materials are allowed to be incorporated into the Work, unless these rigid sign blanks are currently approved as a crashworthy sign blank material under QPL- 34.
Unless specified elsewhere in the Contract, Specifications, Plans, and/or directed by the Engineer, sign sizes are according to the following:

1. All construction signs sizes shall follow the dimensions provided in the MUTCD Table 6G-1, GH-1, and 6I-1 "Temporary Traffic Control Zone Sign and Plaque Sizes" under the column for "Freeway or Expressway".

2. For all other signs used just for staging, the sign sizes shall follow the dimensions provided in the MUTCD Table 2B-1 "Regulatory Sign and Plaque Sizes" for the largest size.

3. Permanent signs used for staging shall be according to Plans.

Plywood blanks or panels will not be permitted.

The use of flexible signs will not be permitted.

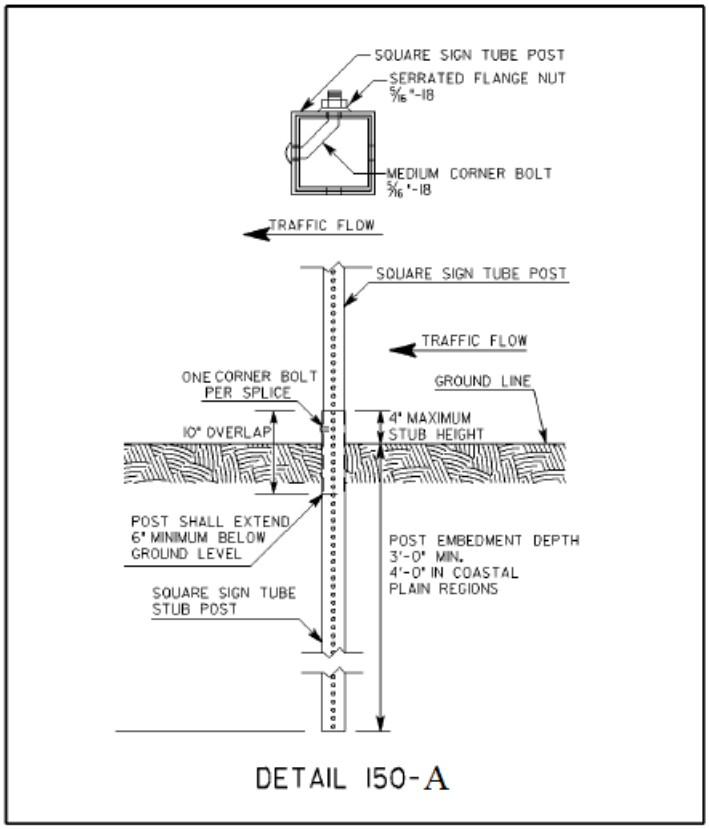
For utility work not included in the Contract, the utility Contractor may use flexible signs within the project limits.

### B. Posts

Permanent mounting height to the bottom of sign shall be seven (7) feet to eight (8) feet measured vertically from the bottom of the sign to the elevation of the near edge of the pavement or from the walkway. Posts for all interim signs

should be square tubular post meeting the requirements of Section 911, QPL-35, and Construction Detail T-3A (Type 7, 8, and 9 Square Tube Post Installation Detail). Ground mounted sign(s) that are greater than 48" wide shall be mounted on two posts. For barrier mounted sign, single post mount is allowed. The post(s) shall not extend beyond the top of the sign(s). The sign(s) shall be substantially plumbed and leveled.

Unprotected interim posts shall be spliced as shown in Detail 150-A, unless full length unspliced posts are used. Unprotected post splices will not be permitted any higher than four inches above the ground line to lessen the possibility of affecting the undercarriage of a vehicle. Installation of posts may require establishment of openings in existing pavements, islands, shoulders, etc.




## 150.2.08 Pavement Markings

All temporary traffic striping shall conform to the applicable requirements of Section 652, Section 653, Section 657, Section 658, Section 659, and QPL-46.

### A. All Traffic Striping for 45 Days or Less (≤45 Days)

All traffic striping that will be in place for 45 days or less shall be 4 inches or greater in width.

### B. All Temporary Striping Beyond 45 days (>45 Days)

All traffic striping applied on intermediate surfaces shall be a minimum 5 inches in width or as shown on the Plans. On final surfaces when temporary striping will be overlaid or eradicated, the temporary striping shall be a minimum 5 inches in width.

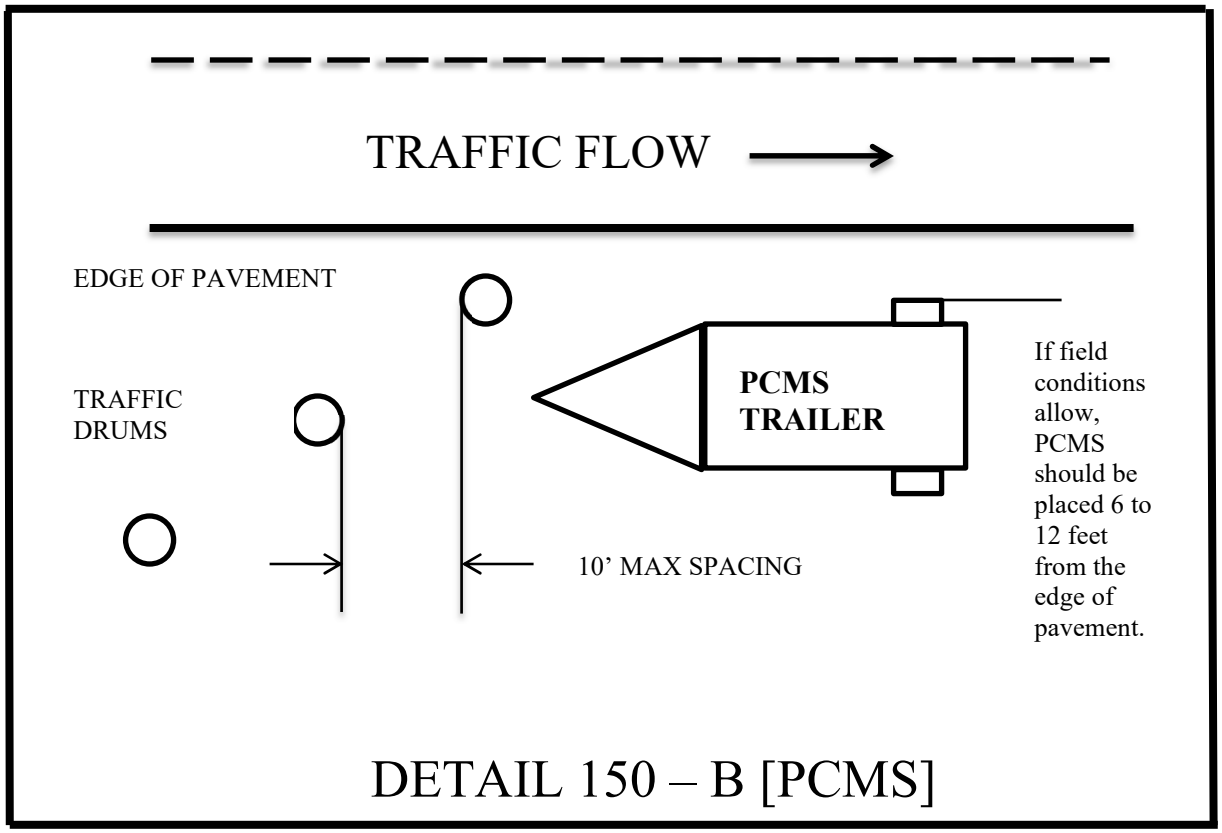
### C. All Temporary Traffic Striping on Final Surface

All temporary traffic striping applied to final surfaces which will not be overlaid or grinded may be 4 inches in width or as shown on the Plans.

## 150.2.09 Portable Changeable Message Signs

When specified, a portable changeable message sign (PCMS) shall meet the minimum requirements of Section 632, MUTCD (6L.05) and be on QPL-82. The maximum amount of messages allowed to be flashed on one PCMS is two phases (flashes). The language and the timing of the messages shall comply with the MUTCD and Section 632. When used as an advanced device, the PCMS should typically be placed ahead of the construction activities. If the PCMS is used as a substitute for another device, then the requirements for the other device apply.

Any PCMS in use, which is not protected by positive barrier protection, shall be delineated by a minimum of three drums that meet the requirement of Subsection 150.2.04.B. The drum spacing shall not exceed a maximum of ten (10') feet as shown in Detail 150-B. When the PCMS is within twenty (20') feet of the opposing traffic flow, the trailing end of the PCMS shall be delineated with a minimum of three drums spaced in the same manner as the approach side of the PCMS.




When not in use, the PCMS shall be removed from the roadway, unless protected by positive barrier protection. If the PCMS is protected by positive barrier protection, the sign panel shall be turned away from traffic when not in use.

## 150.2.10 Portable Impact Attenuators

This work consists of the furnishing (including spare parts), installation, maintenance, relocation, reuse as required, and removal of Portable Impact Attenuator Units/Arrays.

Portable Impact Attenuator Unit/Arrays installation shall conform to the requirements of Section 648, Manufacturer's recommendations and "(Georgia Standard 4960 "Temporary Barrier (End Treatment Options)" and shall be installed at locations designated by the Engineer, and/or as shown on the Plans. When gating attenuators are used, the Contractor shall maintain the appropriate recovery area in accordance with the manufacturers' recommendations.

Generic sand/water loaded modules are prohibited. Manufacturers' sand/water loaded modules with specific arrays that have been NCHRP 350/MASH approved can be used in appropriate locations.

The test level of protection provided shall equal or exceed the speed limit. Test level 3 shall be used for forty-five (45) mph or above.

## 150.2.11 Portable Temporary Traffic Control Signals

The use of Portable Temporary Traffic Control Signals shall meet the following minimum requirements:

Only two-lane, two-way roadways will be allowed to utilize Portable Temporary Traffic Control Signals.

All portable traffic control signals shall meet the physical display and operational requirements of conventional traffic signals described in the MUTCD.

Each signal face shall have at least three lenses. The lenses shall be red, yellow, and green in color and shall give a circular type of indication. All lenses shall be twelve (12") inches nominal in diameter. A minimum of two signal faces shall face each direction of traffic. A minimum of one signal head shall be suspended over the roadway travel lane in a manner that will allow the bottom of the signal head housing to be not less than seventeen (17') feet above and not more than nineteen (19') feet above the pavement grade at the center of the travel lane. The second signal head may be located over the travel lane with the same height requirements or the second signal head may be located on the shoulder. When the signal head is located on the shoulder, the bottom of the signal head housing shall be at least eight (8') feet but not more than (15') feet above the pavement grade at the center of highway.

Advance warning signage and appropriate pavement markings shall be installed as part of the spliceal operation.

The signals shall be operated in a manner consistent with traffic requirements. The signals may be operated in timed-mode or in a vehicle-actuated mode. The signals shall be interconnected in a manner to ensure that conflicting movements cannot occur. To ensure that the appropriate operating pattern, including timing is displayed to the traveling public, regular inspections, including the use of accurate timing devices shall be made by the WTCS. If, at any time, any part of the system fails to operate within these requirements then the use of the signal shall be suspended, and the appropriate flagging operation shall begin immediately.

The (WTCS) shall continuously monitor the portable traffic control signal to ensure compliance with the requirements for maintenance under the MUTCD. The signal shall be maintained in a manner consistent with the intention of the MUTCD, with emphasis on cleaning of the optical system. Timing changes shall be made only by the WTCS. The WTCS shall keep a written record of all timing changes.

The portable temporary traffic signal shall have two power sources and shall be capable of running for seven calendar days continuously.

The Contractor shall have an alternate temporary traffic control plan in the event of failure of the signal.

## 150.2.12 Raised Pavement Markers

Raised pavement markers (RPMs) shall meet the requirements of Section 654 and QPL-76 .

## 150.2.13 Rumble Strips

Rumble strips incorporated into the Work shall meet the requirements of Section 429 and the MUTCD. Existing rumble strips that are positioned in the traveled way to warn traffic of a stop condition shall be reinstalled prior to opening to traffic. Based on the following requirements:

Intermediate surfaces that will be in use for more than forty-five (45) calendar days shall have rumble strips reinstalled on the traveled way in the area of a stop condition. Non-refundable deductions in accordance with Subsection 150.7.01 will be assessed for any intermediate surface in place for greater than 45 days without rumble strips.

Rumble strips shall be installed on the final surface within fourteen (14) calendar days of the placement of the final surface in the area of the stop condition. Failure to install within fourteen (14) calendar days will result in assessment of non-refundable deductions in accordance with Subsection150.7.01.

Prior to the removal of any rumble strips located in the travel lane, stop ahead (W3-1) warning signs shall be double indicated ahead of the stop condition. These warning signs shall be a minimum of 48 inches by 48 inches. These warning signs shall remain in place until the rumble strips have been reinstalled on the traveled way. Any existing warning signs for the stop ahead condition shall be removed or covered while the 48" X 48" (W3-1) signs are in place. When the rumble strips have been reinstalled, these warning signs should be promptly removed, and any existing signage placed back in service.

## 150.2.14 Temporary Barriers

### A. Design:

Temporary barriers shall meet the requirements of Sections 620. The lengths of advancement should be in accordance with Georgia Standard 4000W "Lengths of Advancement, Clear Zone Distances, and Fill Height Embankment". The approach end of the taper should have 10:1 or flatter ground slope. Temporary barriers shall not be used as a channelization device. Their use is in accordance with MUTCD (6K.09).

### B. Application:

Temporary barriers shall be placed as required by the Plans, Standards, and as directed by the Engineer. When Temporary barrier is located twenty feet (≤ 20') or less from a travel lane, yellow reflectors shall be fixed to the top of the barrier at intervals not greater than forty feet (≤ 40') in the longitudinal section and twenty feet (20') in the taper section and shall be mounted approximately two inches (2") above the barrier. If both lanes of a two-lane two-way roadway are within twenty feet (≤ 20') or less of the barrier then the reflectors shall be installed for both directions of traffic.

The reflectors shall be one hundred (100) square inches (ASTM Type VII or VIII/ Type XI) reflective sheeting mounted on flat-sheet blanks. The reflectors shall be mounted approximately two inches above the top of the barrier. The reflectors shall be attached to the barrier with adhesive or by a drilled-in anchor type device. The reflectors shall not be attached to a post or board that is placed between the gaps in the barrier sections.

Approach end of Temporary barrier shall be protected according to Georgia Standard 4960 "Temporary Barrier (End Treatment Options)" or by a portable impact attenuator.

On interstates or other controlled access highways where lane shifts or crossovers cause opposing traffic to be separated by less than forty feet (<40'), portable barrier should be used as a separator.

## 150.2.15 Temporary Guardrail Anchorage- Type 12

This work consists of the furnishing, installation, maintenance, and removal of Temporary Guardrail Anchorage- Type 12 used for Portable Barrier or temporary guardrail end treatment. Materials used in the Temporary Guardrail Anchorage- Type 12 shall meet the requirements of Section 641 of the Specifications and current Georgia Standards and may be new or used. Materials salvaged from the Project, which meet the requirements of Standards, may be utilized if available. The use of any salvaged materials will require prior approval of the Engineer.

Installation of the Temporary Guardrail Anchorage- Type 12 shall conform to the requirements of the Plans, current Georgia Standards and Section 641 of the Specifications. Installation shall also include sufficient additional guardrail and appurtenances to effect the transition and connection to Temporary Concrete Barrier as required by the details in Georgia Standard 4960 "Temporary Barrier (End Treatment Options)".

## 150.2.16 Temporary Traffic Signals

Temporary traffic signals shall meet the requirements of Section 647 and the MUTCD.

# 150.3 Construction Requirements

## 150.3.01 General

### A. Implementation Requirements

No work shall be started on any project phase until the appropriate traffic control devices have been placed in accordance with the Project requirements. Changes to traffic flow shall not commence unless all labor, materials, and equipment necessary to make the changes are available on the Project.

When any shift or change is made to the location of traffic or to the flow patterns of traffic, including pedestrian traffic, the permanent safety features shall be installed and fully operational before making the change. If staging or site conditions prevent the installation of permanent features, then the equivalent interim devices shall be utilized. This work shall also include any necessary removal and reinstallation of guardrail panels to achieve the required panel lap to accommodate the appropriate shift and traffic flow including the final traffic flow configuration. The cost of performing this work shall be included in Traffic Control-Lump Sum.

Any section of the Work that is on a new location shall have all permanent safety features installed and fully operational before the Work is opened to traffic. Safety features shall include, but are not limited to the following items:

Guardrails including anchors and delineation with properly lapped panels

1) Cable Barrier
2) Impact attenuators
3) Traffic signals
4) Warning devices
5) Pavement markings including, but not limited to, words, symbols, stop bars, arrows, hatching and crosswalks
6) Roadway signs including regulatory, warning, and guide

Outdoor lighting shall be considered as a safety feature for welcome centers, rest areas, and weigh station projects. For typical roadway type projects, new street lighting is not considered a safety feature, unless specifically noted in the Plans or in the special conditions.

### B. Maintenance of Traffic Control Devices

Traffic control devices shall be in acceptable condition when first erected on the Project and shall be maintained in accordance with Section 104 throughout the construction period. All unacceptable traffic control devices shall be replaced within twenty-four (24) hours. When not in use, all traffic control devices shall be removed, placed or covered so as not to be visible to traffic.

### C. Traffic Interruption Restrictions

The Department reserves the right to restrict construction operations when, in the opinion of the Engineer, the continuance of the Work would seriously hinder traffic flow, be needlessly disruptive or unnecessarily inconvenience the traveling public. The Contractor shall suspend and/or reschedule any work when the Engineer deems that conditions are unfavorable for continuing the Work.

Advanced notification requirements to the Contractor to suspend work will be according to the events and the time restrictions outlined below:

Incident management - No advanced notice required

Threatening/Inclement weather - twenty-four (24) hours

Holiday, sporting events, unfavorable conditions - Three (3) calendar days

If the Work is suspended, the Contractor may submit a request for additional Contract time as allowed under Section 108. The Department will review the request and may grant additional Contract time as justified by the impact to the Contractor's schedule. Compensation for loss of productivity, rescheduling of crews, rental of equipment or delays to the Contractor's schedule will not be considered for payment. Additional Contract time will be the only consideration granted to the Contractor.

## D. Work Zone Restrictions

**1.** Interstate

The Contractor should not simultaneously perform work on both the inside shoulder and outside shoulder on either direction of traffic flow when the Work is within 12 feet of the travel-way. Shoulders can be alternated if areas are separated by at least one-half mile of distance.

**2.** Non-Interstate Divided Highways

The Contractor should not simultaneously perform work on both the inside shoulder and outside shoulder on either direction of traffic flow when the Work is within 12 feet of the travel-way. Shoulders can be alternated if areas are separated by at least one-half mile distance in rural areas or at least 500 feet of distance in urban areas.

**3.** Non-Divided Highways

**a.** The Contractor should not simultaneously perform work on opposite sides of the roadway when the Work is within 12 feet of the travel-way. Shoulders can be alternated if areas are separated by at least one-half mile of distance in rural areas or at least 500 feet of distance in urban areas.

**b.** On two-lane projects where full width sections of the existing subgrade, base or surfacing are to be removed, and new base, subgrade, or surfacing are to be constructed, the Contractor should maintain one-lane of traffic through the construction area by removing and replacing the undesirable material for half the width of the existing roadway at a time. Replacement should be made such that paving is completed to the level of the existing pavement in the adjacent lane by the end of the workday or before opening all the roadway to traffic.

## E. Work Zone Geometric Restrictions

There should be no reduction in the total number of available traffic lanes including turning lanes that existed prior to construction, except as specifically allowed by the Contract and as approved by the Engineer.

Travel lane Clearances: All portions of the Work should maintain the following minimum requirements:

Horizontal: The combined dimensions of the paved shoulder and the roadway surface remaining outside the Work Zone should be no less than sixteen feet (≥ 16') in width at any location.

Vertical: The overhead clearance should not be reduced to less than fifteen feet (≥ 15') at any location.

The restrictions above apply to all shifts, lane closures, on-site detours and off-site detours whether shown in the Contract or proposed by the Contractor. It shall be the responsibility of the Contractor to verify that these minimum requirements have been met before proceeding with any phase of the Work. Two-lane, two-way roadways may have temporary horizontal restrictions of less than sixteen feet (≥ 16') during flagging operations. The minimum horizontal clearance should be restored before the flagging operation is removed.

## F. Clear Zone

At the end of the workday, all equipment, materials, and TTC devices not in use should be moved out of the clear zone or behind positive protection. The clear zone is defined by Georgia Standard 4000W "Lengths of Advancement, Clear Zone Distances, Fill Height Embankment". For urban roadway with curb, the minimum set back is six (6') feet from the curb face. If stored behind positive protection, proper lengths of advancement should be maintained. If stored behind guardrail the items shall be a minimum five feet (≥ 5') from the face of the guardrail and not in the recovery zone of the anchor.

The WTCS shall monitor the Work to ensure that all the rocks, boulders, construction debris, stockpiled materials, equipment, tools, and other potential hazards are kept clear of the travel lane.

## G. Milled Surface Restrictions

1. Non – Resurfacing Projects

Unless modified by the special conditions, a milled surface on any non-resurfacing project shall not be allowed to remain open for a period of time that exceeds thirty (**30)** calendar days.

2. Resurfacing Projects

   A. Unless modified by the special conditions, a milled surface (excluding micro-mill) on an interstate or limited access highway resurfacing project shall be covered prior to opening to traffic.

   B. Unless modified by the special conditions, a milled surface on any other resurfacing project not specified above shall not be allowed to remain open for a period of time that exceeds three **(3)** calendar days.

Failure to cover milled areas as specified above will result in liquidated damages to be assessed in accordance with Special Provision Section 150.7.01 Enforcement and Adjustments.

## H. Construction Vehicles

The Contractor's vehicles shall travel in the direction of normal roadway traffic and shall not reverse direction except at intersections, interchanges, or approved temporary crossings. The Contractor may submit a plan requesting that construction traffic be allowed to travel in the opposite direction of normal traffic when it would be desirable to modify traffic patterns to accommodate specific construction activities.

Prior approval of the Engineer shall be obtained before any construction traffic is allowed to travel in a reverse direction. If the Contractor's submittal is approved, the construction traffic shall be separated from normal traffic by appropriate traffic control devices.

The parking of Contractor's and/or workers' personal vehicles within the work area or adjacent to traffic is prohibited. It shall be the responsibility of the WTCS to ensure that any vehicle present at the worksite is necessary for the completion of the Work.

## I. Environmental Impacts

The Contractor shall ensure that dust, mud, and other debris from construction activities do not interfere with normal traffic operations or adjacent properties.

## J. Existing Street Lights

Existing street lighting shall remain lighted as long as practical and until removal is approved by the Engineer.

## K. Nighttime Work Lighting

Adequate temporary lighting shall be provided at all nighttime work sites where workers will be immediately adjacent to traffic.

## L. Removal/Reinstallation of Miscellaneous Items

In the prosecution of the Work, if it becomes necessary to remove any existing signs, markers, guardrail, etc. not covered by specific pay item, they shall be removed, stored and reinstalled, when directed by the Engineer, to line and grade, and in the same condition as when removed.

## 150.3.02 Personnel – Worker Safety Apparel

In accordance with MUTCD (6D.03) (6C.04) all workers, within the right-of-way who are exposed either to traffic or to work vehicles and construction equipment within the TTC zone, shall wear high-visibility safety apparel that meets the Performance Class 2 or better.

## 150.3.03 Signage - General

### A. Signing Requirements of the Temporary Traffic Control (TTC) Plan

When existing regulatory, warning or guide signs are required for proper traffic and pedestrian control, the Contractor shall maintain these signs in accordance with the TTC plan. The Contractor shall review the status of all existing signs, interim signs added to the Work, and permanent sign installations that are part of the work to eliminate any conflicting or non-applicable signage in the TTC Plan. The Contractor's review of all signs in the TTC Plan shall establish compliance with the requirements of the MUTCD and Section 150. Any conflicts shall be reported to the Engineer immediately and the WTCS shall take the necessary measures to eliminate the conflict.

The Contractor shall make every effort to eliminate the use of interim signs as soon as the Work allows for the installation of permanent signs.

All existing illuminated signs shall remain lighted and be maintained by the Contractor.

Existing street name signs shall be maintained at street intersections.

Refer to section 150.2.05.B. Sign Blanks and Panels for size and material requirements**.**

### B. Conflicting or Non-Applicable Signs

Any sign(s) or portions of a sign(s) that are not applicable to the TTC plan shall be covered so as not to be visible to traffic or shall be removed from the roadway when not in use. The WTCS shall review all traffic shifts and changes in the traffic patterns to ensure that all conflicting signs have been removed. The review shall confirm that the highest priority signs have been installed and that signs of lesser significance are not interfering with the visibility of the high priority signs. High priority signs include signs for road closures, shifts, detours, lane closures and curves. Any signs, such as speed zones and speed limits, passing zones, littering fines and litter pick up, that reference activities that are not applicable due to the presence of the Work shall be removed, stored and reinstalled when the Work is completed.

Failure to promptly eliminate conflicting or non-applicable signs shall be considered as non-performance under Subsection 150.7.01.

### C. Removal of Existing Signs and Supports

The Contractor shall not remove any existing signs and supports without prior approval from the Engineer. All existing signs and supports which are to be removed shall be stored and protected if this material will be required later in the Work as part of the TTC plan. If the signs are not to be utilized in the Work, then the signs will become the property of the Contractor unless otherwise specified in the Contract documents.

### D. Interim Guide, Warning and Regulatory Signs

Interim guide, warning, or regulatory signs required to direct traffic and pedestrians shall be furnished, installed, reused, and maintained by the Contractor in accordance with the MUTCD, the Plans, Special Provisions, Special Conditions, or as directed by the Engineer. These signs shall remain the property of the Contractor. When the signs are used for long-term stationary operations as defined MUTCD (6G.02), the bottom of all interim signs shall be mounted seven feet (7') to eight feet (8') above the level of the pavement edge or sidewalk. The signs offset should be six feet (6') to twelve feet (12') from the pavement edge or two feet (≥ 2') minimum for sidewalks according to MUTCD (6F-1) (6G-1, 6H-1, and 6I-1). Special Conditions under Subsection 150.6 may modify this requirement.

Portable signs may be used when the duration of the Work is less than three (3) days or as allowed by the special conditions in Subsection 150.6. Portable interim signs shall be mounted a minimum of one foot (≤ 1') above the level of the pavement edge for directional traffic of two (2) lanes or less and at seven feet (7') for directional traffic

of three (3) or more lanes according to MUTCD (6F-2). Signs shall be mounted at the height recommended by the manufacturer's crashworthy testing requirements.

All sign blanks shall be rigid whether the sign is mounted as a portable sign, on a Type III barricade or as a permanent mount height sign. Utilities and their subcontractors working in the project limits, and not included in the project Contract, may use non-rigid signs.

## E. Existing Special Guide Signs

Existing special guide signs on the Project shall be maintained until conditions require a change in location or legend content. When change is required, existing signs shall be modified and continued in use if the required modification can be made within existing sign borders using design requirements (legend, letter size, spacing, border, etc.) equal to that of the existing signs, or of Subsection 150.3.E.2. Differing legend designs shall not be mixed in the same sign.

**1.** Special Guide Signs

Special guide signs are those expressway or freeway guide signs that are designed with message content (legend) that applies to a particular roadway location. When an existing special guide sign is in conflict with work to be performed, the Contractor shall remove the conflicting sign and reset it in a new, non-conflicting location which has been approved by the Engineer.

**2.** Interim Special Guide Signs

When it is not possible to utilize existing signs, either in place or relocated, the Contractor shall furnish, erect, maintain, modify, relocate, and remove new interim special guide signs in accordance with the Plans or as directed by the Engineer. Interim special guide signs that may be required in addition to, or a replacement for, existing expressway and freeway (interstate) signs shall be designed and fabricated in compliance with the minimum requirements for guide signing contained in Chapter 2E "Guide Signs – Freeway and Expressway" of the MUTCD. All interstate shields on these signs shall be 48 inches and 60 inches for two-numeral and three-numeral routes, respectively.

The road name of the exit or route shield shall be placed on the exit gore sign.

**3.** Interim Overhead Guide Sign Structures

Interim overhead special guide sign structures are not required to be lighted unless specifically required by the Plans. If lighting is required, the sign shall be lighted as soon as erected and shall remain lighted, during the hours of darkness, until the interim sign is no longer required. The Contractor shall notify the Power Company at least thirty (30) days prior to desire connection to the power source.

**4.** Permanent Special Guide Signs

The installation of new permanent special guide signs and the permanent modification or resetting of existing special guide signs, when included in the Contract, shall be accomplished as soon as practical to minimize the use of interim special guide signs. If lighting is required by the Plans, all new permanent overhead special guide signs shall be lighted as soon as erected.

## F. Stop Sign Regulated Intersections

For intersections that utilize stop sign(s) to control the flow of traffic and to restrict the movement of vehicles, the stop sign(s) shall be maintained for the duration of the Work or until such time that the stop condition is eliminated or until an interim or permanent traffic signal can be installed to provide proper traffic control. The traffic signal shall be installed and properly functioning before the removal of the existing stop sign(s) is permitted. If the existing intersection is enhanced traffic control features, such as stop lines, double indicated stop signs, oversized signs, advanced warning stop ahead signs, rumble strips on the approaches or flashing beacons located overhead or on the shoulders then these features shall be maintained for the duration of the project or until the permanent traffic control plan has been implemented.

Whenever the staging of the Work requires that the traveled way be relocated or realigned the Contractor shall reinstall all enhanced traffic control features noted above on the newly constructed sections of the Work. The cost of relocating the stop lines, stop signs, advanced warning signs, the rumble strips and the flashing beacons shall be included in the price bid for Traffic Control - Lump Sum unless individual pay items are included in the Contract for rumble strips and/or flashing beacons. When pay items are included in the Contract for rumble strips or flashing beacons then these items will be paid per each.

When staging requires the relocation or realignment of an existing stop condition, it may be necessary to consider the addition of enhanced traffic control features even though none existed at the original location. Horizontal and vertical alignment changes at a new location may have decreased or restricted sight distance or the stop condition may occur sooner than in the previous alignment. If these conditions occur, then the Engineer and/or the WTCS should consider additional measures to enhance the motorist's awareness of the changes even though the staging plans may not address enhanced features. Stop signs should be a minimum of thirty-six (36") inches for interim situations. The use of forty-eight (48") inch stop signs may be warranted under project specific conditions. Flags may be used on interim/permanent stop signs that are mounted at seven (7') feet in height for a short duration in order to direct additional attention to a new or relocated stop sign(s). Flags should not be used for durations exceeding two weeks unless unusual or site-specific conditions warrant a longer period of time. The use of Type "A" flashing red light(s) attached to the stop sign(s) may be appropriate during the same period that the flags are in use to increase attention.

The use of rumble strips and/or PCMS may be considered. The use of new rumble strips, where none previously existed, shall have the prior approval of District Traffic Operations before being included as part of the temporary traffic control plan. The message(s) displayed on any PCMS shall have the prior approval of the Engineer and the message(s) shall be included as part of the TTC plan for the interim staging.

The placement of any additional interim ground mounted signs and posts or stop lines shall be considered as incidental to the price bid for Traffic Control - Lump Sum. The installation of rumble strips, flashing beacons or the use of Portable Changeable Message Signs (PCMS) shall be considered as Extra Work unless pay items are included in the Contract.

## G. Low Shoulder Signage

**1.** Low Shoulder for Construction/Reconstruction/Resurfacing Projects

"Low Shoulder" (W8-9) signs shall be erected when a difference in elevation less than four (< 4') feet from the traveled way, exceeds one inch (> 1") but does not exceed three inches (≤3") between the travel lane and any type of shoulder. "Low Shoulder" (W8-9) signs shall be a minimum dimension of forty-eight inches by forty-eight inches (48"x48")

The spacing of the signs shall not exceed one (1) mile and the signs shall be placed immediately past each crossroad intersection. The "Low Shoulder" signs shall remain in place until the difference in elevation is eliminated and the shoulder has been dressed and permanently grassed for a minimum of thirty (30) calendar days. These signs shall be furnished, installed, maintained, and removed by the Contractor as part of Traffic Control-Lump Sum. These signs shall be fluorescent orange with black borders.

**2.** Shoulder Drop-Off for Construction/Reconstruction/Resurfacing Project

"Shoulder Drop-Off" (W8-17) signs shall be used when a difference in elevation, less than four feet (< 4') from the traveled way, exceeds three inches (> 3") and is not protected by positive barrier protection. These warning signs shall be placed in advance of the drop-off. "Shoulder Drop-Off" (W8-17) shall be a minimum dimension of forty-eight inches by forty-eight inches (48"x48")

The spacing of the signs shall not exceed one (1) mile and the signs shall be placed immediately past each crossroad intersection. The "Shoulder Drop-Off" signs shall remain in place until the difference in elevation is eliminated and the shoulder has been dressed and permanently grassed for a minimum of thirty (30) calendar days. These signs shall be furnished, installed, maintained, and removed by the Contractor as part of Traffic Control-Lump Sum. These signs shall be black borders on fluorescent orange background.

## H. Bump Signage

A bump sign (W8-1) shall be utilized when a transverse joint in the pavement structure has a vertical difference in elevation of three quarters (≥ 3/4") of an inch or greater in depth with no horizontal taper to ramp the traffic from one elevation to the other. This condition typically occurs at approach slabs during pavement milling operations and at transverse joints in asphaltic pavement lifts. Other conditions include utility and storm drainage repairs that require concrete placement for patching and/or steel plating. "Bump" sign (W8-1) shall be a minimum dimension of forty-eight inches by forty-eight inches (48"x48")

The W8-1 sign shall be placed sufficiently in advance to warn the motorist of the condition.

### I. Sign Visibility

All existing, interim, and new permanent signs shall be installed to be completely visible and legible for an advance distance in compliance with the MUTCD. Any clearing required for maintaining the line of sight to existing, interim or permanent signs shall be done as part of the requirements of the TTC plan. The clearing shall include any advance warning signs, both interim and permanent, that are installed as a part of the Work including advance warning signs that are installed outside the limits of the project. Limbs, brush, construction equipment and materials shall be kept clear of the driver's line of sight to all signs that are part of the TTC plan.

## 150.3.04 Advance Warning Signs

### A. Project Signs - All Type of Highways

Advance warning signs shall be placed ahead of the work area in accordance with Part 6 of the MUTCD and unless noted below shall include a series of at least three advance road work (W20-1) signs placed at the termini of the project. The series shall have the legend ROAD WORK (1500 FEET, 1000 FEET, AND 500 FEET).

At grade intersecting roadways and on-ramps shall be signed with a minimum of one ROAD WORK AHEAD sign.

When work terminates at a "T" intersection, a minimum of one "ROAD WORK AHEAD" sign shall be placed in advance of the intersection and one "END ROAD WORK" sign shall be placed at the termination end of the intersection. Field conditions may require the use of additional warning signage.

**1.** State Routes

Advanced Warning Signs on State Routes shall be a minimum dimension of forty-eight inches by forty-eight inches (48" x 48"). When a State Route intersects a project which consists of adding travel lanes, reconstructing an existing roadway or new location work, the State Route approaches shall have a minimum of three (W20-1) advanced warning signs (1500 ft., 1000 ft., 500 ft.). The termination end of an intersecting State Route shall have END ROAD WORK signage.

The W20-1 signs shall be placed at the termini of the project or sufficiently in advance of the termini to allow for lane shifts, lane closures and other activities which may also require advanced warning signs. The advanced warning signs for the project should not overlap with the advanced warning signs for lane shifts, lane closures, etc.

The length of a work zone should be held to the minimum length required to accomplish the Work. If a project has multiple individual worksites within the overall limits of the project, each site should be signed individually if the advance warning signs for each site can be installed without overlapping an adjacent worksite. As soon as the work is completed at any individual site, the warning signs shall be removed from that site. Clean-up work shall be performed with portable signage.

Project mileage indicated on the G20-1 sign shall be the actual project mileage rounded up to the nearest whole mile. Projects less than two (< 2) miles in length or individual worksites that are part of a multiple worksite project may delete this sign. The G20-1 sign shall be forty-eight inches by twenty-four inches (48" x 24") and the G20-2 sign shall be forty-eight inches by twenty-four inches (48" x 24").

**2.** Interstate, Limited Access and Multilane Divided Highways

In addition to the W20-1 signs required at 500 ft., 1000 ft. and 1500 ft., multi-lane divided highways shall also have additional advanced warning signs installed with the legend "ROAD WORK (2 MILES, 1 MILE and 1/2 MILE). All construction warning signs on divided highways shall be double indicated (i.e., on the left and right sides of the roadway.) If the use of the half (½) mile, one (1) mile and two (2) mile advanced warning signs cause an overlap with other work or do not benefit field conditions then the Engineer may review the use of these signs and eliminate their installation. When the posted speed limit is fifty (≤ 50) mph or less, the one-half (½) mile, one (1) mile and two (2) mile signs should be eliminated especially in urban areas.

The W20-1 advance warning signs for ROAD WORK 500 FEET; 1000 FEET; and 1500 FEET shall be temporarily covered when work involving the advanced warning signs for lane shifts and lane closures overlap these signs. The ROAD WORK ½ MILE, ROAD WORK 1 MILE, and ROAD WORK 2 MILES shall be in place when the 500, 1000 and 1500 feet signs are temporarily covered.

When the Temporary Traffic Control zone already has advanced warning (W20-1) signs installed the W20-1 signs required for lane closures under Standard 9106 should be eliminated.

**3.** Ramp Work on Limited Access Highways

The work zone shall not be signed for the entire length of the mainline of a limited access highway when only short individual worksites, interchange or ramp work is being performed.

When work is restricted to ramp reconstruction or widening activities, the advance warning signs on the mainline section of the limited access highway shall be limited to the use of portable advance warning signs. These portable advance warning signs shall only be utilized when work activity is within the gore point of the ramp and the mainline traveled way or work is active in the acceleration/deceleration lane adjacent to the mainline traveled way. Portable advance warning signs (W20-1: 1500 ft. /1000 ft. /500 ft.) shall be installed on the traveled way of the limited access highway when the above conditions are present. The advance warning signs shall be installed only in one direction where work is active. All portable signs shall be double indicated. When work is not active, the ramp work shall be advanced warned by the use of a single forty-eight inches by forty-eight inches (48" x 48") "ROAD WORK AHEAD" (W20-1) with an "ON RAMP" plaque (W13-4p) sign along the right shoulder of the mainline traveled way prior to the beginning of the taper for the deceleration lane. Differences in elevation shall be in compliance with the requirements of Subsection 150.3.11 prior to the removal of the portable (W20-1) advanced warning signs from the mainline.

## B. Highway Work Zone

In accordance with Georgia Code, O.C.G.A. § 40-6-188, all sections or segments of the roadway under construction or reconstruction shall be signed as a Highway Work Zone except non-state highway two-lane two-way resurfacing projects. Two conditions can be applied to a Highway Work Zone. Condition 1 is when no reduction in the existing speed limit is required. Condition 2 is when worksite conditions require a reduction of the speed limit through the designated Work Zone. Properly marking a Highway Work Zone shall include the following minimum requirements:

**1.** No Reduction in the Existing Posted Speed Limit in Highway Work Zone

**a.** Signage shall be posted at the beginning point of the Highway Work Zone warning the traveling public that increased penalties for speeding violations are in effect. The beginning point of Highway Work Zone is at the project limits, start of work zone, or at the start of the first taper. The HWZ-2 sign shall be placed a minimum of 600 feet in advance of the Highway Work Zone and shall not be placed more than 1000 feet in advance of the Work Zone. If no speed reduction is required, it is recommended that the HWZ-2 be placed at 750 feet from the work area between the ROAD WORK 500 FT. and the ROAD WORK 1000 FT. signs.

HWZ-2 signs shall be placed at intervals not to exceed one mile for the length of the project. HWZ-2 signs should be placed on the mainline after all major intersections except State Routes. State Routes shall be signed as per the requirements for intersecting roadways below.

**b.** The existing speed limit shall be posted at the beginning of the Work Zone. Existing Speed Limit signs (R2-1) shall be maintained.

**c.** Intersecting state routes shall be signed in advance of each intersection with the Work Zone with an HWZ-2 sign to warn motorists that increased fines are in effect. All other intersecting roadways that enter into a designated Highway Work Zone may be signed in advance of each intersection with the Work Zone. When construction equipment and personnel are present in the intersection on the mainline of a multi-lane roadway, the intersecting side roads shall be signed in advance with HWZ-2 signs. As soon as the work operation clears the intersection, the signage may be removed.

**d.** Sign HWZ-3 shall be posted at the end of the Highway Work Zone indicating the end of the zone and indicating that increased penalties for speeding violations are no longer in effect.

**e.** When a designated Highway Work Zone is no longer necessary, all signs shall be removed immediately.

**2.** Reducing the Speed Limit in a Highway Work Zone

Highway Work Zone signs shall be posted as required in Condition 1 above and in accordance with Detail 150-C.

A "Reduced Speed Ahead" sign shall be posted 600 feet prior to the reduced speed limit.

Then a "Speed Limit" signage (R2-1) for the reduced speed limit shall be erected at the beginning of the Work Zone. Additional signs shall be placed at whichever is least:

**a.** on non-interstate roads after every junction with a numbered (state or U.S.) route.

**b.** on interstates entrance ramp 1,500 feet from the end of the entrance taper. Detail 150-D

**c.** on non-interstate and interstate, a maximum spacing of no greater than one (1) mile apart.

On interstates and multi-lane divided highways, the speed limit signs shall be double indicated when the reduced speed is in use.

Additional signs may be necessary to adjust for actual field conditions.

For limited access (interstate) highways and controlled access multi-lane divided highways, the posted speed limit shall be reduced as required below.

When any one or more of the following conditions exist and the existing speed limit is sixty-five (65) mph or seventy (70) mph, the speed limit shall be reduced by ten (10) mph. If the existing speed limit is sixty (60) mph, the speed limit should be reduced by five (5) mph. If the existing speed limit is fifty-five (≤ 55) mph or less, the Contractor can only reduce the speed limit with the prior approval of the Engineer. The reduction in the speed limit shall be no greater than ten (10) mph:

**a)** Lane closure(s) of any type and any duration.
**b)** The difference in elevation exceeds two inches (> 2") adjacent to a travel lane as shown in Subsection 150.3.11, Detail 150-E, Detail 150-F.
**c)** Any areas where equipment or workers are within ten feet (10') of a travel lane.
**d)** Temporary portable concrete barriers located less than two feet (2') from the traveled way.
**e)** As directed by the Engineer for conditions distinctive to this project.

When the above conditions are not present, the speed limit shall be immediately returned to the existing posted speed limit. A speed reduction shall not be put in place for the entire length of the project unless conditions warranting the speed reduction are present for the entire project length. All existing speed limit signs within the temporary speed reduction zone shall be covered or removed while the temporary reduction in the speed limit is in effect. All signs shall be erected to comply with the minimum requirements of the MUTCD.

At a minimum, the following records shall be kept by the WTCS:

**a)** Identify the need for the reduction.
**b)** Record the time of the installation and removal of the temporary reduction.
**c)** Fully describe the location and limits of the reduced speed zone.
**d)** Document any accident that occurs during the time of the reduction.

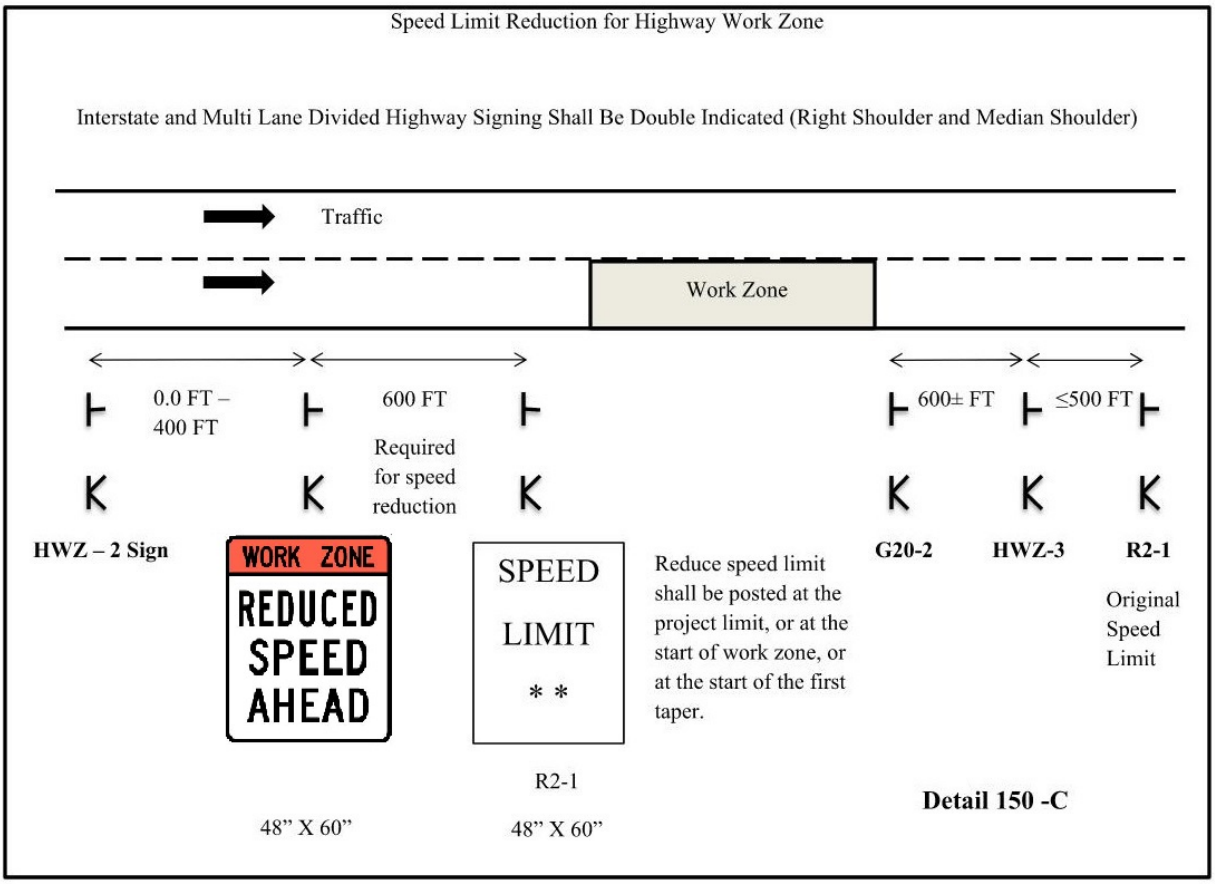
A copy of the weekly records for reduced speed zones shall be submitted to the Engineer.

When a pilot vehicle is used on a two-lane two-way roadway, the speed limit should not be reduced. For special conditions specific to the Work, on two-lane two-way roadways or multi-lane highways, the Contractor may reduce the posted speed limit with the prior approval of the Engineer.

3. Variable Speed Limit Zones

Projects that are within or extends into variable speed limit zones shall be posted according to condition 1 with HWZ-1, HWZ-2, and HWZ-3 signs. No additional “speed limit” signs, (R2-1), shall be posted. Any reduction or increase in speed limits will be controlled by the normal operation of the variable speed limit system.

Upon request, a maximum speed limit of fifty-five (55) mph may be set for the project limits.



HWZ-2;

3" Radius, 1" Border, 1" Indent, Black on Fluorescent orange;
"WORK ZONE", C 2K specified length;

3" Radius, 1" Border, 1" Indent, Black on White;
"SPEEDING", C 2K specified length; "FINES", C 2K specified length;
"INCREASED", C 2K specified length;

3" Radius, 1" Border, 1" Indent, Black on White;
"MINIMUM", D 2K specified length; "FINE $100", D 2K specified length;

**HWZ-2**

1. All HWZ-2 sign panels shall be rigid.
2. The size of the HWZ-2 sign shall not be reduced for use on two-lane roadways.

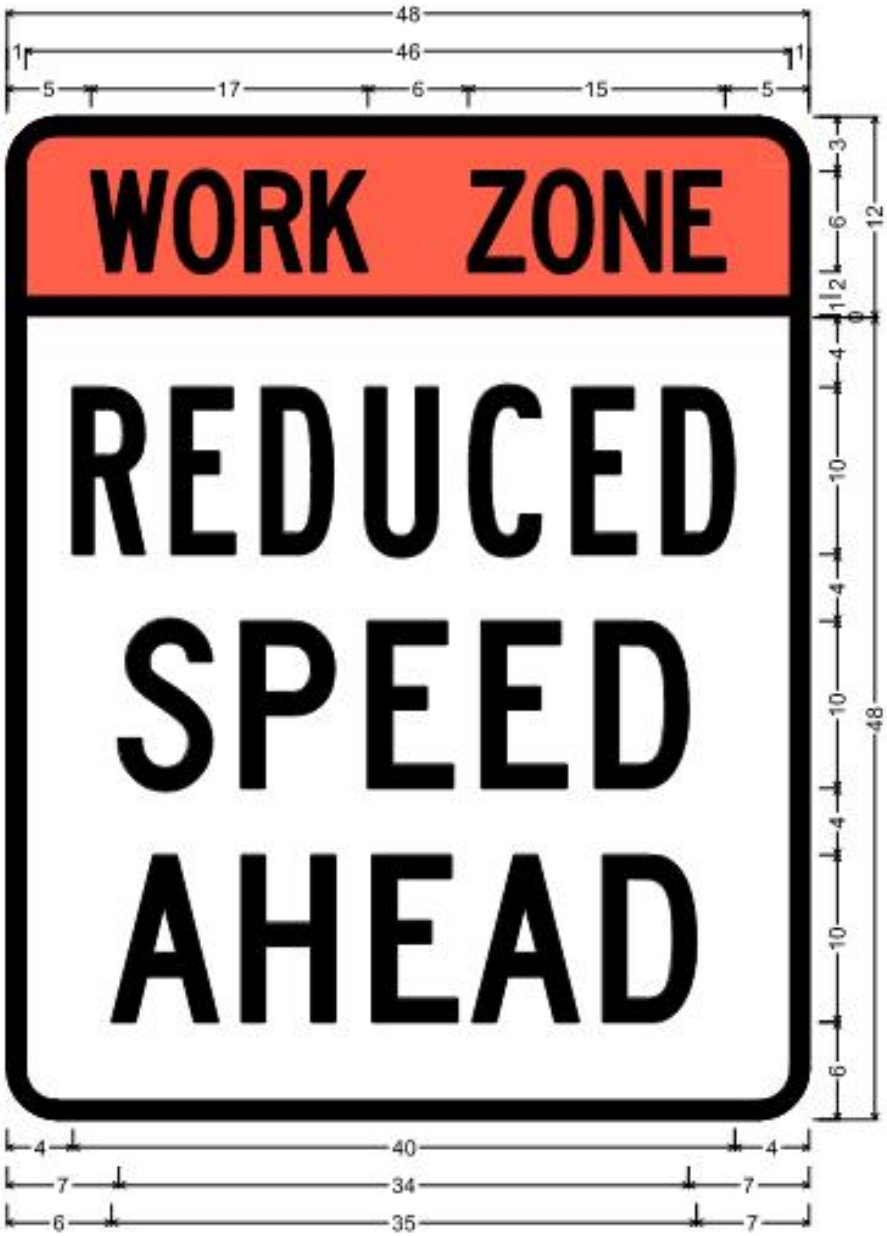
HWZ-3;

3" Radius, 1" Border, 1" Indent, Black on Fluorescent orange;
"WORK ZONE", C 2K specified length;

3" Radius, 1" Border, 1" Indent, Black on White;
"END", C 2K specified length; "INCREASED", C 2K specified length;
"SPEEDING", C 2K specified length; "FINES", C 2K specified length;

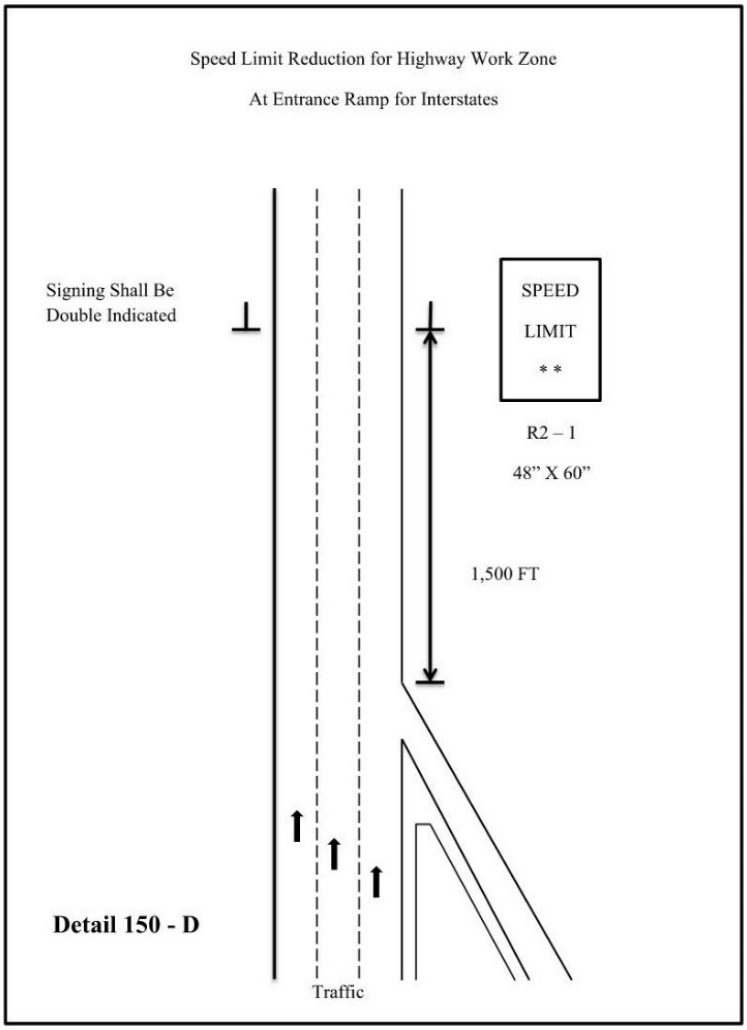
**HWZ-3**

1. All HWZ-3 sign panels shall be rigid.
2. The size of the HWZ-3 sign shall not be reduced for use on two-lane roadways.




3" Radius, 1" Border, Black on Fluorescent orange;
"WORK", C 2K 60% spacing; "ZONE", C 2K 60% spacing;

3" Radius, 1" Border, Black on White;
"REDUCED", B 2K; "SPEED", C 2K; "AHEAD", C 2K;




## C. Installation/Removal of Work Area Signage

No payment will be made for Traffic Control-Lump Sum until the Work has actually started on the Project. The installation of traffic control signage does not qualify as the start of work. Advanced warning signs shall not be installed until the actual beginning of work activities. Any permanent mount height signs installed as the work is preparing to start shall be covered until all signs are installed unless all signs are installed within seven (≤ 7) calendar days after beginning installation.

All temporary traffic control devices shall be removed as soon as practical when these devices are no longer needed. When work is suspended for short periods of time, temporary traffic control devices that are no longer appropriate, shall be removed or covered.

All construction warning signs shall be removed within seven (≤ 7) calendar days after time charges are stopped or pay items are complete. If traffic control devices are left in place for more than ten (> 10) calendar days after completion of the Work, the Department shall have the right to remove such devices, claim possession thereof, and deduct the cost of such removal from any monies due, or which may become due, the Contractor.

CORRECTIVE LIST WORK: Portable signs shall be utilized to accomplish the completion of all corrective list items, if the corrective list is the only work being performed. The portable signs shall be removed daily. All permanent mount height signs shall be removed prior to the beginning of the corrective list only work, except "Low/Soft Shoulder" signs and any signs that have the prior written approval of the Engineer to remain in place while the corrective list work is in progress.

Failure to promptly remove the construction warning signs within the seven (7) calendar days after the completion of the Work or failure to remove or cover signs when work is suspended for short periods of time shall be considered as non-performance under Subsection 150.7.01.

## 150.3.05 Shoulder/Lane Closures

### A. Approval/Restrictions

All shoulder closures and lane closures of any type or duration shall have the prior approval of the Engineer.

**1.** Closure Length

The length of a shoulder closure and a lane closure shall not exceed two (2) miles in length excluding the length of the tapers unless the prior approval of the Engineer has been obtained. The Engineer may extend the length of the closure based upon field conditions; however, the length of a work zone should be held to the minimum length required to accomplish the Work. Shoulder closure and Lane Closures shall not be spaced closer than one mile. The advanced warning signs for the Project should not overlap with the advanced warning signs for lane shifts, lane closures, etc.

**2.** Duration

The first (7) calendar days in an Urban area and the first three (3) calendar days in a Rural area of any lane closure shall be signed and marked as per Georgia Standard 9106 "Traffic Control Detail for Lane Closure on Multi-Lane Divided Highway" or Georgia Standard 9107 "Traffic Control Detail for Lane Closure on Multi-Lane Undivided Highway". However, lane closures that exist for a duration longer than three (> 3) calendar days may be signed and marked as per the details in Georgia Standard 9121 "Tapers, Signs, and Markings for Passing Lanes", provided the prior approval of the Engineer is obtained. The approved lane drop shall utilize a PCMS and only the signs and markings shown for the termination end of the lane drop in Georgia Standard 9121. All warning signs in the lane drop sequence shall be used. Drums may be substituted for the Type I Crystal Delineators at the same spacing.

### B. Shoulder Closures

In accordance with MUTCD (6N.06), when paved shoulders, having a width of eight feet (≥ 8') or more are closed, at least one (1) advance warning sign shall be used. The sign(s) should read SHOULDER CLOSED (W21-5a). The signs are only posted on the side with the shoulder closure. Where the downstream end of the shoulder closure extends beyond the distance that can be perceived by road users, a supplementary plaque bearing the message NEXT XX FEET(W16-4P) or MILES (W7-3aP) should be placed below the SHOULDER CLOSED (W21-5a) sign. These signs shall be placed 500 feet prior to the shoulder closure. For multi-shoulder closures, the Shoulder Closed sign shall be repeated after two (2) miles at 500 feet prior to the next shoulder closure.

A shoulder closure will require a shoulder taper of (1/3) L (L=merging taper length). Traffic drums shall be used for the taper. Arrow boards are not required.

If positive barriers are used to close the shoulder, the taper and drums shall be in accordance with Standard 4960, Temporary Barrier (End Treatment Options). The approach end of the barrier taper should be 10:1 or flatter slope.

### C. Lane Closure

**1.** Advance Warning Signs

The Advance Warning signs shall be in accordance with MUTCD and Georgia Standard 9106 "Traffic Control Detail for Lane Closure on Multi-Lane Divided Highway" and Georgia Standard 9107 "Traffic Control Detail for Lane Closure on Multi-Lane Undivided Highway".

When the Temporary Traffic Control zone already has advanced warning (W20-1) signs installed the W20-1 signs required for lane closures under Standard 9106 and 9107 should be eliminated.

For Interstate, Limited Access and Multi-lane Divided Highways, an additional PCMS shall be placed one (1) mile in advance of a lane closure with a message denoting the appropriate lane closure one (1) mile ahead. No other message shall be displayed on this PCMS. The PCMS shall be placed on the outside shoulder in accordance with Detail 150-B [PCMS]. This is in addition to the other traffic control devices required by Standard 9106.

At the discretion of the Engineer, the Contractor may start placing advance warning signs a half-hour (1/2 hr.) prior to the lane closure.

**2.** Transition Area – Taper

Drums shall be used on all transition tapers. If traffic drums with retroreflectivity of less than type VI are used for a merge taper that exists into the night, all drums located in the taper shall have, for the length of the taper only, a six inch (6") fluorescent orange (ASTM Type VI, VII, VIII, IX or X) reflectorized top stripe on each drum. The top six inch (6") stripe may be temporarily attached to the drum while in use in a taper. The Engineer may allow the fluorescent orange reflectorized six inch (6") top stripe on each drum in a merging taper to remain in place during daylight hours provided there is a lane closure(s) with a continuous operation that begins during one nighttime period and ends during another nighttime period. All drums that have the six inch (6") top stripe permanently attached shall not be used for any other conditions.

In accordance with MUTCD (6B.08), the minimum length for a merging taper for a lane closure on the travel way shall be as shown in Table 150-1:

**TABLE 150-1**

| Posted Speed Limit, MPH | Lane Width 9 Feet | Lane Width 10 Feet | Lane Width 11 Feet | Lane Width 12 Feet | Maximum Drum Spacing in Tapers, (Feet) |
|---|---|---|---|---|---|
| | Minimum Taper Length (L) in Feet | | | | |
| 20 | 60 | 70 | 75 | 80 | 20 |
| 25 | 95 | 105 | 115 | 125 | 25 |
| 30 | 135 | 150 | 165 | 180 | 30 |
| 35 | 185 | 205 | 225 | 245 | 35 |
| 40 | 240 | 270 | 295 | 320 | 40 |
| 45 | 405 | 450 | 495 | 540 | 45 |
| 50 | 450 | 500 | 550 | 600 | 50 |
| 55 | 495 | 550 | 605 | 660 | 55 |
| 60 | 540 | 600 | 660 | 720 | 60 |
| 65 | 585 | 650 | 715 | 780 | 65 |
| 70 | 630 | 700 | 770 | 840 | 70 |
| 75 | 675 | 750 | 825 | 900 | 75 |

If site conditions require a longer taper, then the taper shall be lengthened to fit particular individual situations.

The length of shifting tapers should be at least one-half (1/2) L.

Multiple Lane Closures:

**a.** A maximum of one (1) lane at a time shall be closed with each merging taper.

**b.** A minimum tangent length of two (≥ 2) L shall be installed between each individual lane closure taper. The tangent length is part of the transition area. Therefore, only traffic drums can be used in the tangent.

**3.** Activity Area

The activity area consists of a buffer and the work space. Georgia Standard 9106 "Traffic Control Detail for Lane Closure on Multi-Lane Divided Highway" states "Buffer zones of 300' minimum, 500' desirable are required for tangent sections and shall be increased for horizontal or vertical curves due to sight distance considerations"

Georgia Standard 9107 "Traffic Control Detail for Lane Closure on Multi-Lane Undivided Highway" requires a fifty feet (50') buffer. The buffer shall be increased for horizontal or vertical curves due to sight distance considerations"

The channelization devices are spaced at a maximum of eighty feet (80').

4. Termination Area

Georgia Standard 9106 "Traffic Control Detail for Lane Closure on Multi-Lane Divided Highway" requires a 150 feet buffer and a minimum 200 feet downstream taper.

Georgia Standard 9107 "Traffic Control Detail for Lane Closure on Multi-Lane Undivided Highway" requires 150 feet downstream taper.

### D. Removal of Lane Closures

To provide the greatest possible convenience to the public in accordance with Section 107, the Contractor shall remove all signs, lane closure markings, and devices immediately when lane closure work is completed or temporarily suspended for any length of time or as directed by the Engineer. All portable signs and portable sign mounting devices shall be removed from the roadway to an area which will not allow the sign to be visible and will not allow the sign or sign mounting device to be impacted by traffic. All devices shall be stored beyond the clear zone or behind positive protection.

### E. Exit and Entrance Ramps

On multi-lane highways, where traffic has been shifted to the inside lanes, the exit and entrance ramps shall have drums placed on both sides of the ramp. This requirement will apply to any situation where traffic is shifted to contra flows or inside staging lanes to facilitate reconstruction work in the vicinity of exit and entrance ramps. The temporary ramp taper length should be greater than, or equal to, the existing taper length. Interim EXIT gore signs shall be placed at the ramp divergence. The "EXIT OPEN" sign shown in Figure TA-42 of the MUTCD shall be utilized. For exit ramps, drums spacing shall be decreased to ten feet (10') for 200 feet in advance of the temporary gore and be decreased to ten feet (10') for the first 100 feet of the temporary gore, and throughout the exit ramp. For on-ramps, drums should be used 200 feet prior to the ramp and end 100 feet past the merge taper. The drum spacing for the on ramp may be decreased but should not obstruct the view of the drivers i.e. for the ramp vehicles.

## 150.3.06 Traffic Pacing Method

### A. Pacing of Traffic

With prior approval from the Engineer, traffic may be paced allowing the Contractor up to twenty (20) minutes maximum to work in or above all lanes of traffic for the following purposes:

1. Placing bridge members or other bridge work.

2. Placing overhead sign structures.

3. Other work items requiring interruption of traffic.

The Contractor shall provide a uniformed law enforcement officer with patrol vehicle and blue flashing light for each direction of pacing. The law enforcement officer, Engineer, and flaggers at ramps shall be provided with a radio which will provide continuous contact with the Contractor.

When ready to start the work activity, the law enforcement vehicle will act as a pilot vehicle slowing the traffic, thereby providing a gap in traffic allowing the Contractor to perform the Work. Any on-ramps between the pace and the work area shall be blocked during pacing of traffic, with a flagger properly dressed and equipped with a Stop/Slow paddle. Each ramp should be opened after the law enforcement vehicle has passed.

Pilot vehicles shall travel at a safe pace speed. The Contractor shall provide a vehicle to proceed in front of the law enforcement vehicle and behind the other traffic in order to inform the Contractor's work force when all vehicles have cleared the area.

Traffic should not be permitted to stop during pacing unless approved by the Engineer.

### B. Methods of Signing for Traffic Pacing

At a point not less than 1,000 feet in advance of the beginning point of the pace, the Contractor shall place a PCMS sign with the message "TRAFFIC SLOWED AHEAD EXPECT SHORT DELAY".

## 150.3.07 Flagging Operations

### A. Flaggers

Flaggers shall be provided as required to handle traffic, as specified in the Plans or Special Provisions, and as required by the Engineer.

### B. Flagger Certification

All flaggers shall meet the requirements of the MUTCD and shall have received training and a certificate upon completion of the training from one of the following organizations:

National Safety Council
American Traffic Safety Services Association (ATSSA)

On-line classes are not accepted.

Failure to provide certified flaggers as required above shall be reason for the Engineer suspending work involving the flagger(s) until the Contractor provides the certified flagger(s). Flaggers shall have proof of certification and valid identification (photo I.D.) available any time they are performing flagger duties.

### C. Flagger Appearance and Equipment

Flaggers shall wear Performance Class 2 or better for daytime activities. Flaggers shall wear Performance Class 3 or better high-visibility clothing for nighttime activities. Flagger stations shall be illuminated at night according to MUTCD (6M.08). They shall use a Stop/Slow paddle meeting the requirements of the MUTCD (6D.02) for controlling traffic. The Stop/Slow paddles shall have a shaft length of seven feet (≥ 7') minimum. The Stop/Slow paddle shall be retroreflectorized for both day and night usage. In addition to the Stop/Slow paddle, a flagger may use a flag as an additional device to attract attention. This flag shall meet the minimum requirements of the MUTCD (6D.02). The flag shall, as a minimum, be twenty-four inches (≥ 24") square and red or red/orange in color.

### D. Flagger Warning Signs

Signs for flagger traffic control shall be placed in advance of the flagging operation, in accordance with the MUTCD and Georgia Standard 9102 "Traffic Control Detail for Lane Closure on Two-Lane Highway". In addition, signs at regular intervals, warning of the presence of the flagger shall be placed beyond the point where traffic can reasonably be expected to stop under the most severe conditions for that day's work.

### E. Pilot Vehicle Requirements

Pilot vehicles should be required during placement of bituminous surface treatment or asphaltic concrete on two-lane roadways unless otherwise specified. Pilot vehicles shall meet the requirements of the MUTCD (6E.04).

### F. Automated Flagger Assistance Devices

The Contractor may request, in writing, the use of Automated Flagger Assistance Devices (AFAD). The equipment shall meet the requirements of MUTCD (6L.02). As a part of this request, the Contractor shall also submit an alternate temporary traffic TTC plan in the event of a failure of the AFAD. Any alternate plan that requires the use of flaggers shall include the use of certified flaggers. The Contractor shall obtain the approval of the Engineer before the use of any AFAD will be permitted.

### G. Portable Temporary Traffic Control Signals

The Contractor may request, in writing, the substitution of portable temporary traffic control signals for flaggers on two-lane two-way roadways provided the temporary signals meets the requirements of the MUTCD, Section 647, and subsection 150.2.11. As a part of this request, the Contractor shall also submit an alternate TTC plan in the event of a failure of the signals. Any alternate plan that requires the use of flaggers shall include the use of certified flaggers. The Contractor shall obtain the approval of the Engineer before the use of any portable temporary traffic control signals will be permitted.

## 150.3.08 Traffic Signals

### A. Responsibility/Cost

If the sequence of operations, staging, or the TTC plan requires the relocation or shifting of any components of an existing traffic signal system then any work on these traffic signals will be considered as part of Traffic Control – Lump Sum.

### B. Law Enforcement Officer Requirement

In accordance with Georgia law § 40-6-20, law enforcement officers shall be used to regulate and maintain traffic control at functioning signalized intersections when lane closures or traffic shifts block or restrict movements causing interference with road user flows and will not allow the activated traffic signal to guide the traffic through the signal site.

## 150.3.09 Mobile Operations

A mobile operation is defined by a minimum speed of three (3) mph. When pavement markings (centerlines, lane lines, and edge lines) are applied in a continuous operation by moving vehicles and equipment, the following minimum equipment and warning devices shall be required. These devices and equipment are in addition to the minimum requirements of the MUTCD.

All vehicles shall be equipped with the official slow moving vehicle symbol sign. All vehicles shall have a minimum of two (2) flashing or rotating beacons visible in all directions. All protection vehicles shall have an arrow panel mounted on the rear. All vehicles requiring an arrow panel shall have, as a minimum, a Type B panel. All vehicle mounted signs shall be mounted with the bottom of the sign a minimum height of forty-eight inches (48”) above the pavement. All sign legends shall be covered or removed from view when work is not in progress.

The lead vehicle may be a separate vehicle or the work vehicle applying the pavement markings may be used as the lead vehicle. The lead vehicle shall have an arrow panel mounted so that the panel is easily visible to oncoming (approaching) traffic. The arrow panel should operate in the caution mode.

The work vehicle(s) applying markings shall have an arrow panel mounted on the rear. The arrow panel should typically operate in the caution mode. The work vehicle placing cones shall follow directly behind the work vehicle applying the markings.

A protection vehicle shall follow the last work vehicle at all times and shall be equipped with a truck or trailer mounted attenuator that shall be certified for impacts not less than sixty-two (62) mph in accordance with MASH/NCHRP350 Test Level Three (3).

## 150.3.10 Pavement Markings

### A. General

Full pattern pavement markings in conformance with Chapter 3A and 3B, except 3B.0 3, of the MUTCD are required on all courses before the roadway is opened to traffic, unless noted in this section. No passing zones shall be marked to conform to Subsection 150.3.10.D.1.b.. During construction and maintenance activities on all highways open to traffic, both existing markings and markings applied under this Section shall be fully maintained until Final Acceptance. If the pavement markings are, or become, unsatisfactory in the judgment of the Engineer due to wear, weathering, or construction activities, they shall be restored immediately.

Markings on the final surface course, which must be removed, shall be a removable type. The Contractor will be permitted to use paint, thermoplastic, or tape on pavement which is to be overlaid as part of the Project, unless otherwise directed by the Engineer. Partial (skip) reflectorization (i.e. reflectorizing only a portion of a stripe) will not be allowed.

1. Resurfacing Projects

   Pavement markings shall be provided on all surfaces that are placed over existing markings. Interim and final markings shall conform in type and location to the markings that existed prior to resurfacing unless changes or additions are noted in the Contract. The replacement of parking spaces will not be required unless a specific item or note has been included in the Contract. Any work to make additions to the markings that existed prior to resurfacing is to be considered as extra work.

2. Widening and Reconstruction Projects

   If the lane configuration is altered from the preconstruction layout then pavement markings will be as required by the Plans or the Engineer.

3. New Location Construction Projects

   Pavement marking plans will be provided.

### B. Installation and Removal of Pavement Markings

1. Installation

   All pavement markings, both interim and permanent, shall be applied to a clean surface. The Contractor shall furnish the layout and preline the roadway surface for the placement of pavement markings applied as part of the TTC plan. All interim marking tape and RPM's on the final surface shall be removed prior to the placement of the final markings.

   The Contractor shall sequence the Work in such a manner as to allow the installation of markings in the final lane configuration at the earliest possible stage of the Work.

2. Removal

   Markings no longer applicable shall be removed in accordance with Section 656.
   The elimination of conflicting pavement markings by overpainting with unapproved paint or any type of liquid asphalt is not acceptable.

3. Intermediate Surface

   Interim markings shall be removed by methods that will cause minimal damage to the pavement surface, while also ensuring that traveling public will not be confused or misdirected by any residual markings remaining on the intermediate surface. The use of approved black-out tape and black-out paint (manufactured for the sole purpose of covering existing pavement markings) may be permitted on some interim surfaces, provided the results are satisfactory to the Engineer.

4. Final Surface

   No interim paint or thermoplastic markings will be permitted on any final surface unless the interim markings are in alignment with the location of the permanent markings and the interim marking will not interfere or

adversely affect placement of the permanent markings. The proposed method of removal for layout errors that require markings to be removed from the final surface shall have the prior approval of the Engineer. Any damage to the final pavement surface caused by the pavement marking removal process shall be repaired at the Contractor's expense by methods acceptable and approved by the Engineer. Section 400 shall apply when corrective measures are required. The use of black-out tape or black-out paint will not be permitted under any circumstance to correct layout errors on any final surface.

Traffic shifts that are done on the final surface shall be accomplished using interim traffic marking tape that can be removed without any blemishing of the final surface. Interim traffic marking tape shall be used on any of the following final surfaces: asphaltic concrete, Portland cement concrete, and bridge deck surfaces. The Contractor may propose alternate traffic markings and removal methods on the final surface. Submitted proposals shall include the type of material, method of removal and a cost comparison to the traffic marking tape method. Prior to any approval, the Contractor shall field demonstrate to the satisfaction of the Engineer that the proposed traffic markings can be removed without any blemishing of the final surface. If the proposal is determined to be acceptable, a supplemental agreement will be executed prior to the installation of the proposed alternate traffic markings. The supplemental agreement shall denote the type of traffic marking materials, method of removal and any cost and/or time savings to the Department. The Department will not consider or participate in any cost increase that may result from implementing the proposed alternate method.

**5.** Pay Factor Reduction for Asphaltic Concrete Final Surfaces

When the correction of an error in the layout of the final pavement markings requires the final surface to be grounded, blemished, scarred, or polished the pay factor shall be reduced to 0.95 for the entire surface area of the final topping that has a blemish, polished or a scarred surface. The reduced pay factor shall not be confined to only the width and length of the stripe or the dimensions of the blemished areas, the whole roadway surface shall have the reduced pay factor applied. The area of the reduced pay factor shall be determined by the total length and the total width of the roadway affected. If the affected area is not corrected, the reduction in pay shall be deducted from the final payment for the topping layer of asphaltic concrete. The Engineer shall make the final determination whether correction or a reduced pay factor is acceptable.

The eradication of pavement markings on intermediate and final concrete surfaces shall be accomplished by a method that does not grind, polish, or blemish the surface of the concrete. The method used for the removal of the interim markings shall not spall chip the joints in the concrete and shall not damage the sealant in the joints. Any joint or sealant repairs shall be included in the bid price for Traffic Control-Lump Sum. The proposed method of removal shall have the prior approval of the Engineer.

Failure to promptly remove conflicting or non-applicable pavement markings shall be considered as non-performance under Subsection 150.7.01.

**6.** Preparation and Planning for Traffic Shifts

When shifting of traffic necessitates removal of centerline, lane lines, or edge lines, all such lines shall be removed prior to, during, or immediately after any change to present the least interference with traffic. Interim traffic marking tape shall be used as a temporary substitute for the traffic markings being removed.

Before any change in traffic lane(s) alignment, marking removal equipment shall be present on the project for immediate use. If marking removal equipment failures occur, the equipment shall be repaired or replaced (including leasing equipment if necessary), so that the removal can be accomplished without delay.

Except for the final surface, markings on asphaltic concrete may be obliterated by an overlay course, when approved by the Engineer. When an asphaltic concrete overlay is placed for the sole purpose of eliminating conflicting markings and the in place asphaltic concrete section will allow, said overlay will be eligible for payment only if designated in the Plans. Overlays to obliterate lines will be paid for only once and further traffic shifts in the same area shall be accomplished with removable markings. Only the minimum asphaltic concrete thickness required to cover lines will be allowed. Excessive build-up will not be permitted. When an overlay for the sole purpose of eliminating conflicting markings is not allowed, the markings no longer applicable shall be removed in accordance with Section 656.

## C. Raised Pavement Markers

Retroreflective raised pavement markers (RPMs) shall be placed as listed below for all asphaltic concrete pavements before the roadway is open to traffic, unless noted this section. On the final surface, RPMs shall be placed according to the timeframes specified in Subsection 150.3.10.D for full pattern pavement markings. When Portland Cement Concrete is an intermediate or final surface and is open to traffic, one (1) calendar day is allowed for cleaning and drying before the installation of RPMs is required.

Raised pavement markers are not allowed on the right edge lines under any situation.

Retroreflective raised pavement markers (RPMs) shall be placed and/or maintained on intermediate pavements surfaces on all highways that the final ride surface is not completed within 45 calendar days which is open to traffic. This includes all resurfacing projects along with widening and reconstruction projects. The RPMs shall be placed as follows:

1. Supplementing Lane Lines:

   a. Eighty foot (80') center on skip lines with curvature less than three degrees. (Includes tangents)

   b. Forty foot (40') centers on solid lines and all lines with curvature between three degrees and six degrees.

   c. Twenty foot (20') centers on curves over six degrees.

   d. Twenty foot (20') centers on lane transitions or shifts.

2. Supplementing Ramp Gore Lines:

   a. Twenty foot (20') centers, two each, placed side by side.

3. Other Lines:

   a. As shown on the Plans or directed by the Engineer.

## D. Exceptions for Interim Markings

Some exceptions to the time of placement and pattern of markings are permitted as noted below; however, full pattern pavement markings are required for the completed project.

1. Two-Lane, Two-Way Roadways

   a. Skip Lines

      If used, interim temporary tape or paint skip (broken) stripe may only be used for a maximum of three (3) calendar days. The stripes shall be at least two feet (> 2') long with a maximum gap of thirty-eight feet (≤ 38'). On curves greater than six degrees (>6º), a one foot (1') stripe with a maximum gap of nineteen feet (≤ 19') shall be used. In lane shift areas, solid lines will be required.

      Interim raised pavement markers may be substituted for the interim skip (broken) stripes. If raised pavement markers are substituted for the two foot (2') interim skip stripe, three (3) markers spaced at equal intervals over a two feet (2') distance will be required. No separate payment will be made if the interim raised pavement markers are substituted for interim skip lines.

      Interim raised pavement markers shall be retro-reflective, shall be the same color as the pavement markers for which they are substituted, and shall be visible during daytime.

      The type of interim marker and method of attachment to the pavement shall be approved by the Office of Materials and Testing but in no case will the markers be attached by the use of nails. Flexible reflective markers, Type 14 or Type 15, may be used for a maximum of three (3) calendar days as an interim marker. Any flexible reflective markers in use shall be from the QPL-76.

The interim raised pavement markers shall be maintained until the full pattern pavement markings are applied. At the time full pattern markings are applied the interim raised markers shall be removed in a manner that will not interfere with application of the full pattern pavement markings.

**b.** No Passing Zones Two-Lane, Two-Way Roadways

Passing zones shall be re-established in the locations existing prior to resurfacing unless otherwise noted in the Contract. No changes to the location of passing zones shall be done without the written approval of the Engineer. For periods not to exceed three (3) calendar days where interim skip centerlines are in place, no-passing zones shall be identified by using post or portable mounted DO NOT PASS regulatory signs (R4-1) twenty-four inches by thirty inches ( 24" x 30") at the beginning and at intervals not to exceed one-half (≤½) mile within each no-passing zone. A post or portable mounted PASS WITH CARE regulatory sign (R4-2) twenty-four inches by thirty inches (24" x 30") shall be placed at the end of each no-passing zone. Post mounted signs shall be placed in accordance with the MUTCD. Portable signs shall be secured in such a manner to prevent misalignment and minimize the possibility of being blown over by weather conditions or traffic.

On new location projects and on projects where either horizontal or vertical alignments has been modified; the location of No-Passing Zones will be identified by the Engineer.

**c.** Edge lines

- Bituminous Surface Treatment Paving
  Edge lines will not be required on intermediate surfaces (including asphaltic concrete leveling for bituminous surface treatment paving) that are in use for a period of less than sixty (<60) calendar days except at bridge approaches, on lane transitions, lane shifts, and in such other areas as determined by the Engineer. On the final surface, edge lines shall be placed within thirty (≤30) calendar days of the time that the final surface was placed.

- All Other Types of Pavement
  Edge lines will not be required on intermediate surfaces that are in use for a period of less than thirty (<30) calendar days except at bridge approaches, on lane transitions, lane shifts, and in such other areas as determined by the Engineer. On the final surface, edge lines shall be placed within fourteen (≤ 14) calendar days of the time that the surface was placed.

**2.** Multi-Lane Highways – With No Paved Shoulder(s) or Paved Shoulder(s) Four Feet or Less (≤ 4')

**a.** Undivided Highways (Includes Paved Center Turn Lane)

- Centerlines and No-Passing Barrier-Full Pattern centerlines and no-passing barriers shall be restored before opening to traffic.

- Lane lines- Interim skip (broken) stripe as described in Subsection 150.3.10.D.1.a. may be used for periods not to exceed three (≤ 3) calendar days. Skip lines are not permitted in lane shift areas. Solid lines shall be used.

- Edge lines- Edge lines shall be placed on intermediate and final surfaces within three (3) calendar days of obliteration.

**b.** Divided Highways (Grass or Raised Median)

- Lane lines- Full pattern skip stripe shall be restored before opening to traffic. Skip lines are not permitted in lane shift areas. Solid lines shall be required.

- Centerline/Edge line- Solid lines shall be placed on intermediate and final surfaces within three calendar days of obliteration.

3. Limited Access Roadways and Roadways with Paved Shoulders Greater Than Four Feet (> 4')

   a. Same as Subsection 150.3.10.D.2 except as noted in (b) below.

   b. Edge lines-

      - Asphaltic Concrete Pavement- Edge lines shall be placed on intermediate and final surfaces prior to opening to traffic.

      - Portland Cement Concrete Pavement- Edge lines shall be placed on any surface open to traffic no later than one calendar day after work is completed on a section of roadway. All water and residue shall be removed prior to daily striping.

4. Ramps for Multi-Lane Divided Highways

   A minimum of one solid line edge stripe shall be placed on any intermediate surface of a ramp prior to opening the ramp to traffic. The other edge stripe may be omitted for a maximum period of three (3) calendar days on an intermediate surface. Appropriate channelization devices shall be spaced at a maximum of twenty-five feet (25') intervals until the other stripe has been installed.

   The final surface shall have both stripes placed prior to opening the ramp to traffic.

5. Miscellaneous Pavement Markings

   a. Final Surface

      School zones, railroads, symbols, words, arrows, and other similar markings shall be placed on final surfaces conforming to Section 652 within fourteen (14) calendar days of completion of the final surface. Final markings shall conform to the type of pay item in the Plans. When no pay item exists in the Plans the final markings shall conform to Section 652 for painted markings.

   b. Intermediate Surface

      Intermediate surfaces that will be in use for more than forty-five (45) calendar days shall have the miscellaneous pavement markings installed to conform to the requirement of Section 652. Under Subsection 150.6, Special Conditions, or as directed by the Engineer these markings may be eliminated.

   c. Stop Line

      All stop signs and traffic signals shall have temporary twelve inch (12") stop lines placed in accordance with MUTCD (3B. 19) on all surfaces prior to opening to traffic. Temporary tape may be used.

### 150.3.11 Differences in Elevations Between Travel Lanes and Shoulders

All time frames and requirements may be changed with the Engineer's approval.

## A. Differences in Elevations

Difference in elevations due to construction between travel lanes and/or shoulders within the clear zone should be limited to the following:

1. Difference of two inches (≤ 2") or less between adjacent travel lanes should remain for a maximum period of fourteen (14) calendar days.

2. Difference of two inches (≤ 2") or less between adjacent travel lane and paved shoulder should remain for a maximum of thirty (30) calendar days. Traffic control devices shall be in accordance with Detail 150-G.

3. Difference of greater than two inches (> 2") is permitted for continuous operations. Traffic control devices shall be in accordance with Detail 150-E.

4. Difference of greater than two inches (> 2") between travel lanes and/or shoulders for non-continuous operations will not be allowed for more than a twenty-four (24) hour period. For the first twenty-four (24) hours, traffic control shall be in accordance with Detail 150-E. After twenty-four (24) hours the section should be healed according to Detail 150 – H. This condition can exist for a maximum sixty (60) calendar days.

   a. A single length of area that does not exceed 1000 feet total length may be left open as a startup area for periods not to exceed forty-eight (48) hours provided the Contractor can demonstrate the ability to complete the Work in a proficient manner. Prior approval of the Engineer shall be obtained before any startup area may be allowed.

   b. For cement stabilized base, work adjacent to the travel lane and/or shoulders shall be healed as per Detail 150-H within forty-eight (48) hours after the seven (7) calendar day curing period is complete for each section placed. During the placement and curing period, traffic control shall be in accordance Detail 150 E.

Failure to meet these requirements shall be considered as non-performance of Work under Subsection 150.7.01.

## B. Healed Section

Healed section and traffic control devices should be placed in accordance with Detail 150-H. If crushed stone materials are used to provide a healed section no separate payment will be made for the material used to heal any section. The Contractor may submit a plan to utilize existing pay items for crushed stone provided the plan clearly demonstrates that the materials used to heal an area will be incorporated into the Work with minimal waste. Handling and hauling of any crushed stone used to heal shall be kept to a minimum. The Engineer shall determine if the crushed stone used to heal meets the Specifications for gradation and quality when the material is placed in the final location.

## C. Emergency Situations

Inclement weather, traffic accidents, and other events beyond the control of the Contractor may prevent the Work from being completed as required above. The Contractor shall notify the Engineer in writing stating the conditions and reasons that have prevented the Contractor from complying with the time limitations. The Contractor shall also outline a plan detailing immediate steps to complete the Work. Failure to correct these conditions on the first calendar day that conditions will allow corrective work shall be considered as non-performance of Work under Subsection 150.7.01.

## D. Plating

Plating for drainage structures, utility facilities, etc. is prohibited on the interstates. Plating on State Routes and secondary roads will require the prior approval of the project Engineer. Steel plates shall not be used on highways with a posted speed greater than forty-five (45) mph. The plate shall completely cover the pavement cut or excavation. The plate shall be adequately secured and shall provide a safe and reasonable transition to the adjoining roadway surface. An asphalt wedge can be used to provide a smooth transition over the plate(s). Temporary traffic control warning signs W8-24 shall be posted in advance warning motorist about plates in roadway in accordance with the MUTCD. Plating should not remain in place for more than four (4) calendar days.

## E. Asphaltic Concrete Resurfacing Projects

1. Shoulder Construction Included as a Part of the Contract

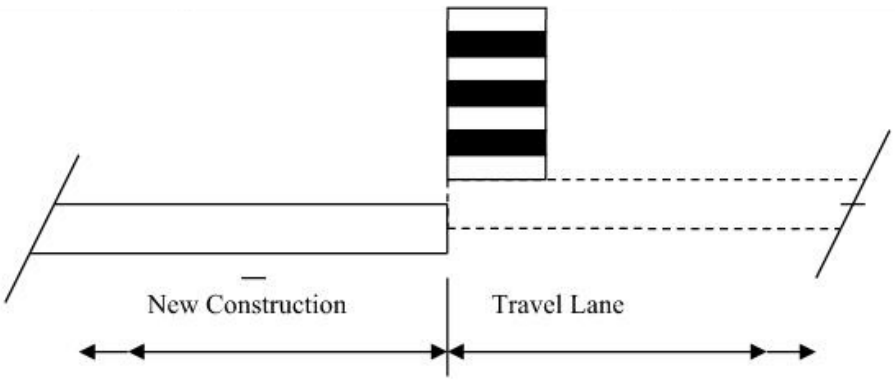
   When the placement of asphaltic concrete materials creates a difference in elevation greater than two inches (> 2") between the earth shoulder (grassed or un-grassed) and the edge of travel lane or between the earth shoulder and a paved shoulder that is less than four feet (< 4') in width, the Contractor shall place and maintain drums in accordance with the requirements of Subsection 150.2.04.B.3. When the edge of the paved surface is tapered with a safety edge, drums may be spaced at two (2) times the speed limit in MPH. Drums shall remain in place

and be maintained until the difference in elevation has been eliminated by the placement of the appropriate shoulder materials.

2. Shoulder Construction Not Included as a Part of the Contract

When the placement of asphaltic concrete materials creates a difference in elevation greater than two inches (> 2”) between the earth shoulder (grassed or un-grassed) and the edge of travel lane or between the earth shoulder and a paved shoulder that is less than four feet (< 4’) in width, the Contractor shall notify the Engineer, in writing, when the resurfacing work including all corrective list items has been completed.

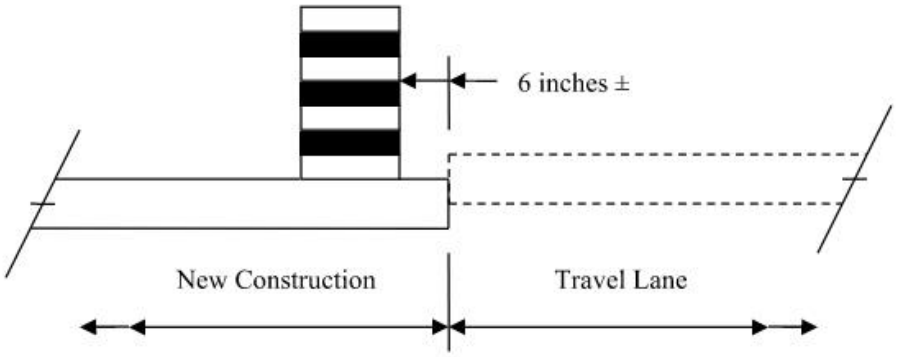
| | |
|---|---|
| Drums spaced at twenty foot (20’) intervals. **Note**: If the travel way width is reduced to less than ten feet (< 10’) by the use of drums, vertical panels shall be used in lieu of drums. | Location of drums when Elevation Difference exceeds four inches (> 4”) |




ELEVATION DIFFERENCE GREATER THAN FOUR INCHES (> 4”)

DETAIL 150-E

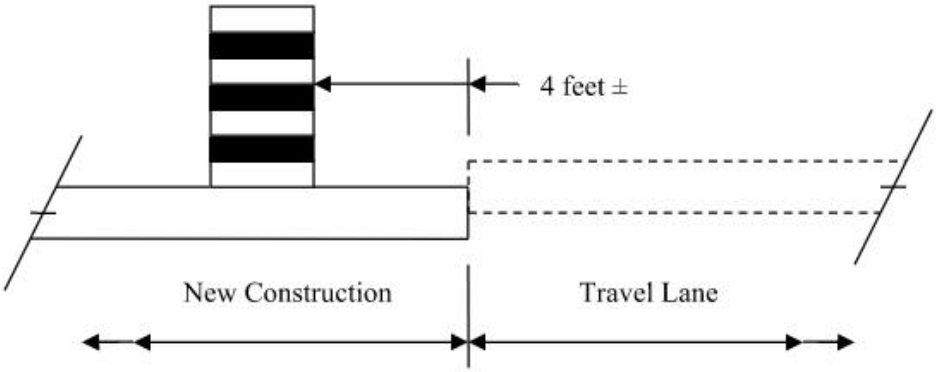
| | |
|---|---|
| Drums spaced at forty foot (40') intervals. | Location of drums when Elevation Difference is greater than two inches (> 2") to four inches (4") |




ELEVATION DIFFERENCE GREATER THAN TWO INCHES (> 2") TO FOUR INCHES (4")

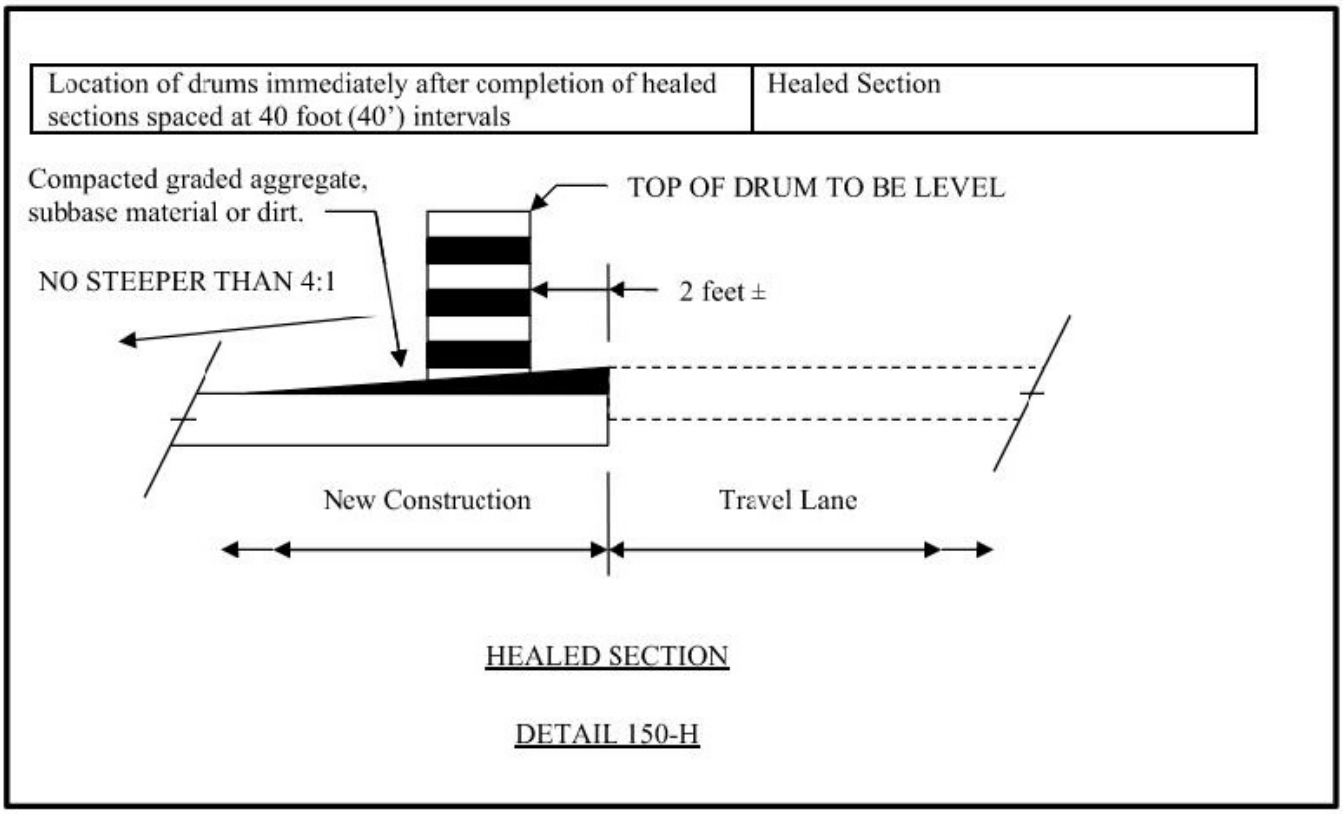
DETAIL 150-F

| | |
|---|---|
| Drums spaced at eighty foot (80') intervals. | Location of drums when Elevation Difference is two inches (≤ 2") or less. |




ELEVATION DIFFERENCE OF TWO INCHES (≤ 2") OR LESS

DETAIL 150-G




### 150.3.12 Work Zone Law Enforcement

Work zone law enforcement consists of utilizing a uniformed law enforcement officer equipped with patrol vehicle and blue flashing lights to enforce traffic laws in construction work zones and the administration of this service. Payment for work zone law enforcement will be made only for the utilization in work zones during lane closures, traffic pacing, or other activities that occur within travel lanes. The Contractor will be responsible for negotiating a rate of reimbursement and making reimbursement to that law enforcement agency.

The Contractor will be responsible for coordinating and scheduling the utilization of the work zone law enforcement. The Engineer may require the use of work zone law enforcement at specific times and locations.

Work zone law enforcement will be required in all work zones during lane closures, traffic pacing, or other activities that occur within travel lanes on the interstate.

## 150.4 Measurement

### 150.4.01 Traffic Control Items

#### A. Traffic Control

When listed as a pay item in the Proposal, payment will be made at the lump sum price bid, which will include all traffic control not paid for separately, and will be paid as follows:

When the first Construction Report is submitted, a payment of twenty-five percent (25%) of the lump sum price will be made. For each progress payment thereafter, the total of the Project percent complete shown on the last pay statement plus twenty-five percent (25%) will be paid (less previous payments), not to exceed one hundred percent (100%).

When no payment item for Traffic Control-Lump Sum is shown in the Proposal, all of the requirements of Section 150 and the Temporary Traffic Control Plan shall be in full force and effect. The cost of complying with these requirements will not be paid for separately but shall be included in the overall bid submittal.

## B. Changeable Message Sign, Portable

Portable changeable message sign will be measured as specified in Section 632.

## C. Flashing Beacon Assembly

Flashing beacon assemblies will be measured as specified in Section 647.

## D. Pavement Markings

Pavement markings will be measured as specified in Section 150.

## E. Portable Impact Attenuators

Each portable impact attenuator will be measured by the unit/array which shall include all material components, hardware, incidentals, labor, site preparation, and maintenance, including spare parts recommended by the manufacturer for repairing accident damage. Each unit will be measured only once regardless of the number of locations installed, moves required, or number of repairs necessary because of traffic damage. Upon completion of the project, the units shall be removed and retained by the Contractor.

## F. Signs

When shown as a pay item in the Contract, interim special guide signs will be paid for as listed below. All other regulatory, warning, and guide signs, as required by the Contract, will be paid for under Traffic Control Lump Sum or included in the overall bid submitted.

1. Interim ground mounted or interim overhead special guide signs will be measured for payment by the square foot. This payment shall be full compensation for furnishing the signs, including supports as required, erecting, illuminating overhead signs, maintaining, removing, re-erecting, and final removal from the Project. Payment will be made only one time regardless of the number of moves required.

2. Remove and reset existing special guide signs, ground mount or overhead, complete, in place, will be measured for payment per each. Payment will be made only one time regardless of the number of moves required.

3. Modify special guide signs, ground mount or overhead, will be measured for payment by the square foot. The area measured shall include only that portion of the sign modified. Payment shall include materials, removal from posts or supports when necessary, and remounting as required.

## G. Temporary Audible Information Device

Temporary audible information devices are measured as the actual number furnished and installed in accordance with the manufacturer's recommendations, which shall include all necessary materials, equipment, labor, site preparation, maintenance, and removal. Each temporary audible information device will be paid for only one time regardless of the number of times it's reused during the duration of the Work. These devices shall remain the property of the Contractor.

## H. Temporary Barrier

Temporary barrier shall be measured as specified in Sections 620.

## I. Temporary Curb Cut Wheelchair Ramps

Temporary curb cut wheelchair ramps are measured as the actual number formed and poured, complete and accepted, which shall include all necessary materials, equipment, labor, site preparation, maintenance, and removal.

No additional payment will be made for sawing existing sidewalk and removal and disposal of removed material for temporary wheelchair ramp construction. No additional payment will be made for constructing the detectable warning surface.

### J. Temporary Guardrail Anchorage, Type 12

Temporary guardrail anchorage- Type 12 will be measured by each assembly, complete in place and accepted according to the details shown in the Plans, which shall also include the additional guardrail and appurtenances necessary for transition and connection to temporary concrete barrier. Payment shall include all necessary materials, equipment, labor, site preparation, maintenance, and removal.

### K. Temporary Walkways with Detectable Edging

Temporary walkways with detectable edging will be measured in linear feet (meters), complete in place and accepted, which shall include all necessary materials, equipment, labor, site preparation, temporary pipes, passing spaces, maintenance, and removal. Excavation and backfill are not measured separately for payment. No payment will be made for temporary walkways where existing pavements or existing edging (that meets the requirements of MUTCD) are utilized for the temporary walkway. Payment for temporary detectable edging, including approved barriers and channelizing devices, installed on existing pavement shall be included in Traffic Control-Lump Sum.

### L. Traffic Signal Installation- Temporary

Temporary traffic signal installation will be measured as specified in Section 647.

### M. Work Zone Law Enforcement

When work zone law enforcement is shown as a pay item, work zone law enforcement will be measured for payment by the hour. The Contractor shall provide a daily work record containing the actual number of hours charged by the law enforcement officer. The daily work record shall be complied on a form provided by the Department, signed by the law enforcement officer, signed by the Contractor's Worksite Traffic Control Supervisor attesting that the law enforcement was utilized during the time recorded, and then submitted to the Engineer.

Work zone law enforcement will be measured for payment by the hour up to the maximum number of hours included in the Contract. The Engineer may at their discretion increase the maximum number of hours.

Payment shall be full compensation for reimbursing the law enforcement agency and for all cost incurred by the Contractor in coordinating, scheduling, and administering the item work zone law enforcement.

If no work zone law enforcement pay item is included in the Contract, then all work zone law enforcement cost shall be included in Traffic Control – Lump Sum.

## 150.5 Reserved

## 150.6 Special Conditions

Special Conditions, if used, will be included elsewhere in the Contract.

## 150.7 Payment

When shown in the Schedule of Items in the Proposal, the following items will be paid for separately. Payment will be made under:

| | | |
|---|---|---|
| **Item No. 150** | Traffic control - | Lump Sum |
| **Item No. 150** | Traffic control, solid traffic stripe __ inch, (color) | Per linear mile |
| **Item No. 150** | Traffic control, skip traffic stripe __ Inch, (color) | Per linear mile |
| **Item No. 150** | Traffic control, solid traffic stripe, thermoplastic 24 inch, color | Per linear mile |
| **Item No. 150** | Traffic control, raised pavement markers –all types | Per each |
| **Item No. 150** | Remove and reset, existing special guide signs, overhead, complete-in-place | Per each |
| **Item No. 150** | Temporary walkways with detectable edging | Per linear foot |
| **Item No. 150** | Temporary curb cut wheelchair ramps | Per each |
| **Item No. 150** | Temporary audible information device | Per each |
| **Item No. 150** | Work Zone Law Enforcement | Per hour |

### 150.7.01 Enforcement and Adjustments

The safe passage of pedestrians and traffic through and around the temporary traffic control zone, while minimizing confusion and disruption to traffic flow, shall have priority over all other Contractor activities. Continued failure of the Contractor to comply with the requirements of Section 150 - Traffic Control will result in non-refundable deductions of monies from the Contract as shown in this Subsection for non-performance of Work.

Failure of the Contractor to comply with this Specification shall be reason for the Engineer suspending all other work on the Project except erosion control and traffic control, taking corrective action as specified in Section 105, and/or withholding payment of monies due to the Contractor for any work on the Project until traffic control deficiencies are corrected. These other actions shall be in addition to the deductions for non-performance of traffic control.

| SCHEDULE OF DEDUCTIONS FOR EACH CALENDAR DAY OF DEFICIENCIES OF TRAFFIC CONTROL INSTALLATION AND/OR MAINTENANCE | | |
|---|---|---|
| ORIGINAL TOTAL CONTRACT AMOUNT | | |
| **From More Than** | **To and Including** | **Daily Charge** |
| $0 | $100,000 | $250 |
| $100,000 | $1,000,000 | $650 |
| $1,000,000 | $5,000,000 | $1,300 |
| $5,000,000 | $20,000,000 | $2,000 |
| $20,000,000 | $40,000,000 | $2,600 |
| $40,000,000 | $---------- | $4,000 |

September 21, 2026

# DEPARTMENT OF TRANSPORTATION
# COBB COUNTY GEORGIA

# SPECIAL PROVISION

# FLOYD ROAD / HURT ROAD / MAXHAM ROAD
# TRANSIT ADA IMPROVEMENTS
# PROJECT NO: B2756

# SECTION 150 – TRAFFIC CONTROL

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**ADD the following:**

**150.3 CONSTRUCTION REQUIREMENTS**

**150.3.01 GENERAL**

C. Traffic Interruption Restrictions

**Delete in its entirety and add:**

The Department reserves the right to restrict construction operations when, in the opinion of the Engineer, the continuance of the Work would seriously hinder traffic flow, be needlessly disruptive or unnecessarily inconvenience the traveling public. The Contractor shall suspend and/or reschedule any work when the Engineer deems that conditions are unfavorable for continuing the Work.

If the Work is suspended, the Contractor may submit a request for additional Contract time as allowed under Section 108. The Department will review the request and may grant additional Contract time as justified by the impact to the Contractor's schedule. Compensation for loss of productivity, rescheduling of crews, rental of equipment or delays to the Contractor's schedule will not be considered for payment. Additional contract time will be the only consideration granted to the Contractor.

The Contractor shall not install lane closures, pace traffic or move equipment or materials between the hours of 6:00 a.m. and 9:00 a.m. and 4:00 p.m. to 7:00 p.m. Monday through Friday and 6:00 a.m. to 1:00 p.m. Sunday.

Failure to adhere to these restrictions will result in non-refundable deductions as specified in Section 150.7.01 Enforcement and Adjustments.

# DEPARTMENT OF TRANSPORTATION
# STATE OF GEORGIA

# SUPPLEMENTAL SPECIFICATION

# Section 161 — Control of Soil Erosion and Sedimentation

## 161.1 General Description

This Work includes using best management practices (BMPs) shown on the Plans, ordered by the Engineer, or as required during the life of the Contract to control soil erosion and sedimentation through the use of any of the devices or methods referred to in this Section.

### 161.1.01 Definitions

Certified Personnel— certified personnel are defined as persons who have successfully completed the Level IA, or higher, certification course approved by the Georgia Soil and Water Conservation Commission. For Department projects the certified person must also have successfully completed the Department's Worksite Erosion Control Supervisor (WECS) certification course.

Design Professional— as used within this specification, means that which is defined in the current National Pollutant Discharge Elimination System (NPDES) Infrastructure Permit No. GAR100002, Part I.B.

### 161.1.02 Related References

#### A. Standard Specifications

Section 105—Control of Work

Section 106—Control of Materials

Section 107—Legal Regulations and Responsibility to the Public

Section 109—Measurement and Payment

Section 160—Reclamation of Material Pits and Waste Areas

Section 162—Erosion Control Check Dams

Section 163—Miscellaneous Erosion Control Items

Section 166—Restoration or Alteration of Lakes and Ponds

Section 170—Silt Retention Barrier

Section 171—Silt Fence

Section 205—Roadway Excavation

Section 434—Asphalt Paved Ditches

Section 441—Miscellaneous Concrete

Section 603—Rip Rap

Section 700—Grassing

Section 711— Turf Reinforcement Matting

Section 716—Erosion Control Mats (Slopes)

Erosion control measures contained in the Specifications include:

| Erosion Control Measure | Section |
|---|---|
| Concrete Paved Ditches | 441 |
| Check Dams | 163.3.05.J |
| Mulching | 700.3.05.G |
| Erosion Control Mats (Slopes) | 716 |
| Grassing | 700 |
| Maintenance of Temporary Erosion and Sedimentation Control Devices | 165 |
| Turf Reinforcement Matting | 711 |
| Reclamation of Material Pits and Waste Areas | 160 |
| Rip Rap | 603 |
| Restoration or Alteration of Lakes and Ponds | 166 |
| Asphalt Ditch Paving | 434 |
| Temporary Sediment Basin | 163.3.05.C |
| Silt Control Gates | 163.3.05.A |
| Silt Retention Barrier | 170 |
| Sod | 700.3.05.H & 700.3.05.I |
| Mulch | 163.3.05.G |
| Temporary Grass | 163.3.05.F |
| Silt Fence | 171 |
| Temporary Slope Drains | 163.3.05.B |
| Triangular Silt Barrier | 720 |
| Silt Filter Bag | 719 |
| Organic and Synthetic Material Fiber Blanket | 713 |

## B. Referenced Documents

NPDES Infrastructure Permit No. GAR100002

GDOT WECS seminar

Georgia Soil and Water Conservation Commission Certification Level IA and Level II courses

Environmental Protection Divisions Rules and Regulations (Chapter 391-3-7)

OCGA Sec 12-7-1 et seq.

Erosion, Sedimentation and Pollution Control Plan (ESPCP)

## 161.1.03 Submittals

### A. Status of Erosion Control Devices

The Worksite Erosion Control Supervisor (WECS) or certified personnel will inspect the installation and maintenance of the Erosion Control Devices according to Subsection 167.3.05.B and the ESPCP.

1. Submit all reports to the Engineer within 24 hours of the inspection. Refer to Subsection 167.3.05.C for report requirements.
2. The Engineer will review the reports and inspect the Project for compliance and concurrence with the submitted reports.
3. The Engineer will notify the WECS or certified personnel of any additional items that should be added to the reports.
4. Items listed in the report requiring maintenance or correction shall be completed within seventy-two (72) hours.
5. BMP(s) that has failed or is deficient beyond routine maintenance and has resulted in sediment deposition into waters of the State shall have immediate reasonable steps taken to address the condition, including but not limited to cleaning up any contaminated surfaces so the sediment material will not discharge in subsequent storm events. When the repair does not require a new or replacement BMP or significant repair, the BMP failure or deficiency must be corrected by the close of the next business day from the time of discovery. If the correction requires a new or replacement BMP or significant repair, the correction must be completed and operational within seven (7) days from the time of discovery. If seven (7) days is infeasible, the Contractor must document the reasons why the timeframe is infeasible and coordinate with the Engineer to schedule the correction as soon as feasible after the seven (7) day timeframe. The Department must be in agreement with the infeasibility assessment.

### B. Erosion and Sediment Pollution Control Plan

#### 1. Project Plans

An Erosion, Sedimentation and Pollution Control Plan (ESPCP) for the construction of the project will be provided by the Department. The ESPCP will be prepared for the various stages of construction necessary to complete the project. If the Contractor elects to alter the stage construction from that shown in the plans, it will be the responsibility of the Contractor to have the plans revised and prepared in accordance with the current GAR100002 NPDES permit by a Design Professional to reflect all changes in Staging. This will also include any revisions to erosion and sedimentation control item quantities. If the changes affect the Comprehensive Monitoring Program (CMP), the Contractor will be responsible for any revisions to the CMP as well. Submit revised plans and quantities to the Engineer for review prior to land disturbing activities.

#### 2. Haul Roads, Borrow Pits, Excess Material Pits, etc.

The Contractor is responsible for amending the approved erosion, sedimentation and control plans if they add a haul road that is outside of the project roadway but within the right of way or construct any borrow pits, or excess material pits inside the Right of Way. Prepare these plans for all stages of construction and include the appropriate items and quantities. Submit these plans to the Engineer for review prior to land disturbing activities. These plans are to be prepared by a Design Professional.

If construction of haul roads, or borrow pits, or excess material pits, etc., (inside the Right of Way) encroach within the 25 foot (7.6 m) buffer along the banks of all state waters or within the 50 ft. (15 m) buffer along the banks of any state waters classified as a “trout stream”, a state water buffer variance must be obtained by the Contractor prior to beginning any land disturbing activity in the stream buffer.

#### 3. Erosion Control for Borrow and Excess Material Pits Outside the Right-of-Way

Erosion control for borrow pits and excess material pits outside the right of way is the responsibility of the Contractor. If borrow or excess material pits require coverage under the National Pollutant Discharge Elimination System permit (NPDES) or other permits or variances are required, submit a copy of all documentation required by the permitting agency to the Engineer. All costs associated with complying with local, state, and federal laws and regulations are the responsibility of the Contractor.

#### 4. Culverts and Pipes

The ESPCP does not contain approved methods to construct a stream diversion or stream diversion channel. The Contractor shall prepare a diversion plan utilizing a Design Professional as defined in the current NPDES permit. See Subsection 161.3.05 G for additional information.

#### 5. Temporary Asphalt or Concrete Batch Plants

In addition to the requirements of any applicable specifications, if the Department authorizes the temporary installation and use of any asphalt, concrete or similar batch plants within its right of way, the contractor shall submit an NOI to the Georgia Environmental Protection Division for coverage under the following NPDES permits; The Infrastructure permit for the construction of the plant, and the Industrial permit for the operation of, such a plant. The contractor shall submit the NOIs as both the Owner and the Operator.

## 161.2 Materials

General Provisions 101 through 150.

### 161.2.01 Delivery, Storage, and Handling

General Provisions 101 through 150.

## 161.3 Construction Requirements

### 161.3.01 Personnel

#### A. Duties of the Worksite Erosion Control Supervisor

Before beginning Work, designate a Worksite Erosion Control Supervisor (WECS) to initiate, install, maintain, inspect, and report the condition of all erosion control devices as described in Sections 160 through 171 or in the Contract and ESPCP documents. The designee shall submit their qualifications on the Department provided resume form for consideration and approval. The contractor may utilize additional persons having WECS qualifications to facilitate compliance however, only one WECS shall be designated at a time.

The WECS and alternates shall:

- Be an employee of the Prime Contractor.
- Have at least one year of experience in erosion and sediment control, including the installation, inspection, maintenance and reporting of BMPs.
- Successfully completed the Georgia Soil and Water Conservation Commission Certification Course Level IA and the Department's WECS Certification Course.
- Provide phone numbers where the WECS can be located 24 hours a day.

The WECS' duties include the following:

- Be available 24 hours a day and have access to the equipment, personnel, and materials needed to maintain erosion control, and to the extent practicable, flooding control. An approved representative can be substituted for the WECS in regard to 24 hour availability. This representative shall be at least GSWCC Level IA, or higher, but is not required to be certified as a WECS.
- Inform the Engineer in writing whenever the alternate WECS will assume project responsibilities for more than 3 (three) days.
- Ensure that erosion control deficiencies are corrected within seventy-two (72) hours.
- Ensure that erosion control deficiencies that resulted in sediment deposition into waters of the State are corrected.
- Deficiencies that interfere with traffic flow, safety, or downstream turbidity are to be corrected immediately.
- Be on the site within three (3) hours after receiving notification of an emergency prepared to positively respond to the conditions encountered. The Department may handle emergencies without notifying the

Contractor. The Department will recover costs for emergency maintenance work according to Subsection 105.15, *Failure to Maintain Roadway or Structures.*

- Maintain and submit for project record, "As-built" Erosion, Sedimentation and Control Plans that supplement and graphically depict EC-1 reported additions and deletions of BMPs. The As-Built plans are to be accessed and retained at a Department facility at all times.
- Ensure that both the WECS and the alternate meet the criteria of this Subsection.
- The WECS shall maintain a current certification card for the duration of the Project. Recertification of the WECS may begin within three hundred sixty five (365) days of the expiration date of the current certification and upon receiving a passing examination grade; the current expiration date shall be extended three (3) years. Certification shall be allowed to occur without a lapse of the credential for a period not to exceed ninety (90) days after the current expiration date. If the allowed ninety (90) days has lapsed, the individual is no longer certified to serve in a WECS capacity on the Project until the individual attends and passes the course examination.

## 161.3.02 Equipment

General Provisions 101 through 150.

## 161.3.03 Preparation

General Provisions 101 through 150.

## 161.3.04 Fabrication

General Provisions 101 through 150.

## 161.3.05 Construction

### A. Control Dust Pollution

The contractor shall keep dust pollution to a minimum during any of the activities performed on the project. It may be necessary to apply water or other BMPs to roadways or other areas reduce pollution.

### B. Perform Permanent or Temporary Grassing

Perform permanent grassing, temporary grassing, or mulching on cut and fill slopes weekly (unless a shorter period is required by Subsection 107.23) during grading operations. When conditions warrant, the Engineer may require more frequent intervals.

Under no circumstances shall the grading (height of cut) exceed the height operating range of the grassing equipment. It is extremely important to obtain a cover, whether it is mulch, temporary grass or permanent grass. Adequate mulch is a must.

When grading operations or other soil disturbing activities have stopped, perform grassing or erosion control as shown in the Plans, as shown in an approved Plan submitted by the Contractor, or as directed by the Engineer.

### C. Seed and Mulch

Refer to Subsection 161.3.05 B, *Perform Permanent and Temporary Grassing.*

### D. Implement Permanent or Temporary Erosion Control

1. Silt fence shown along the perimeter, e.g. right of way, and sediment containment devices, e.g. sediment basins, shall be installed prior to major clearing and grubbing operations. Minor clearing and grubbing are allowed for the sole purpose of installing perimeter controls and other initial phase BMPs.
2. Incorporate permanent erosion control features into the Project at the earliest practicable time, e.g. velocity dissipation, permanent ditch protection.
3. Use temporary erosion control measures to address minor conditions that develop during construction, e.g. between construction stages.
4. Use temporary erosion control measures when installation of permanent erosion control features cannot be accomplished.

The Engineer has the authority to:

- Limit the surface area of erodible earth material exposed by clearing and grubbing.
- Limit the surface area of erodible earth material exposed by excavation and borrow and fill operations.
- Limit the area of excavation, and embankment operations in progress to correspond with the Contractor's ability to keep the finish grading, mulching, seeding, and other permanent erosion control measures current.
- Direct the Contractor to provide immediate permanent or temporary erosion control to prevent contamination of adjacent streams or water courses, lakes, ponds, or other areas of water impoundment.

Such Work may include constructing items listed in the table in Subsection 161.1.02.A, *Related References* or other control devices or methods to control erosion.

### E. Erodible Area

**NOTE: Never allow the surface area of erodible earth material exposed at one time to exceed 17 acres (7 ha) except as approved by the State Construction Engineer.**

The maximum of 17 acres (7 ha) of exposed erodible earth applies to the entire Project and to all of its combined operations as a whole, not to the exposed erodible earth of each individual operation.

Upon receipt of a written request from the contractor the State Construction Engineer, or his designee, will review; the request, any justifications and the Project conditions for waiver of the 17 acres (7 ha) limitation. If the 17 acre limitation is increased by the State Construction Engineer, the WECS shall not be assigned to another project in that capacity and should remain on site each work day that the exposed acreage exceeds 17 acres.

After installing temporary erosion control devices, e.g., grassing, mulching, stabilizing an area, and having it approved by the Engineer, that area will be released from the 17 acres (7 ha) limit.

### F. Perform Grading Operations

Perform the following grading operations:

1. Whenever practicable, complete each roadway cut and embankment continuously.
2. Maintain the top of the earthwork in roadway sections throughout the construction stages to allow water to run off to the outer edges, including techniques to minimize concentrated flow.
3. Provide temporary slope drain facilities with inlets and velocity dissipaters (straw bales, silt fence, aprons, etc.) to carry the runoff water to the bottom of the slopes. Place drains at intervals to handle the accumulated water.
4. Continue temporary erosion control measures until permanent drainage facilities have been constructed, pavement placed, and the grass on planted slopes stabilized to deter erosion.

### G. Perform Construction in Rivers and Streams

Perform construction in river and stream beds as follows:

1. Unless otherwise agreed to in writing by the Engineer, restrict construction operations in rivers, streams, and impoundments to areas where channel changes or access for construction are shown on the Plans to construct temporary or permanent structures.
2. If channel changes or diversions are not shown on the Plans, the Contractor shall develop diversion plans prepared in accordance with the current GAR100002 NPDES Infrastructure Construction permit utilizing a design professional as defined within the permit. The Engineer will review prepared diversion plans for content only and accepts no responsibility for design errors or omissions. Amendments will be made part of the project plans by attachment. Include any associated costs in the price bid for the overall contract. Any contract time associated with the submittal or its review and subsequent response will not be considered for an extension of Contract time. All time associated with this subsection shall be considered incidental.
3. If additional access for construction or removal of work bridges, temporary roads/access or work platforms is necessary, and will require additional encroachment upon river or stream banks and bottoms, the contractor shall prepare a plan in accordance with the current GAR100002 NPDES Infrastructure Construction permit utilizing a design professional as defined within the permit. Plans should be submitted at least 12 weeks prior to the date the associated work is expected to begin. If necessary, the plan will be provided to the appropriate regulating authority, e.g. United States Army Corps of Engineers by the Department for consideration and approval. No work that impacts areas beyond what has been shown in the approved plans will be allowed to

begin until written approval of the submitted plan has been provided by the Department. Approved plan amendments will be made part of the project plans by attachment. Include any associated costs in the price bid for the overall contract. Any contract time associated with the submittal or its review and subsequent response will not be considered for an extension of Contract time. All time associated with this subsection shall be considered incidental.

4. Clear rivers, streams, and impoundments of the following as soon as conditions permit:
   - Falsework
   - Piling that is to be removed
   - Debris
   - Other obstructions placed or caused by construction operations
5. Do not ford live streams with construction equipment.
6. Use temporary bridges or other structures that are adequate for a 10-year storm for stream crossings. Include costs in the price bid for the overall contract.
7. Do not operate mechanized equipment in live streams except to construct channel changes or temporary or permanent structures, and to remove temporary structures, unless otherwise approved in writing by the Engineer.

### H. State Water Buffers and Environmental Restrictions

1. The WECS shall review the plans and contract documents for environmental restrictions, Environmentally Sensitive Areas (ESA), e.g. buffers, etc. prior to performing land disturbing activities.
2. The WECS shall ensure all parties performing land disturbing activities within the project limits are aware of all environmental restrictions.
3. Buffer delineation shall be performed prior to clearing, or any other land disturbing activities. Site conditions may require temporary delineation measures to be implemented prior to the installation of orange barrier/safety fencing. The means of temporary delineation shall have the Engineer's prior approval.
4. The WECS shall allow the Engineer to review the buffer delineation prior to performing any land disturbing activities, including but not limited to clearing, grubbing and thinning of vegetation. Any removal and relocation of buffer delineation based upon the Engineer's review will not be measured for separate payment.
5. The WECS shall advise the Engineer of any surface water(s) encountered that are not shown in the plans. The WECS shall prevent land disturbing activities from occurring within surface water buffers until the Engineer provides approval to proceed.

### I. Maintenance Projects

Projects that consist of asphalt resurfacing, shoulder reconstruction and/or shoulder widening; schedule and perform the construction of the project to comply with the following:

1. After temporary and permanent erosion control devices are installed and the area permanently stabilized (temporary or permanent) and approved by the Engineer, the area may be released from the 1 acre (0.4 ha) limit.
2. The maximum of 1 acre (0.4 ha) of erodible earth applies to the entire project and to all combined operations, including borrow and excess material operations that are within the right of way, not 1 acre (0.4 ha) of exposed erodible earth for each operation.
3. Do not allow the disturbed exposed erodible area to exceed 1 acre (0.4 ha). This 1 acre (0.4 ha) limit includes all disturbed areas relating to the construction of the project including but not limited to slope and shoulder construction.
4. At the end of each working day, permanently stabilize all of the area disturbed by slope and shoulder reconstruction to prevent any contamination of adjacent streams or other watercourses, lakes, ponds or other areas of water impoundment. For purposes of this Specification, the end of the working day is defined as when the construction operations cease. For example, 6:00 a.m. is the end of the working day on a project that allows work only between 9:00 p.m. and 6:00 a.m.)
5. Stabilize the cut and fill slopes and shoulder with permanent or temporary grassing and a Wood Fiber Blanket (Section 713, Type II). Mulching is not allowed. Borrow pits, soil disposal sites and haul roads will not require daily applications of wood fiber blanket. The application rate for the Wood Fiber Blanket on shoulder reconstruction is the rate specified for Shoulders. For shoulder reconstruction, the ground preparation

requirements of Subsection 700.3.05.A.1 are waived. Preparation consists of scarifying the existing shoulders 4 to 6 in. (100 to 150 mm) deep and leaving the area in a smooth uniform condition free from stones, lumps, roots or other material.

6. If a sudden rain event occurs that would not allow the Contractor to apply the Type II Wood Fiber Blanket per Section 713, install Wood Fiber Blanket Type I per Section 713 if directed by the Engineer. Wood Fiber Blanket Type I application is for emergency use only.
7. Install temporary grass or permanent grass according to seasonal limitations and Specifications. When temporary grass is used, use the over seeding method (Subsection 700.3.05.E.4) when planting permanent grass.
8. Remove and dispose of all material excavated for the trench widening operation at an approved soil disposal site by the end of each working day. When shoulder reconstruction is required, this material may be used to reconstruct the graded shoulder after all asphaltic concrete pavement has been placed.
9. Provide immediate permanent and/or temporary erosion control measures for borrow pits, soil disposal sites and haul roads to prevent any contamination of adjacent streams or other watercourses, lakes, ponds or other areas of water impoundment.
10. Place asphalt in the trench the same day as the excavation occurs. Place asphalt or concrete in driveways and side roads being re-graded the same day as the excavation occurs. Stabilize any disturbed or exposed soil that is not covered with asphalt with a Wood Fiber Blanket (and grass seed). Payment will be made for the Wood Fiber Blanket and grass seed only if the shoulder has been constructed to final dimensions and grade and no further grading will be required.
11. Do not allow the grading (height of cut or fill) to exceed the operating range of the grassing equipment.
12. When grading operations or other soil disturbing activities are suspended, regardless of the reason, promptly perform all necessary permanent stabilization and/or erosion control work.
13. Use temporary erosion control measures to:
    - Correct conditions that develop during construction but were unforeseen during the design stage.
    - Use as needed before installing permanent erosion control features.
    - Temporarily control erosion that develops during normal construction practices but are not associated with permanent control features on the Project.
14. When conditions warrant, such as unfavorable weather (rain event), the Engineer may require more frequent intervals for this work.

#### J. Other Projects

On non-NOI construction projects that have minimal amounts of grading with the installation of BMP's, the Contractors qualified personnel shall be required to submit a weekly EC-1 inspection form in accordance with Section 167. This weekly EC-1 inspection shall begin when BMP's are installed and continue until the acceptance of permanent stabilization.

### 161.3.06 Quality Acceptance

Before Final Acceptance of the Work, clean drainage structures within the project limits, both existing and newly constructed, and ensure that they are functioning properly. Costs to accomplish this work are incidental and shall be included in the overall bid for the Contract.

### 161.3.07 Contactor Warranty and Maintenance

Maintain the erosion control features installed to:

- Contain erosion within the limits of the right-of-way
- Control storm water discharges from disturbed areas

Effectively install and maintain the erosion control features. Ensure these features contain the erosion and sediment within the limits of the rights of way and control the discharges of storm-water from disturbed areas to meet all local, state, and federal requirements on water quality.

## 161.4 Measurement

Control of soil erosion and sedimentation is not measured separately for payment.

### 161.4.01 Limits

General Provisions 101 through 150.

## 161.5 Payment

When no pay item is shown in the Contract, the requirements of this Specification and the Erosion, Sedimentation and Pollution Control Plan shall be in full effect. The cost of complying with these requirements will not be paid for separately, but shall be included in the overall bid submitted with the exception of inspections performed by qualified personnel which will be included in Section 167.

When listed as a pay item in the Contract, payment will be made at the unit price bid for each particular item.

No payment will be made for erosion control outside the Right-of-Way or construction easements except as provided for by the Plans.

### 161.5.01 Enforcement and Adjustments

#### A. Failure to Provide WECS

If a designated WECS is not maintained, activities will cease except traffic control and erosion control work. Monies that are due or may become due could be withheld according to the Specifications.

#### B. Failure to Comply with Specifications

If the Contractor repeatedly fails to comply with any of the requirements of this Specification, all activities should cease immediately except traffic control and erosion control related work.

Monies that are currently due or that may become due shall be withheld according to the specifications. In addition, nonrefundable monies shall be deducted from the contract as shown in the Schedule of Deductions table below. These deductions are in addition to any actions taken in the above subsections. Deductions assessed for uncorrected deficiencies shall continue until all corrections are completed to the satisfaction of the Engineer.

Failure of the WECS or alternate to perform the duties specified in the Contract, or whose performance, has resulted in a citation being received from a State or Federal Regulatory Agency, e.g. the Georgia Environmental Protection Division, should result in one or more of the following;

- Suspension of the WECS' certification for a period of not less than 30 days
- Removal of the Contractor's project superintendent in accordance with Subsections 105.05 and 108.05 for a period not less than 14 days
- Department wide revocation of the WECS certification for a period of 12 months
- Removal of the Contractor's project superintendent in accordance with Subsections 105.05 and C. Receipt of a Consent Order, Notice of Violation, etc.

Regulatory enforcement actions will be resolved including the minimum following steps:

- The Department will perform an internal review of the alleged violations
- The Department will then meet with the Contractor to review and further determine responsibilities for the alleged violations
- The Department will then arrange to collectively meet with the regulatory agencies to negotiate resolutions and/or settlements.

The Department does not waive any rights of the Contractor to resolve such matters however, in the event that regulatory agency communication is addressed jointly to the Department and to the contractor, the Department reserves the right to coordinate all communications, e.g., written correspondence, and to schedule jointly attended meetings with Regulatory agencies such that timely and accurate responses are known to the Department.

Such Orders or Notices may result in the assessment of Deductions from the table below for each day the condition remains non-compliant following an agreed remedy.

Monetary penalties for which the contractor is obligated for as a result of regulatory enforcement may be withheld from future monies due the contractor.

| Schedule of Deductions for Each Calendar Day of Erosion Control Deficiencies Initial Occurrence* Original Total Contract Amount | | |
|---|---|---|
| **From More Than** | **To and Including** | **Daily Charge** |
| 0 | $100,000 | $750 |
| $100,000 | $1,000,000 | $1125 |
| $1,000,000 | $5,000,000 | $2000 |
| $5,000,000 | $15,000,000 | $3000 |
| $15,000,000 | - | $5000 |

***Continued non-compliance with the requirements of this specification may result in the doubling of the above tabulated Daily Charge.**

Upon written request from the Contractor, the Engineer may allow, limited activities to concurrently proceed once significant portions of the corrective work have been completed. This authorization may be similarly rescinded if in the opinion of the Engineer corrective work is not being diligently pursued.

# DEPARTMENT OF TRANSPORTATION
# STATE OF GEORGIA

# SUPPLEMENTAL SPECIFICATION

## Section 201—Clearing and Grubbing Right-of-Way

### 201.1 General Description

This work includes clearing, grubbing, removing and disposing of vegetation, buildings and debris within the entire Right-of-Way and easement areas adjacent to the Right-of-Way or as designated by the Engineer. Except, do not remove objects designated to remain or removed according to other sections of these specifications. This work also includes preserving (from injury and defacement) vegetation and objects designated to remain in place.

#### 201.1.01 Definitions

**Clearing:** Removing and disposing trees, brush, stumps, logs, grass, weeds, roots, decayed vegetable matter, poles, stubs, rubbish, refuse dumps, sawdust piles, and loose boulders of 1 $yd^3$ (1 $m^3$) or less existing outside of the construction limits, debris resting on or protruding through the ground surface, or appearing on the Right-of-Way before final acceptance of the work.

Clearing also includes removing and disposing of obstructions, such as fences, bridges, buildings, and other incidental structures within the Right-of-Way unless the work or a portion of the work is:

- Removed as excavation
- Shown in the Proposal as a separate Pay Item
- Performed by others

**Grubbing:** Removal from the Right-of-Way and proper disposal of all objectionable matter defined above under clearing, which is embedded in the underlying soil.

Grubbing also includes removing and properly disposing of parking lots, abandoned pavements, sidewalks, driveways, catch basins, drop inlets, pipes, manholes, curbing, retaining walls, utilities, foundations, paved floors, underground tanks (for removal of underground tanks see Section 217), and other structures within the Right-of-Way unless the work or portions of the work are:

- Obstructions removed as one of the excavation items
- Shown in the Proposal as separate Pay Items
- Removed by others
- To be incorporated in the project.

**Objectionable Roots:** Any of the following types of roots:

- Matted trees and brush roots (regardless of the size of the roots)
- Individual roots more than 0.75 in. (20 mm) diameter
- Individual roots more than 3 ft. (1 m) long regardless of size
- Large quantities of smaller roots present in the top 1 ft. (300 mm) of the finished subgrade or road surface when detrimental to the work as determined by the Engineer.

**Stumps:** The butt of a tree with a diameter of 4 in. (100 mm) or more.

**Drift material:** Organic debris, primarily large tree limbs, that are carried by a stream and accumulate at the upstream side of bridges and culverts, impeding navigation and threatening the integrity of the drainage structure.

### 201.1.02 Related References

#### A. Standard Specifications

Section 107—Legal Regulations and Responsibility to the Public

Section 109—Measurement and Payment

Section 160—Reclamation of Material Pits and Waste Areas

Section 161—Control of Soil Erosion and Sedimentation

Section 208—Embankments

Section 215 – Removal of Solid Waste

Section 217—Removal of Underground Storage Tanks

#### B. Referenced Documents

General Provisions 101 through 150.

### 201.1.03 Submittals

General Provisions 101 through 150.

## 201.2 Materials

General Provisions 101 through 150.

### 201.2.01 Delivery, Storage, and Handling

General Provisions 101 through 150.

## 201.3 Construction Requirements

### 201.3.01 Personnel

General Provisions 101 through 150.

### 201.3.02 Equipment

General Provisions 101 through 150.

### 201.3.03 Preparation

General Provisions 101 through 150.

### 201.3.04 Fabrication

General Provisions 101 through 150.

### 201.3.05 Construction

#### A. General

Establish Right-of-Way and construction lines. The Engineer will designate which trees, shrubs, and plants will remain in the ground. Preserve things designated to remain.

Apply the requirements of Subsection 107.22, Subsection 107.23, and Section 161 to clearing and grubbing operations.

Ensure Subsection 161.3.05.H is reviewed and implemented before beginning any land disturbing activity.

Strip grass immediately ahead of grading.

To prevent the spread of *Introduced Invasive Pest Species*, do the following:

1. Adhere to the restrictions of Section 155.3.05.A for moving soil, mulch, sod or plants, stump wood or timber with soil attached.
2. Adhere to the requirements of Section 155.3.05.B for cleaning of equipment, except that the USDA inspection will not be required for vegetative matter.
3. Dispose of vegetative parts of plants that may reproduce (roots and aboveground parts that bear fruit) by burning on site (where permitted) or bury with a minimum cover of 3 ft. (1 meter) at an approved site. Obtain the Engineer's approval for any other methods of disposal.

### B. Clearing

Clear objects within the Right-of-Way and easement areas as follows:

1. Choose a method of clearing that prevents damage to property, trees, or retained shrubbery in or outside of the Right-of-Way.
2. Remove stumps that are part of the clearing operations as specified under Subsection 201.3.05.C, *Grubbing*
3. Cut the stumps not grubbed as specified in this section.
4. Dispose of cleared materials as specified in Subsection 201.3.05.E.

### C. Grubbing

Grubbing consists of removing and disposing objectionable matter embedded in the underlying soil (defined in Subsection 201.3.05.B, *Clearing*) from the Right-of-Way and easement areas.

1. Grubbing Operations

   When grubbing, remove abandoned obstructions referenced in Subsection 201.1.01 *Definitions* to the following depths:

   a. Under Pavements: Remove to a depth of at least 3 ft. (1 m) below the finished subgrade.
   b. Underneath Other Structures: Remove to at least 3 ft. (1 m) below the foundations of any proposed structure, including installations such as guard rail posts and utility poles.
   c. Elsewhere in the Right-of-Way and easement areas: Remove as follows:
      1) Remove to at least 3 ft. (1 m) below the finished surface of slopes and shoulders and 1 ft. (300 mm) below natural ground outside construction lines.
      2) Thoroughly crack or break abandoned structures that may impound water. These structures include concrete floors, basements, and catch basins within 10 ft. (3 m) of finished grade.
      3) Break floors so that no section greater than 10 ft.$^2$ (1 m$^2$) remains intact.
2. Except as modified under Subsection 201.3.05.D, use the following procedure to perform grubbing:
   a. Remove stumps and other matter that cannot be removed by a root rake. Remove stumps to a minimum depth of 2 ft. (600 mm) below the ground line.
   b. Rake areas containing objectionable roots to a depth of at least 6 in. (150 mm) below the surface.
   c. Remove remaining objectionable matter by hand or other suitable means. When necessary, remove small roots (see Subsection 201.1.01 *Objectionable Roots*) detrimental to the work.
   d. Backfill stump holes and compact backfill to the approximate density of the surrounding soil.
   e. Harrow the area with a heavy-duty disc harrow that penetrates and turns the ground to at least 6 in. (150 m) deep.
   f. Remove objectionable matter exposed by the harrowing.
   g. Level the harrowed areas with blading equipment. Leave the grubbed areas smooth enough for a power mower.

### D. Modifications of Clearing and Grubbing

Modify clearing and grubbing as follows:

1. In Excavation Areas

   Modify clearing and grubbing in excavation areas as follows:

   a. Harrowing and leveling may be omitted.

   b. Do not fill stump holes except when the bottom of any stump hole extends below the elevation of the finished subgrade. In this case, fill the portion of each hole below subgrade elevation with suitable material compacted to at least the density of the surrounding soil.

2. In Embankment Areas

   Modify clearing and grubbing in embankment areas as follows:

   a. Under 4.5 ft. (1.4 m)

      Clear and grub areas without modification where the original ground and finished grade differ in elevation 4.5 ft. (1.4 m) or less.

   b. Over 4.5 ft. (1.4 m)

      Clear, but do not grub areas covered by embankments exceeding the 4.5 ft. (1.4 m) elevation difference specified in step (a) above. Except the removal of unsound or decayed stumps.

      Remove and backfill stumps according to Subsection 201.3.05.C.2. When leaving sound stumps in place, cut them off to no more than 6 in. (150 mm) above the original ground line.

   c. Embankment Areas Over Old Roads

      Clear and grub without modification ditches and slopes of old roads to a depth that removes all objectionable matter to provide a firm foundation.

3. Areas Outside of Roadway

   Except as specified in this section, clear and grub the entire Right-of-Way and easement areas outside construction limits and leave it smooth and free from loose boulders and debris that would interfere with power mowers. Exceptions to the above requirements are as follows:

   a. Selective Clearing

      When the Engineer directs to preserve certain trees and plants, protect them from injury. Trees to be removed shall be felled to prevent injury to standing trees, plants, and improvements to be preserved.

      Cut off tree branches overhanging the roadway within 20 ft. (6 m) of the finished grade close to the boles. Also, remove other branches to create a balanced appearance. Grub areas adjacent to selected trees and shrubs without damage to living roots of the selected trees or shrubs.

   b. Special Treatment Areas

      Clear special treatment areas according to the plan notes.

   c. Steep Slopes

      Clear or selectively clear slopes that are too steep for power mowers (slopes steeper than 3 horizontal to 1 vertical) and clear or selectively clear slopes that are subject to excessive erosion. Do not grub in these areas.

   d. Grassed Areas

      Do not grub (if the Engineer approves) reasonably large areas outside construction limits covered with grasses and smooth enough for power mowers. Remove stumps, trees, loose rocks, and other objectionable matter.

4. Bridge Sites

   Modify clearing and grubbing at bridge sites as follows:

   a. Stream Bridges

      Clear the Right-of-Way for stream bridges for the full length of the proposed structure and existing structures. Cut stumps and brush flush with the ground line.

      The Engineer will require a second cutting if high water prevents cutting stumps flush with the ground. If the Engineer requires more than two cuttings, see Subsection 201.5 for payment.

Remove drift and stumps where necessary to permit installation of rip rap, piling, piers, abutments, wing walls, bents, removal of existing structures, and other parts of the Work. Properly backfill the holes.

Preserve stump and brush root systems at river and stream banks when they have been cut flush with the ground line.

**b.** Other Bridges

Clear and grub bridges (other than stream bridges) as specified within this specification for roadway areas and areas outside of the roadway.

### E. Removal and Disposal of Materials

**1.** Merchantable Timber and Buildings

The Department may dispose of merchantable timber and buildings or may allow a property owner to remove them from the land granted for Right-of-Way before the Contractor begins operation. Therefore, the Department does not guarantee that merchantable timber or buildings will be on the Right-of-Way when the work begins.

Material salvaged from removing timber or buildings becomes the property of the Contractor.

Demolish, remove, and dispose of all building structures within the right of way and easement areas including concrete slabs, footings, foundations, etc. except building structures designated to remain in place. Grade to drain all disturbed ground to a reasonably smooth and pleasing appearance, free from loose boulders and other debris that would interfere with the use of power mowers. Grass all disturbed areas.

Prior to demolition or removal:

**a.** Inspect all building structures for the presence of asbestos. The inspection shall be done by an EPA Asbestos Hazard Emergency Response Act (AHERA) accredited inspector whose certification is current.

**b.** Provide a copy of all inspection reports including the inspector's credentials to the Engineer.

**c.** Provide written notice of intent to demolish to the Georgia Environmental Protection Division (EPD) of the Georgia Department of Natural Resources in accordance with EPD regulations with a copy to the engineer. This notice is required even if there is no asbestos present.

If there is asbestos present, its removal shall be done by a contractor licensed with the EPD in accordance with the Rules of Georgia Department of Natural Resource Environmental Protection Division chapter 391-3-14-04. All asbestos removal and disposal shall be done in accordance with EPD regulations. All asbestos removal shall be considered as Extra Work and payment will be made in accordance with Subsection 109.05.

**2.** Combustible Material

Abide by Federal, State, and local codes when the Right-of-Way (or any portion of the Right-of-Way) lies within an area where burning is restricted. All combustible material except sawdust piles may be burned on the Right-of-Way except where prohibited by Federal, State, or local air pollution control regulations.

**a.** Prevent fire from spreading to adjacent areas and damaging living trees and shrubs designated to remain on the Right-of-Way and easement areas.

**b.** Prevent damage to public and private installations either within or adjacent to the Right-of-Way and prevent damage to traveling public.

**c.** Obtain suitable areas for burning the combustible material when necessary (at the Contractor's expense). Burning area are subject to the approval of the Engineer.

**d.** Dispose of unburned combustible material according to Subsection 201.3.05.E.3. If the disposal area is located on private property, present written authority to the Engineer (signed by the property owner) granting the Contractor and the Department permission to use the area for the purpose intended. Reclaim the disposal area according to Section 160 except that the reclamation is at the Contractor's expense.

**e.** Completely remove sawdust within the construction limits. Haul the sawdust to approved disposal areas, or deposit it on the Right-of-Way in a layer less than 3 in (75 mm) deep. Immediately mix the sawdust with the underlying soil by dicing and harrowing. Leave the harrowed surface smooth.

**3.** Solid Waste Material

**a.** Nonregulated Material

**(1)** Common fill is defined as soil, rock, brick, concrete without reinforcement, concrete with reinforcement where the reinforcement has been removed flush with the surface of the concrete and cured asphalt, provided that such material does not contain hazardous waste constituents above background levels and the material results from Department funded construction contracts. Such fill is not subject to the Georgia Comprehensive Solid Waste Management Act of 1990 and the Solid Waste Management Rules when used as fill material on Department funded construction contracts or Department property or when used as fill material on property not owned by the Department when all requirements of this specification are fully met. Common fill meeting this definition may be placed as follows:

**(a)** At a permitted municipal, construction and demolition materials or inert landfill fully meeting all requirements of the Solid Waste Rules and Act and any other applicable laws or ordinances.

**(b)** At an off-site engineered fill location in accordance with the following requirements;

- Place the material in uniform layers 3 ft. thick or less and distributed to avoid the formation of large voids or pockets.
- Fill voids with finer material.
- Cover the last layer of fill with at least 2 ft. of soil.
- Construct the fill according to Section 208, except compact it to at least 90 percent of the maximum laboratory dry density.
- A Georgia registered professional engineer shall document, certify and submit the following information on behalf of the Contractor to the Department; compaction rates, waste description including average particle size, and the depth of clean earthen fill lying above the engineered fill.

**(c)** On site as compacted fill if prior written approval has been granted by the Engineer and in accordance with the following requirements:

- As compacted fill incorporated into embankment only. No area shall be excavated for the sole purpose of disposing of common fill.
- Place the material in uniform layers 3 ft. thick or less and distributed to avoid the formation of large voids or pockets.
- Fill voids with finer material.
- Cover the last layer of fill with at least 2 ft. of soil.
- Construct the fill according to Section 208, except compact it to at least 90 percent of the maximum laboratory dry density.
- Records of the exact location by station and offsets, amount disposed per location in cubic yards, waste description including average particle size, compaction rates and depth of clean earthen fill lying above the composite materials shall be kept by the Engineer.

**(d)** Materials that may be recycled or reused such as asphaltic concrete, Portland cement concrete, plastic, metal and materials that qualify under EPD regulations for sale or use may be reclaimed by the Contractor.

**b.** Regulated Material

**(1)** Inert waste is defined as organic debris such as stumps, limbs and leaves, and any of the aforementioned common fill items that do not meet the compaction requirements when placed in an excess materials pit. An inert waste landfill permit shall be obtained in accordance with GDNR/EPD Rules to properly record the disposal of inert waste when compaction requirements are not met at an excess materials pit. If disposed of at a landfill, inert waste may only be disposed

at a permitted municipal, construction and demolition materials or inert landfill fully meeting all requirements of the Solid Waste Rules and Act and any other applicable laws or ordinances.

(2) Construction and demolition waste is defined as construction forms, barrels, scrap metal, and other such by-products of construction not specifically listed above as either common fill or inert waste. Construction and or demolition waste must be disposed of at a permitted municipal, construction and demolition materials, or inert landfill fully meeting all requirements of the Solid Waste Rules and Act and any other applicable laws or ordinances.

(3) Dispose of oils, solvents, fuels, untreated lead paint residue, and other solid hazardous waste through a properly licensed hazardous waste disposal facility.

(4) Remove municipal solid waste discovered during construction or shown on the plans according to Section 215.

c. Solid Waste Handling and Disposal Documentation Requirements:

(1) Waste disposed at a permitted municipal or construction and demolition landfill – all tipping receipts generated by the receiving landfill shall be provided to the Engineer.

(2) Waste disposed at inert landfill – a copy of the landfill's Permit by Rule notification, and for landfills exceeding one acre, a copy of the landfill's NPDES General Storm water Permit Notice of Intent (NOI) and any local jurisdiction Land Disturbing Activity Permit, if applicable, shall be provided to the Engineer.

(3) Any necessary documentation regarding a disposal site's permit status must be obtained by the Contractor and verified by the Department before any common fill, inert waste, or other solid waste is allowed to leave the site.

(4) The documentation listed herein shall be maintained on-site in the project files and at any other location the Department deems necessary until a valid NPDES Notice of Termination is filed.

d. Recyclable materials must be separated from all waste materials and shall be properly stored in containers.

e. Excluding the above allowances, all types of waste shall be handled in full compliance with the following:

- The Georgia Solid Waste Management Rules, as amended (391-3-4)
- Georgia Comprehensive Solid Waste Management Act of 1990, as amended (O.C.G.A. 12-8-20)
- The Georgia Erosion & Sedimentation Act as amended (O.C.G.A. 12-7-1) and any applicable Local and State requirements as well as the General Permits of the Georgia Water Quality Control Act
- Any other applicable Federal, State, or Local rules or laws

### F. Removal of Drift Material from Drainage Structures

When removal of drift material is required on the project, the following conditions are intended as a minimum to protect aquatic resources during drift removal activities executed by GDOT personnel or contractors.

1. All Project personnel shall be advised of the potential presence of federally and state protected species. These species are protected under the Endangered Species Act of 1973, the Georgia Endangered Wildlife Act of 1973 and the Georgia Wildflower Preservation Act of 1973. There are civil and criminal penalties for harming, harassing, or killing these species.
2. Drift removal shall be accomplished by attaching lift cables or ropes to the drift and hoisting the materials out of the stream from the top of the bridge deck or road surface. Any modifications to this method or any other methods for removal shall be submitted to, and will require prior written approval from, the State Environmental

Administrator within the GDOT Office of Environmental Services (Ecology_submittals@dot.ga.gov). Accumulated drift material shall not be dragged across the streambed.

3. Mechanized equipment shall not be allowed to rest upon or contact the streambed. Boats shall be allowed into the stream for the purpose of accessing accumulated drift, provided that water depth is adequate to ensure the watercraft would not contact the streambed.
4. If vegetation clearing is required to accomplish drift removal (e.g. to provide access for boats), mechanized clearing shall not be used within 200 feet of stream banks. Vegetation clearing by hand is permissible.
5. Drift material shall be disposed of outside the project right of way and placed in either a permitted solid waste facility or a permitted inert waste landfill. Refer to Subsection 201.3.05.E.3.b of the Standard Specification and Supplements thereto for additional information.
6. In the event any incident occurs that may cause, or has caused, harm to an aquatic species, the State Environmental Administrator shall immediately be notified by providing a description of the incident and photos of the harmed aquatic species to Ecology_submittals@dot.ga.gov. All activities on or near the structure shall cease, except traffic control and erosion control activities, pending consultation by the Department with the U. S. Fish and Wildlife Service, National Marine Fisheries Service, Georgia Department of Natural Resources, and, if applicable, the lead federal agency.

### 201.3.06 Quality Acceptance

General Provisions 101 through 150.

### 201.3.07 Contractor Warranty and Maintenance

General Provisions 101 through 150.

## 201.4 Measurement

The Department does not measure clearing and grubbing separately for payment. The area is considered the full Right-of-Way width for the length of the Project including slope and construction easement areas shown on the plans.

### 201.4.01 Limits

General Provisions 101 through 150.

## 201.5 Payment

Payment for this Item, completed and accepted, will be made at the lump sum price bid. The payment will be full compensation for all work specified in this Section including final cleanup as required.

If the Engineer requires more than two cuttings to clear the Right-of-Way for stream bridges (according to Subsection 201.3.05.D.4.a), the additional cuttings will be paid for as a Force Account according to Subsection 109.05.

No separate payment will be made for the disposal of solid waste materials.

Removal of Drift Material will only be paid for separately when shown in the plans for maintenance projects. Otherwise, Removal of Drift Material will be included in lumps sum Clearing and Grubbing. When Clearing and Grubbing is not shown as a payment item, the cost is included in the overall Contract Price.

Payment will be made under:

| | | |
|---|---|---|
| **Item No. 201** | Clearing and grubbing | Per lump sum |
| **Item No. 201** | Removal of Drift Material | Per lump sum |

### 201.5.01 Adjustments

General Provisions 101 through 150.

# DEPARTMENT OF TRANSPORTATION
# STATE OF GEORGIA

## SUPPLEMENTAL SPECIFICATION

# Section 208—Embankments

## 208.1 General Description

This work includes placing embankments, backfilling structures, and constructing earth berms and surcharges with suitable material excavated under Section 204, Section 205, Section 206, and Section 207.

Complete the work according to the lines, grades, and typical cross-sections shown on the plans or established by the Engineer.

The work also includes preparing areas by backfilling stump holes and correcting surface irregularities where the embankment is to be constructed. This includes forming, compacting, and maintaining the embankment and placing and compacting approved material where unsuitable material has been removed.

Payment for this work is included in other appropriate Pay Items unless a specific Pay Item is set up in the Contract.

Apply all provisions of Section 161 to the work in this Section.

Perform Shoulder Construction according to Section 216.

### 208.1.01 Definitions

General Provisions 101 through 150.

### 208.1.02 Related References

#### A. Standard Specifications

Section 161—Control of Soil Erosion and Sedimentation

Section 201—Clearing and Grubbing Right-of-Way

Section 204—Channel Excavation

Section 205—Roadway Excavation

Section 206—Borrow Excavation

Section 207—Excavation and Backfill for Minor Structures

Section 209—Subgrade Construction

Section 216—Unpaved Shoulders

Section 810—Roadway Materials

Section 811—Rock Embankment

Section 813—Pond Sand

#### B. Referenced Documents

GDT 7

GDT 20

GDT 21

GDT 24a

GDT 24b

GDT 59

GDT 67

### 208.1.03 Submittals

General Provisions 101 through 150.

## 208.2 Materials

Embankment material classes are defined in Section 810, Section 811, and Section 813. The material incorporated into the roadway will be subject to the following limitations:

### A. Embankment Material

Use embankment material classified as Class I, II, III, V, or VI except as noted below:

1. Inundated Embankments
2. A Special Provision in the Proposal will contain required gradation and other characteristics of materials for constructing embankments through reservoirs.
3. Intermittently Inundated Embankments
4. Build intermittently inundated embankments using any material suitable for embankment.
5. Embankments at Structures
6. Use Class I or II embankment materials within 10 ft. (3 m) of any bridge structure. Class IIIC1 material may be used in Districts 1, 6, and 7. Class IIIC2 or IIIC3 material may only be used in Districts 1, 6, and 7 if approved by the Office of Materials and Testing, Geotechnical Environmental Pavement Bureau. Ensure that materials do not contain rock larger than 3 in. (75 mm) for any dimensions.

### B. Rock Embankment

Ensure that rock embankment placed as indicated on the Plans meets the requirements of Section 811 unless specified otherwise in the plans or in the Special Provisions.

### C. In-Place Embankment

Construct in-place embankment with Class I, II, III, V, or VI material.

### D. Backfill Material

Use Class I or Class II backfill material furnished and stockpiled as defined in Subsection 810.2.01.A. Class IIIC1 material may be used in Districts 1, 6, and 7. Class IIIC2 or IIIC3 material may only be used in Districts 1, 6, and 7 if approved by the Office of Materials and Testing, Geotechnical Environmental Pavement Bureau.

### E. Pond Sand Embankment

Use pond sand that meets the requirements of Section 813 as embankment material. Material is subject to the following approval limitations:

1. Pond sand will be approved on a stockpile basis only.
2. Pond Sand will not be approved for Type I or normal backfill materials or for backfill for mechanically stabilized walls.

3. Pond sand shall be encapsulated, when used as fill, with 2 ft. (600 mm) of soil on the slopes and 3 ft. (1 m) of soil on top.
4. Pond sand shall not be used on sidehill fills or fill widenings where any of the following conditions exist:
   a. The proposed fill slope is steeper than 2:1.
   b. The thickness of the proposed fill at its thinnest point, as measured perpendicularly from the new fill line to the existing ground slope/fill slope, is less than 7 ft. (2.1 m), including 2 ft. (600 mm) of soil cover.
   c. The fill height exceeds 30 ft. (9 m).

### 208.2.01 Delivery, Storage, and Handling

General Provisions 101 through 150.

## 208.3 Construction Requirements

### 208.3.01 Personnel

General Provisions 101 through 150.

### 208.3.02 Equipment

General Provisions 101 through 150.

### 208.3.03 Preparation

General Provisions 101 through 150.

### 208.3.04 Fabrication

General Provisions 101 through 150.

### 208.3.05 Construction

#### A. Benching Excavation for Embankment

This work includes excavating material forming benches in the existing ground beneath proposed embankments. Form benches to increase the bond between the existing ground and the proposed embankment.

This work is required where embankments are placed on hillsides or against existing embankments, which will be indicated on the plans.

Construct the benches approximately 12 ft. (3.7 m) wide unless otherwise shown on the plans. Use material removed in the excavation in the embankments. The Department will make no additional payment for this work.

#### B. Embankments

Follow these requirements when constructing embankments:

1. Preparation for Embankments

   Before starting embankment construction, clear and grub the embankment area according to Section 201 and install Drainage Structures according to Section 550.

   a. Depressions and Undercut Areas

      Fill depressions below the ground surface and undercut areas with suitable material. Remove unsuitable or unstable material and compact according to Subsection 208.3.05.B.1.c before beginning embankment construction.

   b. Scarification and Other Preparation

      Plow and scarify the entire area upon which the embankment is to be placed (except inundated areas) at least 6 in. (150 mm) deep.

Before placing the embankment, recompact loosened soil to the approximate density of the underlying soil. Cut benches as specified in Subsection 208.3.05.A.

**c.** Compaction Under Shallow Fills

When the depth of fill and surfacing is 3 ft. (1 m) or less, compact the original ground compact at least 1 ft. (300 mm) deep to at least 95 percent of the maximum laboratory dry density as determined from representative samples of the compacted material using, GDT 7, GDT 24a, GDT 24b, or GDT 67 whichever applies.

The in-place density of the compacted fill will be determined according to GDT 20, GDT 21, or GDT 59, whichever applies.

**d.** Embankments Over Existing Roads, Parking Areas, and Floors

Thoroughly plow or scarify all portions of existing unpaved roads and flexible pavements. Destroy cleavage planes before placing the embankment.

**1)** Remove the old pavement with rigid surfaces if the new embankment is not more than 3 ft. (1 m) high.

**2)** Break remaining rigid pavements that are within 10 ft. (3 m) of the finished grade so that no section larger than 10 ft.$^2$ (1 m$^2$) remains intact.

**2.** Embankment Formation

Use the following requirements when constructing the embankment formation:

**a.** Layer Construction

Except as noted in Subsection 208.3.05.B.2.d, construct the embankments in parallel layers. Deposit the material and spread in horizontal layers not more than 8 in. (200 mm) thick, loose measurement, for the full width of the cross-section. Use motor graders, bulldozers, or other approved equipment to keep layers uniform. Compact the layers using a sheepsfoot roller. The Engineer may permit the use of vibratory rollers whenever the embankment soils consist of Class IA1, IA2, or IA3 materials.

**b.** Moisture Content

Compact each layer within the range of optimum moisture content to achieve the compaction specified below.

Do not construct successive layers on previous layers that exhibit excessive pumping under construction equipment regardless of compaction.

Dry material if it contains too much moisture. Ensure the moisture content is sufficient for stability and compaction.

Add water if the material is too dry and uniformly mix it with the soil for stability and compaction. The Department will not measure water added to the material under this requirement for payment. It is considered incidental to the satisfactory completion of the work.

**c.** Degree of Compaction

Compact the embankment at bridge structures to at least 100 percent of the maximum laboratory dry density. Compact for the full depth of the embankment, beginning at the toe of the slope and extending 100 ft. (30 m) from the end of the bridge.

Compact embankment other than at bridge structures to at least 95 percent of the maximum laboratory dry density to within 1 ft. (300 mm) of the top of the embankment. Compact the top 1 ft. (300 mm) of the embankment to at least 100 percent of the maximum laboratory dry density.

If grading and paving are let in separate contracts, the paving Contractor shall recompact the top 6 in. (150 mm) to at least 100 percent of the maximum laboratory density.

The maximum laboratory dry density will be determined from representative samples of the compacted material using GDT 7, GDT 24a, GDT 24b, or GDT 67, whichever applies. The in-place density of the compacted fill will be determined according to GDT 20, GDT 21, or GDT 59, whichever is applicable.

**d.** Special Conditions

Follow these special requirements:

1) Build layers as parallel as possible. In certain cases, the Engineer may permit steeper slopes at ends of the embankments.
2) In swamp or inundated areas that will not support the equipment, build the lower part of the fill by dumping successive loads in layers no thicker than necessary to support the hauling equipment.
3) Build and compact the remainder of fills in layers as specified above.

e. Embankments at Structures

Use Class I or II material when constructing embankments over and around pipes, culverts, arches, and bridges according to Subsection 810.2.01.A.1. Class IIIC1 material may be used in Districts 1, 6, and 7.

1) Compact the material as specified in Subsection 208.3.05.B.2.c.
2) Place the specified material on both sides of bridge structures for a distance of at least 10 ft. (3 m).

**NOTE: Do not place rock larger than 4 in. (100 mm) diameter within 2 ft. (600 mm) of any drainage structure.**

Before any traffic is allowed over any structure, provide a sufficient depth of material over and around the structure to protect it from damage or displacement.

f. Method of Handling Classes of Soils

Handle the different classes of soils using the following methods:

1) Class IIB3 and Better Soils

Distribute and compact these soils in 8 in. (200 mm) uniform layers over the entire width of the embankment. Use these soils (when available in sufficient quantities) in the top 1 ft. (300 mm) of the roadbed. Reserve these soils for this purpose when directed by the Engineer

2) Class IIB4 Soils

Distribute and compact these soils in 8 in. (200 mm) layers over the entire width of the embankment. Class IIB4 soils may be used in the top 12 in. (300 mm) of subgrade in Districts 1, 6, and 7. Class IIB4 soils may be used in the top 12 in. (300 mm) of subgrade in Districts 2, 3, 4, and 5 with a stabilizing agent if approved by the Office of Materials and Testing, Geotechnical Environmental Pavement Bureau. If Class IIB3 or better soils are available in borrow pits, use these soils in the top 12 in. (300 mm) of subgrade.

3) Class IIIC1 Soils

Class IIIC1 soils excavated per Section 204, 205 or 207, which excludes Section 206 (Borrow), may be used in Districts 1, 6, and 7 in embankments and within the top 12 in. (300 mm) of subgrade if approved by the Office of Materials and Testing, Geotechnical Environmental Pavement Bureau. If Class IIB4 or better soils are available in borrow pits, use these soils in the top 12 in. (300 mm) of subgrade.

used for subgrade.

4) Class IIIC2 and IIIC3 Soils

Class IIIC2 and IIIC3 soils excavated per Section 204, 205 or 207, which excludes Section 206 (Borrow) may be used in Districts 1, 6, and 7 in embankments, except within 5 ft. (1.5 m) of the bottom of subgrade directly beneath the pavement, if approved by the Office of Materials and Testing, Geotechnical Environmental Pavement Bureau.

5) Class IIIC4 Soils

Class IIIC4 chert clay soils in District 6 with less than 55 percent passing the No. 10 (2 mm) sieve may be used in embankments and subgrade. All other Class IIIC4 soils may not be used.

6) Class IV Soils

Do not use these soils in embankments. Waste these soils or (when designated in the Plans or directed by the Engineer) stockpile them and use them for blanketing fill slopes.

7) Class V Soils

Place these soils in the same manner as Class IIB4 soils. Pulverize large particles to obtain the proper compaction.

8) Class VI Rock

Place rock in uniform layers not over 3 ft. (1 m) thick and distribute it over the embankments to avoid pockets. Fill voids with finer material.

Do not place rock larger than 6 in. (150 mm) in diameter within 3 ft. (1 m) of the finished surface of the embankment.

Do not place rock larger than 6 in. (150 mm) in diameter within 2 ft. (600 mm) of the outer limits of proposed posts or utility poles.

Do not place rock at bridge end bents within 10 ft. (3 m) of pile locations.

9) All Classes

Place mixtures of the above classes together with random material such as rock, gravel, sand, cinders, slag, and broken-up pavement so that coarse particles are dumped near the outer slopes and finer particles near the center of the roadway.

Produce a gradual transition from the center to the outside. If material is too large to place in 8 in. (200 mm) layers, treat it as rock or break it down and place it in 8 in. (200 mm) layers.

3. Embankment Consolidation at Bridge Ends

When consolidating embankments at bridge ends, use the following specifications:

a. When a waiting period is required in the plans or by Special Provision, place end fills at bridges in time for consolidation readings to indicate that both the fill and the natural ground have reached the desired degree of stability.

b. Delay constructing bridge portions during the period of consolidation as shown on the plans or as required by a Special Provision.

The plans or the Special Provisions will indicate the estimated time required to reach consolidation.

The Engineer may extend or shorten this waiting period based on settlement readings taken on points placed in the fills. The longer or shorter waiting period will not constitute a valid claim for additional compensation.

Follow these specifications when extending a waiting period:

1) Extending an estimated waiting period may lead to increasing the Contract time. If the Contract is on a calendar day or completion date basis, the Department may increase the calendar days equal to the maximum number of calendar days involved in the extension.

2) When a time extension causes additional delay due to seasonal changes, the Engineer may recompute the time extension on an available day basis.

When the Contract is on an available day basis, the time increase will be equal to the greatest number of available days involved in the extension.

3) When time charges on separate Bridge Contracts are controlled by Special Provisions that set forth the availability of bridge sites, extending an estimated waiting period controls the availability of that bridge site only; time charges will be adjusted according to the Special Provision.

c. Construct the embankment at bridge ends full-depth to the subgrade template (except for the stage construction providing a bench for the end bent) unless otherwise stated in the Plans and compact thoroughly before driving a piling at bridge ends.

d. The minimum acceptable length of completed full-depth embankment is equal to the maximum width of fill between slope stakes at the end of the bridge. The Department will measure the minimum length of full-depth embankment along the roadway centerline away from the end-of-bridge Station.

## C. In-Place Embankment

Construct embankments designated on the plans and in the Proposal as “In-Place Embankment” using either a hydraulic or conventional dry land construction method and using materials obtained from within the construction limits of the Right-of -Way or from borrow pits, whichever is appropriate.

Regardless of the method of construction, the Department will measure the entire embankment for payment as in-place embankment.

1. Construction
   - Build embankments according to this Section when hydraulic or conventional dry land construction methods are used.
   - Furnish equipment suitable for the method chosen to complete the work. Equipment is subject to the Engineer’s approval.
   - When using a hydraulic method is used, conform to these additional requirements:
     a. Using baffles for construction is permitted as long as the embankment slopes are not steeper than indicated on the plans.
     b. Use of excess material placed outside the prescribed slopes to raise the fill is permitted.
     c. Leave openings in the embankments at the bridge site as indicated on the plans.
     d. Dredge material that invades the openings or existing channels at no additional expense to the Department. Provide the same depth of channel at mean low water as existed before the construction of the embankment.
     e. Do not excavate or dredge material within 500 ft. (150 m) of the toe of the embankment or existing structures, unless otherwise shown on the plans.
     f. Place in-place embankment in areas previously excavated below the ground line in a uniform mass beginning at one end of the excavated area and continuing to the other end of the operation. Avoid forming of muck cores in the embankment.
     g. Construct the embankment at the farthest points along the roadway from the bridge ends and progress to the end of the excavation area beyond the toe of the slope of end rolls at bridge ends.
     h. Remove timber used for temporary bulkheads or baffles from the embankment.
     i. Fill and thoroughly compact the holes.
2. Maintenance
   a. Maintain the embankment at grade until it has been completed and accepted. Assume responsibility for slides, washouts, settlement, subsidence, or mishaps to the work while under construction.
   b. Keep constructed embankment stable and replace displaced portions before Final Acceptance of the entire Contract.
   c. Remove and dispose of excess materials, including fill, detours, and erosion deposits placed outside the prescribed slopes in wetland areas.
3. Permits

Obtain (at no additional expense to the Department) necessary permits or licenses from the appropriate authorities to operate dredges and other floating equipment in waters under their jurisdiction, unless otherwise provided for in the Contract.

4. Erosion Control

   In addition to the provisions of Section 161, follow additional erosion, siltation, and pollution control measures specified in the plans or Special Provisions.

### D. Rock Embankment

This work includes furnishing materials either from the roadway excavation or other sources and hauling and the placing of rock embankment. Use materials that meet the requirements of Subsection 208.2.B, as shown on the plans or directed by the Engineer.

1. Place the rock in uniform layers not over 3 ft. (1 m) thick. Distribute rock over the embankment to avoid pockets.
2. Fill voids with rock fines. Do not use rock larger than 6 in. (150 mm) for any diameter within 3 ft. (1 m) of the finished grade of the embankment, or within 2 ft. (600 mm) of any structure.
3. Do not place rock at bridge end bents within 10 ft. (3 m) of pile locations. Construct rock embankment and adjoining earth embankment concurrently. Ensure that neither is larger than 4 ft. (1.2 m) higher than the other at any time.

### E. Final Finishing

After constructing the entire embankment, shape the surface of the roadbed and the slopes to reasonably true grade and cross-sections as shown on the plans or established by the Engineer.

Open ditches, channels, and drainage structures (both existing and those constructed or extended) to effectively drain the roadway. Maintain the embankment areas until Final Acceptance of the project.

## 208.3.06 Quality Acceptance

General Provisions 101 through 150.

## 208.3.07 Contractor Warranty and Maintenance

General Provisions 101 through 150.

# 208.4 Measurement

The following section details measurement for payment for the work described in this Section:

**A.** Except as provided herein, there will be no measurement for payment for the work covered by this Section.

**B.** The Department will compute the quantity of in-place embankment using the average end area method, or other acceptable methods, when embankment is in place and accepted.

The quantity will be calculated as the neat volume, above the original ground surface, between the template line shown on the plans or authorized changes by the Engineer, and the original ground surface.

The original ground surface is determined by conventional field, photogrammetric, or other methods. The Department will not deduct for the volume of culverts and manholes.

In-place embankment necessary for the construction of temporary detours will not be measured for payment and is considered incidental to the completion of the work unless specifically stated otherwise on the plans.

Where work includes excavating of unstable materials below the ground line, the volume of embankment required for backfill below the ground line is calculated based on the neat line measurement for the cross-section shown on the plans or established by the Engineer by the average end area method or other acceptable methods.

Where permitted by the Engineer or required by the plans, material removed from the existing roadbed, special ditches, berm ditches, or dry land borrow pits and used in making embankment will be paid for as in-place embankment regardless of the method of excavation.

Where specified for payment by the ton (megagram), rock embankment is measured in tons (megagrams), placed and accepted. When hauling material to the roadway, the actual weight of each loaded vehicle is determined with an approved motor truck scale

## 208.4.01 Limits

General Provisions 101 through 150.

## 208.5 Payment

Except as provided for herein, the Department will not make separate payment for placing embankments, backfilling structures, and constructing earth berms, including surcharges.

Payment will be included at the Contract Unit Price for the items covered by Section 204, Section 205, and Section 206. Prices are full compensation for the work covered by this Section.

The Unit Prices bid per cubic yard (meter) for in-place and per ton (megagram) for rock embankments (when included as Contract bid Items) are full compensation for furnishing suitable material, hauling, placing, compacting, finishing, and dressing according to these Specifications or as directed by the Engineer.

Payment will be made under:

| | | |
|---|---|---|
| **Item No. 208** | In-place embankment | Per cubic yard (meter) |
| **Item No. 208** | Rock embankment | Per ton (megagram) |

### 208.5.01 Adjustments

General Provisions 101 through 150.

# DEPARTMENT OF TRANSPORTATION
# STATE OF GEORGIA

# SUPPLEMENTAL SPECIFICATION

# Section 653—Thermoplastic Traffic Stripe

## 653.1 General Description

This work includes furnishing and applying standard, wet weather, and audible profiled thermoplastic reflectorized pavement marking compound. Ensure markings conform to plan details and locations, these specifications, and the Manual on Uniform Traffic Control Devices.

Thermoplastic traffic stripe consists of solid or broken (skip) lines, words, and symbols according to plan color, type, and location.

Audible profiled thermoplastic markings consist of a thermoplastic stripe with raised bumps placed atop a thermoplastic stripe simultaneously as a system according to Plans and Specifications.

### 653.1.01 Definitions

Thermoplastic Marking Compound: A heated compound extruded or mechanically sprayed on the pavement that cools to pavement temperature. When combined with glass spheres and/or reflective composite optics it produces a reflectorized pavement marking.

Short Lines: Crosswalks, stop bars, arrows, symbols, and crosshatching. Extrude short lines rather than spraying them on.

### 653.1.02 Related References

#### A. Specifications

Section 656—Removal of Pavement Markings

#### B. Referenced Documents

QPL 46

QPL 71

SOP 37

SOP 38

SOP 39

Federal Test Standard Number 595B

Federal Test Standard Number 695B

AASHTO M 247

AASHTO M 249

ASTM D 92

ASTM D 476

ASTM D 2240

ASTM D 4960

ASTM E 1710

ASTM E 2177

40 CFR 261.24

EPA Method 3050

EPA Method 3052

EPA Method 6010

EPA Method 7000A

### 653.1.03 Submittals

Ensure the producers of the thermoplastic compound and the producers of both the intermix and drop-on glass spheres furnish to the Department copies of certified test reports showing results of all tests specified in this Section. Also ensure that producers certify that the materials meet the other requirements of this Section by submitting copies of certification at the time of sampling.

## 653.2 Materials

### A. General Characteristics of Thermoplastic

Use thermoplastic material produced from an approved source listed on QPL 46. Use thermoplastic material that meets the requirements of AASHTO M 249 with the following exceptions:

1. Material Composition

   Ensure the resin of the thermoplastic material is an alkyd binder. Ensure the alkyd binder consists of a mixture of synthetic resins and a high boiling point plasticizer. Ensure at least one synthetic resin is a solid at room temperature. Ensure at least 50 percent of the binder composition is 100 percent maleic-modified glycerol ester resin. Ensure at least 18 percent by weight of the entire material formulation consists of binder. Do not use alkyd binder that contains petroleum-based hydrocarbon resins. Ensure the finished thermoplastic material is not adversely affected by contact with pavement materials or by petroleum droppings from traffic. Use thermoplastic material that has been evaluated (2-year field evaluation) by the National Transportation Product Evaluation Program (NTPEP) test facility or other approved test facility.

2. Suitability for Markings

   Use thermoplastic material that is especially compounded for traffic markings and has the following characteristics:

   - Prevents markings from smearing or spreading under normal traffic conditions at temperatures below 120 °F (49 °C)
   - Gives a uniform cross section, with pigment evenly dispersed throughout the material
   - Has a uniform material density and character throughout its thickness
   - Allows the stripe to maintain its original dimensions and placement
   - Ensures that the exposed surface is free from tack and is not slippery when wet
   - Does not lift from the pavement in freezing weather
   - Has cold ductility properties that permit normal movement with the road surface without chipping or cracking

3. Color

   Confirm the color of thermoplastic by providing data from the manufacturer to the Area Manager as follows:

   White – Use titanium dioxide that meets the requirements of ASTM D 476, Type II, Rutile, as the pigment for white thermoplastic material. Do not use anatase titanium dioxide pigment. Ensure thermoplastic material is free from dirt or tint. Ensure white thermoplastic material heated for 240 ± 5 minutes at 425 ± 3 °F (218 ± 3 °C) and cooled to 77 ± 3 °F (25 ± 2 °C) matches Federal Test Standard Number 695B-Color 17925. Ensure that the Y tristimulus value is measured to be a minimum value of 45. Ensure the material, when

compared to the magnesium oxide standard using a standard color spectrophotometer according to ASTM D 4960, meets the following:

| Scale | Definition | Magnesium Oxide Standard | Sample |
|---|---|---|---|
| Rd | Reflectance | 100 | 75 min. |
| a | Redness-Greenness | 0 | -5 to + 5 |
| b | Yellowness-Blueness | 0 | -10 to + 10 |

a. Yellow – Use only non-hazardous pigments as defined by the Resource Conservation and Recovery Act (RCRA) Subarticle C rules, table 1 of 40 CFR 261.24 “Toxicity Characteristic”. Do not use yellow thermoplastic containing more than 3.0 ppm lead by weight when tested in accordance with the most recent

EPA Methods 3050 and 6010 or 7000. Ensure yellow thermoplastic material heated for 240 ± 5 minutes at 425 ± 3 ºF (218 ± 2 ºC) and cooled to 77 ± 3 ºF (25 ± 2 ºC) matches AMS-STD-595. Ensure that the Y tristimulus value is measured to be a minimum value of 45. Ensure the material, when compared to PR#1 Chart using a standard color spectrophotometer according to ASTM D 4960, plots within the following chromaticity coordinates:

| | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| X | 0.455 | 0.510 | 0.472 | 0.530 |
| Y | 0.444 | 0.485 | 0.400 | 0.456 |

b. Black – The black pigment must produce a completely opaque, black stripe when applied on the road and after 70 hr of weatherometer exposure in accordance with ASTM G 155 using Exposure Cycle 1 with a quartz inner filter glass and Type “S” Borosilicate outer filter glass. Ensure that Y tristimulus value is measured to be a maximum value of 5.

c. Ensure the in-service daytime chromaticity for yellow, white, and black material plots within the following coordinates after a period of 30 days:

| | 1 | | 2 | | 3 | | 4 | |
|---|---|---|---|---|---|---|---|---|
| | x | y | x | y | x | y | x | y |
| White | 0.290 | 0.315 | 0.310 | 0.295 | 0.350 | 0.340 | 0.330 | 0.360 |
| Yellow | 0.435 | 0.429 | 0.510 | 0.485 | 0.449 | 0.377 | 0.530 | 0.456 |
| Black | 0.355 | 0.355 | 0.305 | 0.305 | 0.285 | 0.325 | 0.335 | 0.375 |

4. Indentation Resistance

Measure the hardness by a Shore Durometer, Type A2, as described in ASTM D 2240. Maintain the temperature of the Durometer, 4.4 lb. (2 kg) load and the specimen for 2 hours at 115 °F (45 ºC). Apply the Durometer and 4.4 lb. (2 kg) load to the specimen. The reading must fall between 50 to 75 units, after 15 seconds.

5. Reheating

Ensure that the compound does not break down, deteriorate, scorch, or discolor if held at application temperature of 425 °F (218 °C) for 6 hours and if reheated up to 4 times to the application temperature. Ensure that the color of white and yellow thermoplastic comply with Subsection 653.2.A.3.a and Subsection 653.2.A.3.b after prolonged heating or reheating.

6. Intermixed Glass Spheres and Reflective Composite Optics

   Ensure glass spheres meet the requirements of AASHTO M 247.

   Do not use glass spheres and /or reflective composite optics containing greater than 200 ppm total arsenic, 200 ppm total antimony, or 200 ppm total lead when tested according to US EPA Methods 3052 and 6010C, or other approved methods.

7. Flashpoint

   Ensure the thermoplastic flashpoint is not less than 500 °F (260 °C) as determined by ASTM D 92.

### B. Drop-On Glass Spheres and Reflective Composite Optics

Ensure glass spheres meet the requirements of AASHTO M 247. Use spheres produced from an approved source listed on QPL 71. Glass spheres conforming to an alternative gradation may be used provided all other requirements of AASHTO M 247 and this specification are met. Do not use glass spheres and /or reflective composite optics containing greater than 200 ppm total arsenic, 200 ppm total antimony, or 200 ppm total lead when tested according to US EPA Methods 3052 and 6010C, or other approved methods.

### C. Sealing Primer

Place the particular type of binder-sealer at the application rate as recommended in writing by the thermoplastic material manufacturer.

## 653.2.01 Delivery, Storage, and Handling

Use material delivered in 50 lb (22.7 kg) unit cardboard containers or bags strong enough for normal handling during shipment and on-the-job transportation without loss of material.

Ensure that each unit container is clearly marked to indicate the following:

- Color of the material
- Process batch number or similar manufacturer's identification
- Manufacturer's name
- Address of the plant
- Date of manufacture

# 653.3 Construction Requirements

## 653.3.01 Personnel

General Provisions 101 through 150.

## 653.3.02 Equipment

Depending on the marking required, use hand equipment or truck-mounted application units on roadway installations.

### A. Application Machine

Ensure that each application machine is equipped with the following features:

- Parts continuously mix and agitate the material.
- Truck-mounted units for lane, edge, and center lines operate at a uniform, predetermined rate of speed, both uphill and downhill, in order to produce a uniform application of striping material and capable of following straight lines and making normal curves in a true arc.
- Conveying parts between the main material reservoir and the shaping die or gun prevent accumulation and clogging.
- Parts that contact the material are easily accessible and exposable for cleaning and maintenance.
- Mixing and conveying parts, including the shaping die or gun, maintain the material at the plastic temperature with heat transfer oil or electrical element-controlled heat. Do not use an external source of direct heat.
- Parts provide continuously uniform stripe dimensions.

- Applicator cleanly and squarely cuts off stripe ends and applies skip lines. Do not use pans, aprons, or similar appliances that the die overruns.
- Parts produce varying widths of traffic markings.
- Applicator is mobile and maneuverable enough to follow straight lines and make normal curves in a true arc.

### B. Automatic Bead Dispenser

Apply glass spheres and/or reflective composite optics to the surface of the completed stripe using a dispenser attached to the striping machine to automatically dispense the beads/optics instantaneously upon the installed line. Synchronize the glass sphere/optics dispenser cutoff with the automatic cutoff of the thermoplastic material.

### C. Special Kettles

Use special kettles for melting and heating the thermoplastic material. Use kettles equipped with automatic thermostatic control devices that provides positive temperature control and prevents overheating. Ensure that the applicator and kettles are equipped and arranged according to the requirements of the National Fire Underwriters.

### D. Hand Equipment

Use hand equipment for projects with small quantities of lane lines, edge lines, and center lines, or for conditions requiring the equipment. Use hand equipment approved by the Engineer.

Ensure hand equipment can hold 150 lbs. (68 kg) of molten material and is maneuverable to install crosswalks, arrows, legends, lane, edge, and center lines.

### E. Auxiliary Vehicles

Supply the necessary auxiliary vehicles for the operation.

## 653.3.03 Preparation

For asphaltic concrete pavement, do not begin placement of thermoplastic striping until 15 calendar days after completion of the final surface course.

## 653.3.04 Fabrication

General Provisions 101 through 150.

## 653.3.05 Construction

### A. General Application

Notify the Engineer prior to the placement of the thermoplastic materials. Furnish the Engineer with the manufacturer's name and batch numbers of the thermoplastic materials and glass spheres to be used. Ensure that the approved batch numbers appear on the thermoplastic materials and glass spheres packages.

Thoroughly clean pavement areas to be striped. Use hand brooms, rotary brooms, air blasts, scrapers, or other approved methods that leave the pavement surface clean and undamaged. Take care to remove all vegetation and road film from the striping area. Ensure all new Portland cement concrete pavement surfaces are mechanically wire brushed or abrasive cleaned to remove all laitance and curing compound before being striped.

Lay stripe with continuous uniform dimensions.

Apply the type of stripe at each location according to the Plans, using one of the following methods:

- Spray techniques
- Extrusion methods wherein one side of the shaping die is the pavement and the other three sides are contained by or are part of the suitable equipment to heat and control the flow of material.
- Extrusion methods using a pressurized ribbon gun to control the application of material.

1. Temperature

   Apply thermoplastic traffic stripe only when the pavement temperature in the shade is above 40 °F (4 °C).

   To ensure optimum adhesion, install the thermoplastic material in a melted state at the manufacturer's recommended temperature but not at less than 375 °F (190 °C).

2. Moisture

   Do not apply when the surface is moist. When directed by the Engineer, perform a moisture test on the Portland cement concrete pavement surface. Perform the test as follows:

   a. Place approximately 1 $yd^2$ ($1m^2$) of roofing felt on the pavement surface.
   b. Pour approximately 1/2 gallon (2 L) of molten thermoplastic onto the roofing felt.
   c. After 2 minutes, lift the roofing felt and inspect to see if moisture is present on the pavement surface or underside of the roofing felt.
   d. If moisture is present, do not proceed with the striping operation until the surface has dried sufficiently to be moisture free.

3. Sealing Primer

   To ensure optimum adhesion, apply a binder-sealer material before installing the thermoplastic in each of the following cases:

   - Where directed by the Engineer for sprayed thermoplastic
   - Old asphaltic concrete pavements with exposed aggregates
   - Portland cement concrete pavements
   - Bridge Deck Polmer Overlay

   Ensure that the binder-sealer material forms a continuous film that mechanically adheres to the pavement and dries rapidly. Use a binder-sealer currently in use and recommended by the thermoplastic material manufacturer according to QPL 46.

   Apply the binder-sealer immediately in advance of, but concurrent with, the application of the thermoplastic material. Apply in a continuous film over the pavement surface.

4. Bonding to Old Stripe

   If the old stripe is to be renewed by overlaying with new material, ensure the new material bonds to the old line without splitting or cracking.

5. Offset from Construction Joints

   Off-set longitudinal lines at least 2 in (50 mm) from construction joints of Portland cement concrete pavements.

6. Crosswalks, Stop Bars, and Symbols

   Make crosswalks, stop bars, and symbols at least 3/32 in (2.4 mm) thick at the edges and no more than 3/16 in (4.8 mm) thick at the center.

7. Thickness

   a. Maintain the following minimum average dry thicknesses above the surface on all types of pavements
      - 0.090 in. (2.3 mm) * for lane lines
      - 0.060 in. (1.5 mm) * for edge lines
      - 0.120 in. (3.0 mm) * for gore area lines
      - 0.120 in. (3.0 mm) * for polymer overlay edge lines and lane lines

   (See below for '*' reference.)

Compute the minimums by the amount of material used each day, as follows:

| | |
|---|---|
| **(For 6 in wide stripe)** | |
| * Average Thickness (in) = | [(lbs. used) ÷ (total linear feet )] x 0.236 |
| **(For 150 mm wide stripe)** | |
| *Average Thickness (mm) = | [(kg used) ÷ (total linear meters )] x 4.0 |
| **(For 12 in wide stripe)** | |
| * Average Thickness (in) = | [(lbs. used) ÷ (total linear feet )] x 0.118 |
| **(For 250 mm wide stripe)** | |
| * Average Thickness (mm) = | [(kg used) ÷ (total linear meters )] x 2.0 |

b. Audible Profiled Thermoplastic – Apply a flat edge line or center line having a thickness of 0.100 inches – 0.150 inches (100 mils – 150 mils) above the surface on all types of pavements, exclusive of bumps.

8. Glass Spheres and Reflective Composite Optics
   a. Apply glass spheres and/or reflective composite optics to installed stripe surface above the minimum rate recommended by the thermoplastic material manufacturer to produce the required retro-reflectivity value in accordance with Subsection 653.3.06.
   b. Apply the glass sphere and/or reflective composite optics top-coating with a pressure-type gun specifically designed for applying glass spheres and/or reflective composite optics that will embed at least one-half of the sphere's and optic's diameter into the thermoplastic immediately after the material has been applied to the pavement.
   c. Audible Profiled Thermoplastic– Apply glass sphere and/or reflective composite optics to all markings at the rates determined by the manufacturer's recommendations as identified in the APL system.
9. Dimensions of Raised Bumps:
   a. Apply the raised bumps with a profile such that the leading and trailing edges are sloped at a sufficient angle to create an audible and vibratory warning.
   b. Bumps on the edge line and/or center line markings shall be at least 0.45 in. (11 mm) at the highest point of the bump, above the pavement surface including the base line. The height measures after the application of the drop-on retroreflective elements or glass spheres.
   c. Bumps shall have a minimum baseline coverage dimension of 2.5 in. (65 mm) to 3 in (75 mm) in the longitudinal direction and 6 in. (150 mm) in the transverse direction.
   d. The bumps may have a drainage channel. The width of each drainage channel will not exceed 0.25 in. (6 mm) at the bottom of the channel. The longitudinal distance between bumps shall be approximately 18 in. (475 mm) center to center.

## B. Removing Existing Stripe

Remove existing stripe according to Section 656.

Remove 100 percent of existing traffic stripe from:

- Portland cement concrete pavement where the new stripe will be placed at the same location as the existing marking
- Pavement where the new stripe will be placed at a different location from the existing markings

### C. Tolerance and Appearance

1. No traffic stripe shall be less than the specified width and shall not exceed the specified width by more than 1/2 in. (13 mm). The length of the10 ft. (3 m) segment for skip stripe and the 30 ft. (9 m) gap between segments may vary plus or minus 1 ft. (300 mm). The alignment of the stripe shall not deviate from the intended alignment by more than 1 in. (25 mm) on straight lines. On curves up to and including 1 degree (radius of 1745 m or greater), the alignment of the stripe shall not deviate from the intended alignment by more than 1 in. (25 mm). On curves exceeding 1 degree (radius less than 1745 m), the alignment of the stripe shall not deviate from the intended alignment by more than 2 in. (50 mm).
2. The longitudinal spacing of raised bumps may vary plus or minus 1 in (25 mm)
3. Stop work when deviation exceeds the above dimensions and remove the nonconforming stripe.
4. No more than 1 percent of the bumps or more than three consecutive bumps are missing or broken (less than half a bump remaining) within the first 45 days under traffic, replace all failed bumps at no cost to the Department.
5. If the bumps are replaced and more than 2 percent of the replaced bumps fail within the first 45 days under traffic, the replacement period will be extended an additional 45 days from the date all replacement bumps were installed.
6. If at the end of the additional 45 days more than 2 percent of all bumps (initial and replacement) fail, replace all failed bumps at no expense to the Department.

### D. Traffic Marking Protection (Audible Profile Thermoplastic)

Do not allow traffic onto or permit vehicles to cross newly applied pavement markings until they are sufficiently dry. Remove and replace any portion of the pavement markings damaged by passing traffic or from any other cause, at no additional cost to the Department.

## 653.3.06 Quality Acceptance

### A. General

For a minimum of 30 days from the time of placement, ensure the thermoplastic pavement marking material and/or audible profiled thermoplastic shows no signs of failure due to blistering, excessive cracking, chipping, bleeding, staining, discoloration, oil content of the pavement materials, smearing or spreading under heat, deterioration due to contact with grease deposits, oil, diesel fuel, or gasoline drippings, spilling, poor adhesion to the pavement material, vehicular damage, and normal wear. In the event that failures mentioned above occur, ensure corrective work is completed at no additional cost to the Department.

Obtain pavement marking retroreflectivity values with a 30-meter geometry retro-reflectometer.

### B. Initial Retroreflectivity

1. Longitudinal Lines

   Within 30 days of installation, ensure the in-place markings meet the following minimum reflectance values:

   a. Standard

| | White | Yellow |
|---|---|---|
| Dry (ASTM E 1710) | 400 mcd/lux/m$^2$ | 300mcd/lux/m$^2$ |

   b. Wet Weather

| | White | Yellow |
|---|---|---|
| Dry (ASTM E 1710) | 400 mcd/lux/m$^2$ | 300 mcd/lux/m$^2$ |
| Wet recovery (ASTM E 2177) | 150 mcd/lux/m$^2$ | 125 mcd/lux/m$^2$ |

   c. Audible Profile Thermoplastic

| | White | Yellow |
|---|---|---|
| Dry (ASTM E 1710) | 300 mcd/lux/m$^2$ | 250 mcd/lux/m$^2$ |

For each center line, edge line, and skip line, measure retroreflectivity 9 times for each mile; 3 times within the first 500 ft. (152 m), 3 times in the middle, and 3 times within the last 500 ft. (152 m). For projects less than one mile (1600 m) in length, measure retroreflectivity 9 times as above.

Record all retroreflectivity measurements on the form OMR CVP 66 in SOP 39.

2. Messages, Symbols, and Transverse Lines

   At the time of installation, ensure the in-place markings when tested according to ASTM E 1710 meet the following minimum reflectance value of 275 mcd/lux/m$^2$.

   Perform at a minimum, one retroreflectivity measurement at one message, one symbol and one transverse line per intersection. Take one measurement per mile (1600 m) for locations other than intersections (i.e. school messages, railroad messages, bike symbols etc.)

## C. Six Month Retroreflectivity (Longitudinal Lines)

Maintain the following minimum reflectance values for 180 days after installation:

1. Standard

| | White | Yellow |
|---|---|---|
| Dry (ASTM E 1710) | 400 mcd/lux/m$^2$ | 300 mcd/lux/m$^2$ |

2. Wet Weather

| | White | Yellow |
|---|---|---|
| Dry (ASTM E 1710) | 400 mcd/lux/m$^2$ | 300 mcd/lux/m$^2$ |
| Wet recovery (ASTM E 2177) | 150 mcd/lux/m$^2$ | 125 mcd/lux/m$^2$ |

3. Audible Profile Thermoplastic

| | White | Yellow |
|---|---|---|
| Dry (ASTM E 1710) | 300 mcd/lux/m$^2$ | 250 mcd/lux/m$^2$ |

Retest the in-place markings according to Subsection 653.3.06.B.1, 180 days after installation to ensure these minimum retro-reflectance values are maintained.

**NOTE: The Contractor is responsible for retro-reflectivity testing. Furnish initial test results to the Engineer within 30 days of application. Furnish additional testing for a period that totals 180 days from initial application or the stoppage of contract time, whichever comes first.**

## D. Thickness

1. New Striping

   Check the thicknesses on all skip lines, edge lines and center lines with an approved traffic marking thickness gage consisting of 3 dials as follows:

   For each center line, edge line, and skip line, measure thickness above the pavement 3 times for each mile (1600 m); once within the first 500 ft. (150 m), once in the middle, and once within the last 500 ft. (150 m). For projects less than one mile (1600 m) in length, measure the thickness above the pavement 3 times.

   Record all thickness measurements on the form OMR CVP 66 in SOP 39.

2. Recapping Refurbishment Thermoplastic

   Place durable tape, film, or metal plate of known and uniform thickness on an area to be striped. After the striper has passed over, remove the sample and measure the thickness with calipers or a micrometer.

   For each center line, edge line, and skip line, measure thickness above the pavement 3 times for each mile (1600 m); once within the first 500 ft. (150 m), once in the middle, and once within the last 500 ft. (150 m). For projects less than one mile (1600 m) in length, measure the thickness above the pavement 3 times.

   Submit results to the Engineer.

3. Audible Profiled Thermoplastic

   Ensure the thickness of white and yellow pavement marking conform to Subsection 653.3.05.A.7.b

   Record all thickness measurements on the form OMR CVP 66 in SOP 39 and submit to the Engineer.

The Engineer will verify the thickness of the pavement marking in accordance with Subsection 653.3.05.A.7.b within 30 days of receipt of the Contractor's certification.

Thickness measurement may be performed using a strong adhesive tape to install a metal plate (approximately 6 inches (150 mm) wide by 8 inches (200 mm) long, the thickness of the plate can by 1/8 inch (3 mm) as long as the plate does not deform) to the roadway where the pavement marking will be placed. After the material has dried remove the plate and check the thickness of the pavement marking material on the plate with a micrometer.

### E. Corrective Work

For each mile (1600 m) section, if the thermoplastic traffic stripe fails to meet Plan details or specifications or deviates from stated dimensions, correct it at no additional cost to the Department. If removal of pavement markings is necessary, perform it according to Section 656 and place it according to this specification. No additional payment will be made for removal and replacement of unsatisfactory striping. Ensure corrective work is completed at no additional cost to the Department. Perform testing according to this specification. Any retest due to failures will be performed at no additional cost to the Department. Furnish all test reports to the Department.

Retro-reflectivity and Thickness Longitudinal Line Deficiency: A deficiency will ensue when two or more Location Average results as recorded on form OMR CVP 66 within a One-Mile (1600 m) Section do not meet the performance criteria herein. The entire line within this one-mile (1600 m) section will be determined to be deficient. If the evaluated section is less than 1.0 mile (1600 m), a single Location Average result not meeting the performance criteria herein will result in the entire line to be determined to be deficient.

Retro-reflectivity Transverse Markings and Symbol Deficiency: A single Location Average result on the marking or symbol not meeting the performance criteria herein will result in the marking or symbol to be determined to be deficient.

## 653.3.07 Verification

See SOP 39

# 653.4 Measurement

When stripe will be paid for by the square yard (meter), the actual number of square yards (meters) painted will be measured. The space between the stripes will be included in the overall measurement.

Linear measurements may be made by electronic measuring devices attached to a vehicle.

Thermoplastic traffic stripe, complete in place and accepted, is measured as follows:

### A. Solid Traffic Stripe (Including Audible Stripe)

Stripe is measured by the linear foot (meter), linear mile (kilometer), or square yard (meter). Breaks or omissions in solid lines or stripes at street or road intersections are not measured for payment.

### B. Skip Traffic Stripe (Including Audible Stripe)

Skip stripe is measured by the gross linear foot (meter), or gross linear mile (kilometer) as specified. The unpainted space between the painted stripes is included in the overall measurement if the plan ratio of one to three (10 ft. [3 m] skip stripe and 30 ft. [9 m] gap or other patterns as designated on the plans) remains uninterrupted. Measurement begins and ends on a stripe.

### C. Words and Symbols

Each word or symbol complete according to plan dimensions is measured by the Unit.

## 653.4.01 Limits

General Provisions 101 through 150.

# 653.5 Payment

Payment is full compensation for the Work under this section, including:

- Cleaning and preparing surfaces
- Furnishing all materials
- Applying, curing, and protecting stripe
- Protecting traffic, including providing necessary warning signs
- Furnishing tools, machines, and other equipment necessary to complete the Item

Measurement and payment for removing pavement markings will be according to Section 656 when shown in the Proposal as a payment Item. Otherwise, removal will not be paid for separately, but will be included in the payment for other Work under this section.

Payment will be made under:

| | | |
|---|---|---|
| **Item No. 653** | Thermoplastic solid traffic stripe, __ in. (mm), (color) | Per linear foot (meter) |
| **Item No. 653** | Thermoplastic solid traffic stripe, __ in. (mm), (color) | Per linear mile (kilometer) |
| **Item No. 653** | Thermoplastic skip traffic stripe, __ in. (mm), (color) | Per gross linear foot (meter) |
| **Item No. 653** | Thermoplastic skip traffic stripe, __ in. (mm), (color) | Per gross linear mile (kilometer) |
| **Item No. 653** | Audible profiled thermoplastic solid traffic stripe, __ in. (mm), (color) | Per linear foot (meter) |
| **Item No. 653** | Audible profiled thermoplastic solid traffic stripe, __ in. (mm), (color) | Per linear mile (kilometer) |
| **Item No. 653** | Audible profiled thermoplastic skip traffic stripe, __ in. (mm), (color) | Per gross linear foot (meter) |
| **Item No. 653** | Audible profiled thermoplastic skip traffic stripe, __ in. (mm), (color) | Per gross linear mile (kilometer) |
| **Item No. 653** | Thermoplastic pavement markings, words, and symbols (color), type _____ | Per each |
| **Item No. 653** | Thermoplastic traffic stripe | Per square yard (meter) |
| **Item No. 653** | Wet Weather Thermoplastic solid traffic stripe, __ in. (mm), (color) | Per linear foot (meter) |
| **Item No. 653** | Wet Weather Thermoplastic solid traffic stripe, __ in. (mm), (color) | Per linear mile (kilometer) |
| **Item No. 653** | Wet Weather Thermoplastic skip traffic stripe, __ in. (mm), (color) | Per gross linear foot (meter) |
| **Item No. 653** | Wet Weather Thermoplastic skip traffic stripe, __ in. (mm), (color) | Per gross linear mile (kilometer) |
| **Item No. 653** | Wet Weather Thermoplastic pavement markings, words, and symbols (color), type _____ | Per each |
| **Item No. 653** | Wet Weather Thermoplastic traffic stripe | Per square yard (meter) |

## 653.5.01 Adjustments

General Provisions 101 through 150.

# DEPARTMENT OF TRANSPORTATION
# STATE OF GEORGIA

# SPECIAL PROVISION

## Section 801—Fine Aggregate

*Replace Section 801 with the following:*

## 801.1 General Description

This section includes the requirements for fine aggregate. All aggregate shall be the specified type, class, and grade.

### 801.1.01 Related References

#### A. Standard Specifications

Section 800—Coarse Aggregate

Section 441—Miscellaneous Concrete

#### B. Referenced Documents

GDT 4

GDT 5

GDT 63

GDT 75

GDT 132

QPL 1

SOP 1

AASHTO T 11

AASHTO T 21

AASHTO T 27

AASHTO T 112

AASHTO T 303

ASTM C 295

## 801.2 Materials

### 801.2.01 Fine Aggregate for Cushion

#### A. Requirements

Use the type, class, and grade of fine aggregate specified.

1. Types

   Use fine aggregate for cushion under granite curb or brick that is natural or manufactured sand with hard, strong, durable particles. Make manufactured sand from crushed gravel or stone meeting the requirements of Section 800. For a list of fine aggregate sources, see QPL 1.

2. Grades

   Use fine aggregate for cushion with less than 10 percent total silt and clay. Grade as follows:

| Size | Percent by Weight |
|---|---|
| Passing No. 4 (4.75 mm) sieve | 100 |
| Passing No. 16 (1.18 mm) sieve | 25-75 |
| Passing No. 100 (150 µm) sieve | 0-25 |

### B. Fabrication

General Provisions 101 through 150.

### C. Acceptance

Test as follows:

- Sieve analysis—AASHTO T 27

### D. Materials Warranty

General Provisions 101 through 150.

## 801.2.02 Fine Aggregate for Portland Cement Concrete of All Types and for Mortar

### A. Requirements

1. Concrete and Mortar

   Use fine aggregate for concrete and mortar that consists of natural sand, manufactured sand, or blends of natural and manufactured sands, having hard, clean, strong, durable, uncoated particles, meeting the requirements of the Specifications.

2. Manufactured Sand

   Manufactured sand used in concrete for construction of Portland cement concrete pavement, approach slabs, and bridge decks, shall be made from Group II aggregates as specified in Subsection 800.2.01.A.2.

3. Miscellaneous Concrete

   Sand manufactured from synthetic aggregate may be blended with natural sands or manufactured sands made from crushed stone or gravel for use in miscellaneous concrete as described in Section 441.

   Blend at least 50 percent natural sand or manufactured sand made from crushed stone or gravel.

4. Concrete Sand

   Concrete sand that passes the No. 10 (2 mm) sieve shall have these characteristics:

| Characteristic | Requirement |
|---|---|
| Durability index | 70 or greater |
| Sand equivalent | 70 or greater |

5. Detrimental Substances

   Keep detrimental substances within these limits:

| Substance | Maximum Percent by Weight |
|---|---|
| Clay lumps | 0.5 maximum in total sample |
| Coal and lignite | 0.5 maximum in total sample |
| All detrimental substances (any combination) | 2.0 maximum in total sample |
| NOTE: Do not use fine aggregate in Portland cement concrete that is capable of producing a deleterious reaction with Portland cement | |

   a. Provided the material passing the No. 16 (1.18 mm) sieve is petrographically determined to be essentially free of detrimental substances, test results for coal and lignite and other detrimental substances listed will be based upon a petrographic analysis of material retained on the No. 16 (1.18 mm) sieve.
   b. Calculations will be based upon the weighted average for the total sample.
   c. Other detrimental substances include constituents such as shale, weathered or decomposed rock, soft or friable particles, coated grains, or other substances that might be considered detrimental for the use intended.

6. Organic Impurities (natural sands only)

   Ensure all fine aggregate is free from detrimental amounts of organic impurities.

   If the color of the supernatant liquid is darker than the Reference Standard color plate (AASHTO T-21), the fine aggregate shall be considered to possibly contain injurious organic compounds, and further test (AASHTO T-71) should be run before approving the fine aggregate for use in concrete. Comparison is made between compressive strengths of mortar made with washed and unwashed fine aggregates. Calculate strength ratio at 3 and/or 7 days in accordance with Section 11 of AASHTO T-71. However, if 24hr mix is being used test the specimens at age of 24hr, in accordance with Table 3 of AASHTO T-106 and calculate the strength per T-71. Do not use materials that have strength ratio less than 95%.

7. Grades

   Grade fine aggregates for Portland cement concrete and mortar as follows:

| Size No. | Description | Total Percent by Weight Passing Each Sieve | | | | | |
|---|---|---|---|---|---|---|---|
| | | 3/8 in. (9.5 mm) | No. 4 (4.75 mm) | No. 16 (1.18 mm) | No. 50 (300 µm) | No. 100 (150 µm) | No. 200 (75 µm) |
| 10 NS | Natural concrete sand | 100 | 95-100 | 45-95 | 5-30 | 0-10 | 0-3 |
| 20 NS | Natural mortar sand | 100 | 100 | 90-100 | 15-50 | 0-15 | 0-5 |
| 10 SM | Standard manufactured concrete sand | 100 | 95-100 | 45-95 | 8-30 | 1-10 | 0-4 |
| 10 FM | Fine manufactured concrete sand | 100 | 95-100 | 45-95 | 15-42 | 6-22 | 0-9 |

## B. Fabrication

General Provisions 101 through 150.

## C. Acceptance

Test as follows:

| Test | Method |
|---|---|
| Petrographic analysis | ASTM C 295 |
| Material that passes a No. 200 (75 µm) sieve | AASHTO T 11 |
| Organic impurities | AASHTO T 21 |
| Sieve analysis | AASHTO T 27 |
| Sand equivalent | GDT 63 |
| Reactivity | AASHTO T 303 |
| Durability index | GDT 75 |
| Clay lumps | AASHTO T 112 |
| Friable Particles | GDT 132 |
| NOTE: The percent passing the No. 200 sieve (75 µm) for size 10FM will be based upon the total percent determined by AASHTO T-11 and AASHTO T-27. The percent passing the No. 200 sieve (75 µm) for sizes 10NS, 20NS and 10SM will be as determined by AASHTO T-11 only. | |

## D. Materials Warranty

General Provisions 101 through 150.