

### FY2013 Contract Leveling Course Guidelines

- **DOCUMENTATION AND SAFETY:** For CLC projects, no conceptual report is required; however the core team should audit the corridor for safety deficiencies and document the findings. Isolated deficiencies that present an immediate threat potential should be remedied, either by the project or by maintenance forces. The remaining deficiencies may be deferred to be completed with in-house forces or included in a programmed future project. These remaining deficiencies must be documented; however a design exception is not required. The documentation must be sufficient to demonstrate reasonable diligence on the part of the core team in upholding the system wide focus on safety.
- **SEED FILES:** Plan templates are located in ProjectWise in the design seed files:
  - CLC Title.dgn
  - CLC Typical.dgn
  - CLC Quantities.dgn
  - CLC Transitions.dgn
  - CLC Traffic Control 1.dgn
  - CLC Traffic Control 2.dgn
  - CLC Traffic Control 3.dgn
- **ENTRANCES:** The entrance transition template is an example of how entrance details can be handled. Districts may address entrance transitions appropriately for the location, traffic volume or other mitigating circumstance, however practical applications are strongly encouraged.
- **IRREGULARITIES:** Include an appropriate amount of additional asphalt to account for surface irregularities. Irregularities can be estimated in various ways including field measurements of the pavement width, ruts and entrances dimensions, ARAN data, input from district construction staff and by consulting with the pavement team.
- **STRIPING:** Striping is preferred to be done by district forces. In the circumstances where the district forces will not be available to complete the striping quickly, please contact us. We will coordinate a district/state wide striping contract for these projects. If we cannot coordinate a large striping contract, then the striping may be included in the CLC contract. For those contracts that will include striping, temporary raised pavement markers will not be included in the contract and mobilization must be added. If striping is included in the contract, the District shall add striping detail sheets to the plans. Additionally, if contract striping or contract temporary raised pavement marker removal is included in the contract, the District shall add traffic control plans to cover these items of work.
- **TEMPORARY STRIPING:** Temporary pavement marking is required for any existing pavement marking obliterated as part of the work. Temporary pavement marking for centerline stripes shall consist of Type 2 Temporary Pavement Markers (yellow) placed 40 feet on center. Temporary pavement markings for edge line stripes shall consist of Type 1 or 2 Temporary Raised Pavement Markers (white) placed 120 feet on center and paid for by 620-99.02 Optional TRPM, Type 1 or 2.
- **TRANSITIONS – Entrance and side road:** Transitions may be constructed by coldmilling or by tapering the overlay to zero (theoretical). The district will need to review their routes and determine the appropriate approach for each location within their project.
- **TRANSITIONS – Begin/End of Project and Exceptions:** Generally transitions should be constructed by coldmilling a taper of 1” to 50’ and placing the overlay at the intended thickness. As some flexibility exists, the District will need to review the route and any exceptions to determine the appropriate adjustments for each location within their project.

- **RUMBLES:** Rumbles are not generally included in CLC projects, however Centerline Rumble Strips may be considered for locations that have experienced a significant cross-centerline accident history.
- **CONSTRUCTION SIGNS:** Square footage for Uneven Lanes signs should be included in the quantity of construction signs.
- **TRAFFIC CONTROL PLANS:** Trim line channelizers or a pilot car shall be used on all projects constructed under traffic. The District shall choose the scenario that best suits each specific project. Seed files are provided for both scenarios of using trim line channelizers or pilot car. Traffic control plans must accommodate all aspects of the proposed work. Districts may consider road closures when appropriate.
- **SHOULDER DROP OFF:** District Maintenance should address the existing significant shoulder drop off prior to contractor operations. Additionally, all projects shall require the contractor to use a SAFETY EDGE. The quantity of asphalt mix should be increased 1 to 2% to account for the SAFETY EDGE. Upon completion of the project, District maintenance forces shall address the addition of shoulder material along the SAFETY EDGE.
- **COMPLETION DATES:**
  - Northern Districts – November 1, 2011
  - Central and Southern Districts – December 1, 2011
- **BID ITEMS:** Use the following bid items:
  - 402-05.20 Bituminous Pavement Mixture PG64-22
  - 407-10.05 Tack Coat
  - 616-10.05 Construction Signs
  - 616-11.20 Installing “Drive Smart” Signs
  - 109-10.36 Furnishing “Drive Smart” Signs (non-contractual)
  - 620-80.65 Temporary Raised Pavement Marker, Type 2
  - 620-99.02 Optional TRPM, Type 1 or 2
  - 622-40.10 Modified Cold Milling (Depth Transitions)
  - 616-10.25 Trim Line Channelizers
  - 616-10.09 Flag Assemblies

**Note: Do not include Mobilization, unless striping is included in the contract.**
- **QUALITY MANAGEMENT:** The Districts are encouraged to use Quality Management.
- **TIME FOR COMPLETION OF WORK:** We recommend this jsp be used for contract level course projects. This allows the contractor to work the project into their schedule but is also restrictive in that once the contractor starts the project, it must be completed within the number of days listed in the jsp. The general rule of thumb is that there is two (2) calendar days for every one (1) working day with a minimum of 30 calendar days unless the district has justification for a tighter time frame due to impacts to the traveling public.
- **EXCEPTIONS:** Bridges should be excepted unless prior written approval is obtained from the Bridge Division and submitted with the transmittal package.
- **UNIT BID PRICES:** The unit bid price should be obtained using the most recent history available from Bid Tabs Pro for each project location. If you have a large project or uncertainty regarding a unit price to use, please contact Danica Stovall-Taylor (573) 526-2918.