

**102 MAINTENANCE OF TRAFFIC – BARRIER WALL (TEMPORARY).  
(REV 6-10-03) (FA 6-13-03) (1-04)**

SUBARTICLE 102-9.5.2 (Page 108) is deleted and the following substituted:

**102-9.5.2 Barrier Wall (Temporary):** Furnish, install, maintain, remove and relocate a temporary barrier wall in accordance with the plans. Temporary concrete barrier wall, for use on roadway sections, will be in accordance with Index No. 415. Temporary water filled barrier wall used on roadway sections will be in accordance with Index No. 416. Proprietary barrier walls for use on roadway sections must meet NCHRP Report 350 criteria and be identified on the QPL. Temporary concrete barrier wall for use on bridge and wall sections, will be in accordance with Structures Index No.715. Barriers meeting the requirements of Index Nos. 415 or 416 will not be accepted as an alternate to barriers meeting the requirements of Index No. 715.

SUBARTICLE 102-10.1 (Pages 111 and 112) is deleted and the following substituted:

**102-10.1 Description:** Furnish and install Work Zone Pavement Markings for maintenance of traffic in construction areas and in close conformity with the lines and details shown on the plans. Meet the requirements of 710-4.3.

Use only pavement marking materials that do not contain any lead or chromium compounds. Manufacturers seeking product approval must furnish certified test reports showing the Work Zone Pavement Marking material meets the requirements of this Section.

Centerlines, lane lines, edgelines, stop bars and turn arrows in work zones will be required in accordance with the MUTCD with the following additions:

- (a) Install edgelines on paved shoulders.
- (b) Place edgelines on all detours where vehicle paths are altered from normal operations and where a lane is narrowed from its normal width for any reason.
- (c) Apply Work Zone Pavement Markings, including arrows and messages as determined by the Engineer to be required for the safe operation of the facility, before the end of the day if the highway is open to traffic. Channelizing devices may be used to direct traffic during the day before placing the Work Zone Pavement Markings.
- (d) Work Zone Pavement Markings will be designated in the plans or by the Engineer as removable or non-removable.

Removable Work Zone Pavement Markings consists of materials that can be taken up by hand such as preformed removable pavement marking film (Tape).

Non-Removable Work Zone Pavement Markings consists of markings that are not classified as removable such as paint or preformed non-removable pavement marking film (Tape).

Use of Removable or Non-Removable Work Zone Pavement Markings are as follows:

Application	Category
Finish Pavement*	
All stripes representing final pavement markings	Non-Removable

Application	Category
All stripes in an area where the traffic pattern will be altered before project acceptance	Removable
Intermediate Pavement Course	
All stripes in pavement areas that will be covered with a subsequent course of pavement before altering of the traffic pattern within such area.	Non-Removable
All stripes where the traffic pattern will be altered before placing of the subsequent paving course within such area.	Removable
Existing Pavement	
All stripes that will be removed or overlaid with new pavement before altering the traffic pattern within such area.	Non-Removable
All stripes where the traffic pattern will be altered before removal or overlaying of such area.	Removable
*Place striping representing final markings in the permanent location unless excepted in writing by the Engineer.	

SUBARTICLE 102-11.22 (Page 115) is deleted and the following substituted:

**102-11.22 Work Zone Pavement Markings:** The quantities, furnished and installed, to be paid for will be the length of skip and solid pavement markings, and the area of pavement markings placed as follows:

(a) The total transverse distance, in feet [meters], of skip pavement marking authorized and acceptably applied. The length of actual applied line will depend on the skip ratio of the material used. Measurement will be the distance from the beginning of the first stripe to the end of the last stripe with proper deductions made for unpainted intervals as determined by plan dimensions or stations, subject to 9-1.3.

(b) The net length, in feet [meters], of solid pavement marking authorized and acceptably applied.

(c) The number of directional arrows or pavement messages authorized and acceptably applied.

(d) The number of WZRPM's authorized and acceptably applied.