BOROUGH OF MARCUS HOOK

STANDARDS FOR WORK ZONE MAINTENANCE AND PROTECTION OF TRAFFIC

PART 1 - GENERAL

1.1 DESCRIPTION

A. These standards are meant to provide minimum desirable traffic control measures for normal work zone situations. Additional measures may be required. The traffic control shall consider both vehicular and pedestrian traffic.

1.2 APPLICABILITY

A. These standards are to be applied to all operations within the public right of way or in areas adjacent to the public right of way where operations may encroach upon the right of way.

1.3 CONTRACTOR’S SOLE RESPONSIBILITY

A. These standards do not relieve the Contractor from the sole responsibility for the protection of workers and the public. Final responsibility for the protection of the public and employees within the work zone shall rest solely with the Contractor.

1.4 GENERAL REQUIREMENTS

A. All traffic control devices and measures shall comply with PennDOT Publication 213, latest edition, unless modified herein.

PART 2 - SUBMITTERS

2.1 TRAFFIC CONTROL PLANS

A. At least ten (10) days prior to the start of work, a detailed traffic control plan shall be submitted for review and approval by the Borough. The plan shall indicate the location of the work zone, staging area, and all traffic control devices. No work may be started until the Plan is approved.

2.2 PROJECT CONTACTS

A. At least ten (10) days prior to the start of work, a complete list of company contacts, including 24-hour emergency contact(s) shall be provided for all contractors and subcontractors.
PART 3 - EXECUTION

3.1 INSTALLATION AND MAINTENANCE

A. All traffic control devices shall be installed prior to the start of work and shall be properly maintained throughout the duration of the work. Traffic control devices shall not obstruct sidewalks, driveways, fire hydrants and related facilities. Traffic control devices shall be in good condition. Devices that are damaged or dirty shall be replaced. Failure to properly maintain traffic control devices will result in a Stop Work order. Upon completion of the work, traffic control devices shall be promptly removed.

3.2 RESIDENT NOTIFICATION

A. All residents affected by the work shall be notified at least forty-eight (48) hours prior to the start of work.

3.3 STORAGE OF MATERIALS AND EQUIPMENT

A. All equipment and material shall be stored outside of the public right of way. Wherever impractical, the traffic control plan must address the storage. No materials or equipment may obstruct sidewalks, fire hydrants, or travel lanes. A minimum travel lane of sixteen (16) feet shall be maintained. All stored materials and equipment shall be protected with lighted barricades and orange safety fence.

3.4 RESIDENT ACCESSIBILITY AND PARKING

A. Unless impractical, residents' access to private driveways shall be maintained at all times. If work prohibits access during working hours, special provisions shall be made as required. At the end of each work day, access to private driveways shall be restored. Provisions for off-street parking shall be considered in areas where on street parking is utilized.

3.5 END OF WORK DAY PROVISIONS

A. At the end of each work day, work area shall be properly cleaned and protected with operational lighted barricades. No trenches shall be left open.

PART 4 - EMERGENCY WORK

4.1 EXCEPTIONS

A. Work requiring addressing emergency situations that pose a threat to health and safety can be completed without the required notifications and submittals. However, the work must comply with all requirements pertaining to traffic control devices, storage of materials and equipment, and end of work day provisions.

Adopted by Borough Council on November 2, 2015.
BOROUGH OF MARCUS HOOK
SIDEWALK AND CURB CONSTRUCTION SPECIFICATIONS

1. Cement Concrete Curbing.

A. Cement concrete curb shall be 6 inches in width at the top, 8 inches in width at the bottom and 18 inches in depth. The 2-inch batter will face the street pavement. Curb shall be constructed on a compacted sub-base, with 6-inch face to the approved line and grade of the street pavement.
B. Curbs shall have 1/4-inch thick expansion joints cut to; conform with the curb cross-section and at intervals of not less than 80 feet and at the point of a curb radius.
C. Curbs shall constructed in separate sections of 10 feet, except where shorter sections are required, they shall not be less than 4 feet.
D. The top surface of the curb shall be finished to a true line by means of wood floats and the edges of the face and back shall be rounded to a radius of 3/4 inches and 1/4 inch respectively.

2. Cement Concrete Sidewalks.

A. Cement concrete sidewalks shall be 4 inches in thickness, except 6 inches at driveways and not less than 4 feet in width. They shall be constructed on a compacted sub-base and have a slope of 1/4 inch per foot towards the adjacent curb elevation.
B. Sidewalks shall have 1/4 inch thick expansion joints of the concrete every 4 feet transversely at each 20 feet in length and longitudinally along curbs and structures and around poles and hydrants.
C. Sidewalks shall be scored one third the thickness of the concrete every 4 feet transversely, and longitudinally where the side walk is more than 4 feet wide. All edges and joints shall be finished to a true, line with a 1/4 inch radius edger. The surface shall be given a granular finish by rubbing with a wood float.
D. All Curbs shall be freestanding.

3. All concrete for curbing and sidewalks shall have a minimum compressive strength of 3500 psi at 28 days and, shall consist of a 1-inch coarse aggregate, 625 lbs. per cubic yard minimum cement content, 3% to 6% air-entraining air content and 3-inch slump.

All concrete shall be cured by keeping damp for 3 days with moisture-retaining covers.

4. Tripping Hazards.

A. Curbing and sidewalks that have become deteriorated, settled or cracked to cause a tripping or stumble hazard to pedestrian travel, or to cause surface water to remain on same, shall be reset to proper grade or be removed and reconstructed to a uniform surface grade that will allow the runoff of surface water and be free from tripping or stumble hazards.

Adopted by Borough Council on December 3, 2012.