

ITEM 614 MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED DURATIONS SPECIFIED ON THE RESPECTIVE DETOUR SHEETS FOR LOCATIONS 1, 2, AND 7, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON THESE SHEETS. A DISINCENTIVE SHALL BE ASSESSED PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT, IN THE AMOUNT SPECIFIED ON THE RESPECTIVE DETOUR SHEET FOR EACH LOCATION.

THE CONTRACTOR SHALL CONDUCT THEIR OPERATIONS AS TO MAKE PROPOSED REPAIRS WITH A MINIMUM OF HAZARD, DELAY AND INCONVENIENCE TO THE MOTORISTS USING THE HIGHWAY AFFECTED BY THE WORK DONE UNDER THIS CONTRACT. IN ADDITION TO THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, THE FOLLOWING SPECIFIC PROVISIONS ARE MANDATORY.

I. NOTIFICATION

SINCE FUNCTIONAL TRAFFIC CONTROL IS A MAJOR CONCERN ON THIS PROJECT, IT IS ESSENTIAL THAT THE MOTORING PUBLIC BE ADEQUATELY FOREWARNED OF FUTURE LANE CLOSURES AND TRAFFIC CONSTRUCTIONS. THEREFORE, THE CONTRACTOR MUST SUBMIT A WRITTEN SCHEDULE TO THE ODOT PUBLIC INFORMATION OFFICE (216)-584-2007 OR D12.PUBLICINFORMATION@DOT.OHIO.GOV) INDICATING THE LOCATIONS AND DATES OF THE LANE CLOSURES AT LEAST 14 DAYS PRIOR TO THE IMPLEMENTATION OF ANY SUCH CLOSURES. ALSO, NOTIFY THE ENGINEER, RESPONSIBLE LAW ENFORCEMENT AGENCIES AND EMERGENCY SERVICES, AND LOCAL MUNICIPALITIES OF LANE CLOSURES OR OTHER RESTRICTIONS AT LEAST 2 WEEKS PRIOR TO IMPLEMENTATION. USE PORTABLE CHANGEABLE MESSAGE SIGNS TO ALERT MOTORISTS 7 DAYS PRIOR TO THE IMPLEMENTATION OF ANY CHANGES SUCH AS LANE CLOSURES OR OTHER RESTRICTIONS.

II. LANE CLOSURE RESTRICTIONS

- 1. LANE CLOSURES MAY ONLY BE IMPLEMENTED AT THE TIMES PERMITTED BY THE "DISTRICT 12 PERMITTED LANE CLOSURE TIMES" LIST WHICH IS LOCATED ON THE ODOT WEB SITE HTTPS://PLCM.DOT.STATE.OH.US/. THE LATEST REVISION AT 14 DAYS PRIOR TO THE BID DATE SHALL BE IN EFFECT FOR THIS PROJECT.
2. ANY ROADWAY NOT LISTED IN THE "DISTRICT 12 PERMITTED LANE CLOSURE TIMES" SHALL NOT HAVE ANY WEEKDAY CLOSURES FROM 6:00AM - 9:00AM OR 3:00PM - 6:00PM, UNLESS PERMITTED OTHERWISE IN THEIR PLANS.
3. UNLESS OTHERWISE NOTED, EXIT AND ENTRANCE RAMP LANES SHALL REMAIN OPEN AT ALL TIMES AND EXHIBIT A MINIMUM WIDTH OF ELEVEN (11) FEET.
4. NO LANE OR SHOULDER CLOSURES SHALL BE IN PLACE WHEN NO WORK IS BEING PERFORMED.
5. MAINTENANCE OF TRAFFIC SHALL FOLLOW THE INSTRUCTION OF STANDARD CONSTRUCTION DRAWINGS LISTED ON THE TITLE SHEET AND THE LATEST REVISION OF THE ODOT CD.
6. PEDESTRIAN TRAFFIC SHALL BE PERMITTED AND ACCOMMODATED ON AT LEAST ONE SIDE AT ALL TIMES AT LOCATIONS WHERE PEDESTRIAN TRAFFIC IS CURRENTLY MAINTAINED.
7. THE REQUIREMENTS FOR SPECIFICATIONS DURING NONWORKING HOURS SHALL BE WAIVED FOR THE DURATION OF THE WEEKEND CLOSURES.
8. ALL NOTES AND RESTRICTIONS LISTED ON DISTRICT 12 WEBSITE LISTED IN NOTE 1 SHALL APPLY TO THESE SITES.

LOCATION 1: CUY-90-0607 (WESTWAY DR OVER IR-90)

LISTED BELOW ARE THE SCHOOLS LOCATED WITHIN THE PROJECT DETOUR LIMITS TO BE NOTIFIED OF CLOSURE 15 DAYS IN ADVANCE:

ROCKY RIVER CITY SCHOOLS MAGNIFICAT HIGH SCHOOL
ROCKY RIVER HIGH SCHOOL PRESIDENT MOIRA CLARK
PRINCIPAL ROB WINTON 20770 HILLIARD BLVD
20951 DETROIT ROAD ROCKY RIVER, OH 44116
ROCKY RIVER, OH 44116 TEL: 440-331-1572
TEL: 440-356-6800 mclark@maghs.org
winton.rob@rrcs.org

LOCATION 2: CUY-90-0667 (LAKEVIEW AVE OVER IR-90)

PEDESTRIAN ACCESS SHALL BE MAINTAINED ON ONE SIDE AT ALL TIMES PER SCD MT-110.10.

LISTED BELOW ARE THE SCHOOLS LOCATED WITHIN THE PROJECT DETOUR LIMITS TO BE NOTIFIED OF CLOSURE 15 DAYS IN ADVANCE:

ROCKY RIVER CITY SCHOOLS ROCKY RIVER CITY SCHOOLS
ROCKY RIVER HIGH SCHOOL ROCKY RIVER MIDDLE SCHOOL
PRINCIPAL ROB WINTON PRINCIPAL MEGAN ROSE
20951 DETROIT ROAD 1631 LAKEVIEW AVE
ROCKY RIVER, OH 44116 ROCKY RIVER, OH 44116
TEL: 440-356-6800 TEL: 440-356-6870
winton.rob@rrcs.org rose.megan@rrcs.org

LOCATION 3: CUY-90-0909 (WARREN RD OVER I-90)

NO LANE CLOSURES ARE PERMITTED ON I-90 FOR THE PERFORMANCE OF WORK AT LOCATION 3.

NO LANE CLOSURES ARE PERMITTED ON WARREN ROAD WITH THE FOLLOWING EXCEPTIONS:

WEEKDAYS AND WEEKENDS 9 AM TO 3 PM: ONE LANE NORTHBOUND, AND TWO LANES SOUTHBOUND ARE PERMITTED TO BE CLOSED DURING THESE TIMES PROVIDED ONE THROUGH LANE IN EACH DIRECTION IS MAINTAINED AT ALL TIMES.

PRIOR TO ANY LANE CLOSURES, CONTRACTOR SHALL SUBMIT AN MOT PLAN FOR APPROVAL AND SHALL OBTAIN ALL REQUIRED PERMITS FROM THE CITY OF CLEVELAND AND CITY OF LAKEWOOD FOR LANE CLOSURES. SEE SHEET P.9/115 FOR CITY OF CLEVELAND PERMITTING REQUIREMENTS.

PEDESTRIAN ACCESS SHALL BE MAINTAINED ON ONE SIDE AT ALL TIMES PER SCD MT-110.10.

LOCATION 4: CUY-90-2069 (I-90 OVER E 72ND ST)

NO LANE CLOSURES ARE PERMITTED ON I-90 FOR THE PERFORMANCE OF WORK ON LOCATION 4.

ONE LANE IN EACH DIRECTION ON E 72ND ST MUST BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT. BIKE LANES MAY BE CLOSED WITH ADVANCE SIGNAGE THAT BIKES MUST SHARE THE LANE.

PRIOR TO ANY LANE CLOSURES, CONTRACTOR SHALL SUBMIT AN MOT PLAN FOR APPROVAL AND SHALL OBTAIN ALL REQUIRED PERMITS FROM THE CITY OF CLEVELAND. SEE SHEET P.9/115 FOR CITY OF CLEVELAND PERMITTING REQUIREMENTS.

PEDESTRIAN TRAFFIC SHALL BE DETOURED OFF-SITE THROUGH GORDON PARK TO THE PEDESTRIAN BRIDGE OVER I-90, ALONG N MARGINAL RD. CONTRACTOR MAY DEVELOP AN ALTERNATIVE, ADA COMPATIBLE PEDESTRIAN MOT SCHEME WITH THE APPROVAL OF THE ENGINEER AND THE CITY OF CLEVELAND.

LOCATION 7: LAK-2-1029 (MUNSON RD OVER SR 2)

LISTED BELOW ARE THE SCHOOLS LOCATED ADJACENT TO THE PROJECT DETOUR LIMITS TO BE NOTIFIED OF CLOSURE 15 DAYS IN ADVANCE:

MENTOR PUBLIC SCHOOLS
MENTOR HIGH SCHOOL
PRINCIPAL JASON CROWE
6477 CENTER STREET
MENTOR, OH 44060
TEL: 440-974-5300

LOCATION 8: CUY-2-2848 ES

ALL WORK SHALL BE COMPLETED WITH THE RAMP FROM SR 2 TO I-90 OPEN. THE RIGHT SHOULDER SHALL BE CLOSED AND THE LANE SHIFTED WITH PCB AS PER SCD MT-95.45 AND MT-102.10. MAINTAIN 1' OFFSET FROM EXISTING GUARDRAIL, 14' LANE ON THE RAMP, AND 1' OFFSET FROM PCB.

A SHORT-TERM (OVERNIGHT) RAMP CLOSURE MAY BE UTILIZED FOR THE CONCRETE POUR, WITH THE APPROVAL OF THE DISTRICT. FOR RAMP CLOSURE AND DETOUR INFORMATION SEE SHEET P.11/115

LOCATION 10: CUY-TOWPATH TRAIL

CONTRACTOR TO PLACE "TRAIL WORK AHEAD" SIGN AT EACH TERMINUS OF THE WORK ZONES.

A MINIMUM WIDTH OF 7' SHALL BE MAINTAINED AT ALL TIMES ALONG THE TOWPATH TRAIL. THE WORK ZONE SHALL BE SEPARATED FROM TRAIL TRAFFIC WITH THE USE OF WATER-FILLED BARRIERS FOR THE RAILING REPAIR WORK AS SHOWN IN THE PLANS.

PRIOR TO ANY LANE CLOSURES, CONTRACTOR SHALL SUBMIT AN MOT PLAN FOR APPROVAL AND SHALL OBTAIN ALL REQUIRED PERMITS FROM THE CITY OF CLEVELAND. SEE SHEET P.9/115 FOR CITY OF CLEVELAND PERMITTING REQUIREMENTS.

THE CONTRACTOR SHALL CONDUCT THEIR OPERATIONS TO MINIMIZE IMPACTS TO PEDESTRIANS AND CYCLISTS USING THE TOWPATH TRAIL AND SIDEWALKS.

III. MAINTENANCE OF TRAFFIC SYSTEMS.

- 1. WHEN REQUIRED WHENEVER ANY PART OF THE TRAVELED SURFACE IS BEING WORKED UPON OR IS OTHERWISE NOT SUITABLE FOR SAFE AND CONVENIENT USE BY VEHICLES, TRAFFIC CONTROL DEVICES SUFFICIENT TO PROTECT SUCH AREAS TO ASSURE THE SAFE AND CONVENIENT PASSAGE OF THE VEHICULAR TRAFFIC SHALL BE INSTALLED AND MAINTAINED. SUCH TRAFFIC CONTROL DEVICES AND THE MANNER IN WHICH THEY ARE USED SHALL BE CONSISTENT WITH THESE PLANS AND THE OHIO PLANS OF MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, HEREINAFTER REFERRED TO AS THE "MANUAL".

THE TRAFFIC CONTROL DEVICE SYSTEM SHALL CONSTITUTE THE MINIMUM PROVISIONS FOR TRAFFIC CONTROL FOR EACH PARTICULAR SITUATION. WHENEVER THE ENGINEER DEEMS NECESSARY ESPECIALLY WHERE A GRADE, CURVE, OR MERGE CONDITIONS EXISTS, THEY MAY DIRECT THAT ADDITIONAL OR ALTERNATIVE DEVICES BE USED.

- 2. CONDITION DURING ALL PARTS OF THIS PROJECT, FLAGGERS, SIGNING, BARRICADES, FLASHING ARROWS, ETC. SHALL BE LOCATED AS INDICATED IN THE "MANUAL" OR AS SHOWN IN THE STANDARD DRAWINGS.
3. ADVANCE WARNING SIGNS ALL ADVANCE WARNING SIGNS FOR ANY CONDITION WHICH RESTRICTS TRAFFIC SHALL BE ERECTED BEFORE ANY SUCH RESTRICTION IS PUT INTO EFFECT. ALL SUCH SIGNS SHALL BE COVERED OR REMOVED FROM THE VIEW OR TRAFFIC WHENEVER THEY ARE NOT APPLICABLE.
4. FLAGGERS AT LEAST TWO FLAGGERS ARE REQUIRED FOR EACH CLOSURE. THE CONTRACTOR SHALL FURNISH ADDITIONAL FLAGGERS AS DIRECTED BY THE ENGINEER.
5. PROTECTION OF PUBLIC PERSONAL CARS SHALL NOT BE PARKED WITHIN THE RIGHT OF WAY.
6. FAILURE TO COMPLY IF THERE IS ANY FAILURE TO COMPLY WITH PROVISIONS FOR TRAFFIC CONTROL SET OUT IN THESE PLANS AND NOTES, OR WITH THE PROVISIONS OF THE "MANUAL", THE HIGHWAY IN THE VICINITY OF THE WORK AREA SHALL NOT BE CONSIDERED IN A CONDITION FOR THE SAFE AND CONVENIENT USE BY THE TRAVELING PUBLIC. ANY FAILURE TO KEEP THE HIGHWAY, IN THE VICINITY OF THE WORK AREA, IN A CONDITION FOR THE SAFE AND CONVENIENT USE BY THE TRAVELING PUBLIC SHALL BE CONSIDERED A BREACH OF THIS CONTRACT. WORK SHALL BE SUSPENDED UNTIL THE CONTRACTOR COMPLIES WITH THE PROVISIONS OF THE AFOREMENTIONED ITEMS.

IV. MAINTENANCE OF TRAFFIC MATERIALS

- 1. SIGNS SIGN DIMENSIONS ARE SPECIFICATIONS, INCLUDING LETTER SIZES ARE TO BE AS PROVIDED IN THE "MANUAL" OR IN DESIGN DRAWINGS PROVIDED BY THE DEPARTMENT OF TRANSPORTATION. THE SIGNS SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER PRIOR TO THE START OF THE PROJECT.
2. SIGN SUPPORT SIGN SUPPORTS SHALL BE OUT OF SUFFICIENT SIZE AND MASS AS TO SUPPORT THE SIGNS AT THE APPROPRIATE HEIGHT. SUPPORTS SHALL BE AS SHOWN ON THE STANDARD DRAWINGS.
3. FLASHING ARROW REQUIREMENT WHENEVER ANY PART OF THE TRAVELED SURFACE IS CLOSED, THE MOTORISTS SHALL BE WARNED AND DIRECTED BY THE CONTRACTOR THROUGH THE USE OF ONE FLASHING ARROW PANEL FOR EACH LANE CLOSED. THE CONTRACTOR SHALL REFER TO CMS 614.03 AND THE PROVISIONS SET FORTH IN THE "MANUAL" FOR ALL INFORMATION REGARDING FURNISHING, MAINTAINING, AND USE OF FLASHING ARROW PANELS. PAYMENT FOR THE ABOVE MENTIONED ITEMS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 - MAINTAINING TRAFFIC.
4. DRUMS DRUMS SHALL BE IN ACCORDANCE WITH PERTINENT SECTIONS OF THE "MANUAL". ALL COSTS FOR INSTALLING, MAINTAINING, AND SUBSEQUENT REMOVAL OF SAID DRUMS IS TO BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.
5. CONES CONES, IF UTILIZED, ARE TO BE LOCATED AS SHOWN IN THE "MANUAL" AND THE STANDARD DRAWINGS.
6. BARRIER PORTABLE CONCRETE BARRIER IF NECESSARY IS TO BE LOCATED AS SHOWN IN THE "MANUAL" AND THE STANDARD DRAWINGS.
7. FLASHERS FLASHERS SHALL BE 12 VOLT BATTERY-OPERATED MODELS WITH 7 INCH DIAMETER YELLOW LENSES ILLUMINATED BY RAPID INTERMITTENT FLASHERS OF SHORT DURATION AND ARE TO BE PLACED ON ALL SIGNS AT ALL TIMES AS REQUIRED BY THE "MANUAL" AND THE STANDARD CONSTRUCTION DRAWINGS.
8. FLOODLIGHTING FLOODLIGHTING OF THE WORKSITE FOR OPERATIONS CONDUCTED DURING THE NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND ENGINEER SHALL DRIVE THROUGH THE WORKSITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR MAINTAINING TRAFFIC.

- 9. WORK VEHICLES ALL WORK VEHICLES LICENSED TO OPERATE ON THE HIGHWAY, SHALL BE EQUIPPED WITH A FLASHING, ROTATING, OR OSCILLATING AMBER LIGHT VISIBLE TO ALL DIRECTIONS OF TRAFFIC FOR A MINIMUM OF ONE-QUARTER MILE IN BRIGHT SUNLIGHT AND BE OPERATED WITH LIGHTED HEAD AND TAIL LAMPS. THE AMBER LIGHT SHALL BE IN OPERATION AT ALL TIMES WITHIN THE WORK ZONE AND TRAVELING TO AND FROM THE WORK ZONE WHENEVER THE VEHICLE SPEED IS BELOW THE POSTED LEGAL LIMIT. VEHICLE HAZARD LIGHTS DO NOT SATISFY THIS REQUIREMENT. ALL OTHER EQUIPMENT SHALL BE EQUIPPED WITH A FLASHING, ROTATING, OR OSCILLATING AMBER LIGHT VISIBLE TO ALL DIRECTIONS OF TRAFFIC FOR A MINIMUM OF ONE-QUARTER MILE IN BRIGHT SUNLIGHT. THE AMBER LIGHT SHALL BE IN OPERATION WHILE THE EQUIPMENT IS WITHIN THE WORK ZONE.

V. PAYMENT

UNLESS STATED OTHERWISE, PAYMENT FOR PROVIDING, ERECTING, MAINTAINING AND REMOVING TEMPORARY MAINTENANCE OF TRAFFIC CONTROL DEVICES INCLUDING DETOURS AND INTERSTATE LANE CLOSURES/SHIFTS SHALL BE MADE UNDER THE LUMP SUM PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC.

CONSTRUCTION TRAFFIC

ALL CONSTRUCTION TRAFFIC SHALL USE ACCEPTABLE TRUCK ROUTES TO ACCESS THE CONSTRUCTION AREA. USE OF LOCAL RESIDENTIAL STREETS IS STRICTLY PROHIBITED UNLESS ALLOWED IN WRITING BY THE LOCAL ENFORCEMENT AUTHORITY.

CONTINUOUS ACCESS

THE CONTRACTOR SHALL MAINTAIN SAFE AND ADEQUATE DRIVEWAYS AND WALKWAYS IN ORDER TO PROVIDE CONTINUOUS ACCESS FOR PEDESTRIANS, PASSENGER VEHICLES, TRUCKS, AND SAFETY EQUIPMENT TO ALL ADJOINING PROPERTIES. THE COST FOR ALL MATERIALS EQUIPMENT AND LABOR NECESSARY TO PROVIDE CONTINUOUS ACCESS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC.

MAINTENANCE OF TRAFFIC CONTROL ZONES

THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN THE SIGNS, DRUM AND TEMPORARY PAVEMENT MARKINGS AT THE LOCATIONS DETAILED IN THE PLANS OR SPECIFIED IN THE STANDARD DRAWINGS. WHEN THE CONTRACTOR IS NOTIFIED OF DEFICIENCIES HE SHALL CORRECT THE DEFICIENCIES AS SOON AS POSSIBLE, PREFERABLY WITHIN 12 HOURS AND NO LATER THAN 24 HOURS.

MAINTENANCE OF TRAFFIC SCHEME

IF DURING THE PROJECT THE ENGINEER DETERMINES THAT THE APPROVED MAINTNANCE OF TRAFFIC PLAN IS NOT PERFORMING AS DESIRED, THE WORK SHALL BE SUSPENDED UNTIL THE PROBLEM IS RESOLVED TO THE SATISFACTION OF THE ENGINEER AND THE MAINTENANCE OF TRAFFIC PLAN IS REVISED ACCORDINGLY. THE CONTRACTOR SHALL DEVISE A SIMPLE MAINTENANCE OF TRAFFIC SCHEME FOR EACH LOCATION WHICH IS NOT PERFORMING AS DESIRED, WHICH SHALL BE STAMPED BY A PROFESSIONAL ENGINEER (SCHEME MAY BE A HAND SKETCH) AND PRESENT IT TO THE DISTRICT WORK ZONE SAFETY ENGINEER AND PROJECT ENGINEER FOR ACCEPTANCE AT LEAST TWO WEEKS PRIOR TO IMPLEMENTATION. IN GENERAL, THE METHODS FOR MAINTAINING TRAFFIC THAT THE CONTRACTOR PROPOSES TO USE FOR CONDUCTING THE REQUIRED WORK IN A SAFE AND EFFICIENT MANNER SUPPORTED BY HAND SKETCHES AS NECESSARY. THE MAINTENANCE OF TRAFFIC SCHEME SHALL BE IN CONFORMANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST REVISION, THE REFERENCED STANDARD CONSTRUCTION DRAWINGS, THE ATTACHED MAINTENANCE OF TRAFFIC SHEETS, AND THE SPECIFICATIONS.

ANY COSTS OR DELAYS INCURRED AS A RESULT OF THE FAILURE OF THE SATISFACTION OF THE ENGINEER SHALL BE THE FULL RESPONSIBILITY OF THE CONTRACTOR. DURING NON-WORKING HOURS, ALL LANES SHALL BE IN FULL OPERATION WITH ALL TRAFFIC CONTROL SIGNS, EXCEPT OW-124 (ROAD CONSTRUCTION AHEAD) SIGNS, REMOVED OR COVERED AND ALL CHANNELIZING DEVICES REMOVED FROM THE PAVEMENT SURFACES. CHANNELIZING DEVICES REMOVED FROM THE PAVEMENT SURFACES. CHANNELIZING DEVICES MAY BE STORED OR DEPLOYED TEMPORARILY ADJACENT TO THE SHOULDER TO MINIMIZE THE NIGHTLY TRAFFIC CONTROL SET-UP TIME. PAYMENT FOR ALL THE ITEMS REQUIRED TO MAINTAIN TRAFFIC IN ACCORDANCE WITH THESE REQUIREMENTS IS INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

Table with project metadata: DESIGN AGENCY (IBI), DESIGNER (JMB), REVIEWER (SRB 7/27/23), PROJECT ID (107286), SHEET (P.8), TOTAL (115)

WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A CERTIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE TRAINED IN ACCORDANCE WITH CMS 614.03, SHALL HAVE SUCCESSFULLY COMPLETED ODOT ADMINISTERED WTS TESTING (AND RE-TESTING WHEN APPLICABLE) AND BE LISTED ON THE ODOT PREQUALIFIED WTS ROSTER. PREQUALIFICATION EXPIRES EVERY 5 YEARS. RE-TESTING SHALL BE SUCCESSFULLY REPEATED EVERY 5 YEARS TO REMAIN PREQUALIFIED.

THE NAME OF THE PREQUALIFIED WTS AND RELATED 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7), THE CONTRACTOR MAY DESIGNATE AN ALTERNATE (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY; HOWEVER THE PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRAINING, PREQUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR ENGINEER'S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.

THE WTS POSITION HAS THE PRIMARY RESPONSIBILITY OF IMPLEMENTING THE TRAFFIC MANAGEMENT PLAN (TMP), MONITORING THE SAFETY AND MOBILITY OF THE ENTIRE WORK ZONE, AND CORRECTING TEMPORARY TRAFFIC CONTROL (TTC) DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE WTS, AND ALTERNATE WTS WHEN ON DUTY, SHALL HAVE SUFFICIENT AUTHORITY TO EFFECTIVELY CARRY OUT THE IDENTIFIED WTS RESPONSIBILITIES AND DUTIES. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS.
2. BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF, AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES.
3. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.
4. BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.
5. BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL.
6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS ARE ON THE PROJECT.
7. COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING.
8. BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03.
9. ON A CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.
10. ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER.
11. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:
 - A. INITIAL TTC SETUP (DAY AND NIGHT REVIEW).
 - B. DAILY TTC SETUP AND REMOVAL.
 - C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP.
 - D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK ZONE.
 - E. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT.
 - F. ALL OTHER EMERGENCY TTC NEEDS.

WORKSITE TRAFFIC SUPERVISOR (CONT.)

12. COMPLETE THE DEPARTMENT APPROVED (CA-D-8) WITHIN GOFORMZ AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER BY THE END OF THE WORKDAY IN WHICH THE INSPECTION OCCURRED. THE CA-D-8 INCLUDES A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. CONTACT GOFORMZ.HELP@DOT.OHIO.GOV TO OBTAIN A USER ACCOUNT. ANY DEFICIENCIES OBSERVED SHALL BE NOTED ON THE CA-D-8, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION'S INSPECTION FORMS WEBSITE.

13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

THE DEPARTMENT WILL DEDUCT:

- A. THE PRORATED DAILY AMOUNT OF ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY IN WHICH THE WTS FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. THE PRORATED DAILY AMOUNT WILL BE EQUAL TO THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC DIVIDED BY THE DIFFERENCE BETWEEN THE ORIGINAL COMPLETION DATE AND THE FIRST DAY OF WORK, IN CALENDAR DAYS.
- B. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A TTC ISSUE IS IDENTIFIED IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIMEFRAME PER THE ENGINEER. DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION C.
- C. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A LANE OR RAMP IS BLOCKED (FULLY OR PARTIALLY) WITHOUT TTC, AS DETERMINED BY THE ENGINEER. THIS DEDUCTION SHALL BE IN ADDITION TO ANY OTHER DISINCENTIVES ESTABLISHED FOR UNAUTHORIZED LANE USE. FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR, THE HIGHEST DEDUCTION AMOUNT WILL APPLY.

IF THREE OR MORE TOTAL DAYS RESULT IN TTC ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS. THREE REMOVALS SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY PREVIOUSLY PREQUALIFIED WTS.

PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

CITY OF CLEVELAND PERMITS

THE FOLLOWING SHALL APPLY ONLY TO THE LOCATIONS IN THE CITY OF CLEVELAND.

IN THE CITY OF CLEVELAND, ALL PERMITS MUST BE OBTAINED FROM THE DIVISION OF ASSESSMENTS AND LICENSES PRIOR TO BEGINNING ANY WORK. PERMITS INCLUDE BUT ARE NOT LIMITED TO STREET OPENING PERMIT, OVERLOAD PERMIT, OBSTRUCTION PERMIT AND/OR SIDEWALK PERMIT AND MAY BE OBTAINED THROUGH THE FOLLOWING:

[HTTPS://CLEVELANDOHIO.GOV/SITES/DEFAULT/FILES/FORMS.PUBLICATIONS/STREETOPENINGSIDEWALKOBSTRUCTIONAPP.PDF](https://clevelandohio.gov/sites/default/files/forms/publications/streetopeningsidewalkobstructionapp.pdf)
DIVISION OF ASSESSMENTS AND LICENSES
601 LAKESIDE AVENUE, ROOM 122
CLEVELAND, OHIO 44114
PHONE: 216-664-2174
EMAIL: DALPERMITS@CITY.CLEVELAND.OH.US

ALL STREET OPENING REPAIRS, CURB REPAIRS, AND/OR SIDEWALK REPAIRS EITHER INCIDENTAL TO THE PROJECT OR PART OF THE PROJECT MUST BE PERFORMED IN ACCORDANCE TO CITY OF CLEVELAND STANDARDS. A COPY OF THE STANDARDS CAN BE OBTAINED FROM THE DIVISION OF ENGINEERING AND CONSTRUCTION BY CALLING 216-664-2381.

ALL PERMITS, FEES AND CHARGES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND THEIR ASSOCIATED COST SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR PERTINENT WORK ITEMS. FOR BIDDING PURPOSES, FEES AND CHARGES MAY BE OBTAINED FROM THE DIVISION OF ASSESSMENTS AND LICENSES AT 216-664-2174.

DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

DELINEATION OF TEMPORARY AND PERMANENT GUARDRAIL

BARRIER REFLECTORS SHALL BE INSTALLED ON ALL TEMPORARY GUARDRAIL USED FOR TRAFFIC CONTROL; AND, ON ALL PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. BARRIER REFLECTORS SHALL CONFORM TO C&MS 626 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET.

OBJECT MARKERS SHALL BE INSTALLED ON ALL TEMPORARY AND PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. GUARDRAIL-MOUNTING OF OBJECT MARKERS SHALL BE MADE BY INSTALLING THE OBJECT MARKERS ON THE EXTENSION BLOCKS RATHER THAN DIRECTLY ONTO THE GUARDRAIL ITSELF. OBJECT MARKERS SHALL CONFORM TO C&MS 614.03 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET WITH A 25 FOOT OFFSET FROM THE BARRIER REFLECTORS.

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE ABOVE ITEMS.

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE ODOT INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE ODOT, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

- DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

- DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE ODOT, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) MAY BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

- FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS (CONT.)

- FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:

- ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
- AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
- AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

- THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR
- THE ACTIVE WORK AREA LATERALLY CLOSEST TO THE OPEN TRAVELED LANE; OR
- OTHER LOCATION AS APPROVED BY THE ENGINEER.

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE.

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

DESIGN AGENCY



DESIGNER
JMB

REVIEWER
SRB 7/27/23

PROJECT ID
107286

SHEET TOTAL
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