

MAINTENANCE OF TRAFFIC

ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN

A MINIMUM OF ONE ELEVEN (11') FOOT LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT AND TEMPORARY SURFACES USING ITEMS 410 AND 614.

THE CONTRACTOR SHALL MAINTAIN SAFE AND SATISFACTORY ACCESS TO ALL ABUTTING PROPERTIES AT ALL TIMES. THE CONTRACTOR SHALL ALSO MAINTAIN ADEQUATE PEDESTRIAN WALKS AT ALL INTERSECTIONS AND ALONG ONE SIDE OF THE STREET AFFECTED BY THE CONSTRUCTION, AS DIRECTED BY THE ENGINEER.

ALL CONSTRUCTION TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE MOST RECENT EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. ALL SIGNS, SUPPORTS, PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED AND REMOVED BY THE CONTRACTOR.

ALL CONSTRUCTION TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, LIGHTING, FLAGGERS, DRUMS, ETC. SHALL BE PROVIDED SO AS TO AVOID DAMAGE AND/OR INJURY TO VEHICLES AND PERSONS USING THE ROADWAY DURING CONSTRUCTION.

EXISTING TRAFFIC CONTROL DEVICES (SIGNS AND/OR TRAFFIC SIGNALS), LOCATED WITHIN THE WORK AREA, WHICH ARE REQUIRED FOR INTERIM OR PERMANENT TRAFFIC CONTROL, SHALL BE RELOCATED TO POINTS APPROVED BY THE ENGINEER. APPROPRIATE TRAFFIC CONTROL DEVICES SHALL BE MAINTAINED, IN COMPLIANCE WITH THE OMUTCD, AT ALL TIMES WHILE TRAFFIC IS MAINTAINED. THE COST OF RELOCATION, IF REQUIRED, SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN.

NO ROAD SHALL BE CLOSED UNTIL DEEMED NECESSARY BY THE ENGINEER. THE PLACEMENT OF THE SIGNS AND THE DRUMS SHALL BE MADE SIMULTANEOUSLY. NO DRUMS SHALL BE PLACED WITHOUT PROPER SIGNAGE IN PLACE. SIGNS SHALL BE COVERED OR REMOVED FROM THE VIEW OF TRAFFIC WHENEVER THEY ARE NOT APPLICABLE.

THE CONTRACTOR SHALL DIVERT TRAFFIC FROM NORMAL CHANNELS BY THE USE OF PLASTIC DRUMS, FLASHING ARROW PANELS COMPLYING WITH ODOT MT-97.10 OR MT-97.11 AND TRAFFIC SIGNS AND PAVEMENT MARKINGS.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS

MERGING TAPER LENGTHS AND SHIFTING TAPER LENGTHS SHALL BE CALCULATED USING THE EQUATIONS SHOWN IN THE OMUTCD SECTION 6C.08.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

CONSTRUCTION NOTIFICATION

THE CONTRACTOR SHALL ADVISE THE PROJECT ENGINEER A MINIMUM OF FOURTEEN (14) DAYS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES, LANE CLOSURE AND ROAD CLOSURE. THE PROJECT ENGINEER WILL FORWARD THE INFORMATION TO THE CITY AND LOCAL OFFICIALS RESPONSIBLE FOR THE PUBLIC NOTIFICATION.

EXISTING PAVEMENT DISPOSAL/CASTING ADJUSTMENT

THE EXISTING ASPHALT PAVEMENT WEARING COURSE AND CONCRETE BASE SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. ONCE THEY ARE REMOVED, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DELINEATE ANY CASTINGS THAT MAY PROTRUDE ABOVE THE EXISTING CONCRETE BASE. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN SUFFICIENT MATERIAL IN THE VICINITY OF THESE CASTINGS TO PROVIDE AN ADEQUATE RAMP AROUND THE CASTINGS. IN NO CASE SHALL THE CASTING REMAIN EXPOSED WITHOUT PROPER PROTECTION.

PLACEMENT OF ASPHALT CONCRETE

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

NOTIFICATION

THE CONTRACTOR SHALL NOTIFY IN WRITING THE FOLLOWING AGENCIES AT LEAST FOURTEEN (14) DAYS PRIOR TO THE START OF CONSTRUCTION, AND AT LEAST SEVENTY-TWO (72) HOURS BEFORE IMPLEMENTING ANY SUBSTANTIAL CHANGES IN TRAFFIC PATTERNS OR CLOSING OF ANY STREET TO TRAFFIC:

NOTIFICATION (CONTINUED)

CITY OF WILLOUGHBY:
SERVICE DEPARTMENT(440) 953-4111
FIRE DEPARTMENT (440) 953-4343
POLICE DEPARTMENT (440) 953-4212

WILLOUGHBY-EASTLAKE CITY SCHOOL DISTRICT (440) 946-5000

LAKETRAN (888) 525-3872

THE CONTRACTOR SHALL COORDINATE THE LOCATION OF ANY TEMPORARY BUS STOPS WITH LAKETRAN.

COORDINATION

THE ENGINEER AND THE CONTRACTOR SHALL WORK WITH THE LOCAL BUSINESS OWNERS AND RESIDENTS TO ENSURE ACCESS TO ALL PROPERTIES AT ALL TIMES. HOWEVER, SOME INCONVENIENCES MAY OCCUR. NO ADDITIONAL PAYMENT WILL BE MADE FOR THE COORDINATION OR PROVIDING ACCESS TO THE BUSINESSES AND RESIDENCES.

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.

TRAFFIC SIGNING

ADVANCE TRAFFIC SIGNING, CONSTRUCTION WORK ZONE APPROACH SIGNING, BARRICADES AND SIGNS ON BARRICADES BEYOND THE WORK LIMITS SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR.

TEMPORARY RAMPING

IN ORDER TO PROVIDE FOR LOCAL ACCESS, LONGITUDINAL VERTICAL FACES ABUTTING DRIVES SHALL BE TEMPORARILY RAMPED. TRANSVERSE VERTICAL FACES SHALL BE TEMPORARILY RAMPED A MINIMUM OF TEN (10) FEET IN LENGTH AND BE WARNED WITH "BUMP" (W8-1) SIGNS IN ADVANCE OF THE RAMPED AREAS. LONGITUDINAL VERTICAL FACES SHALL TEMPORARILY RAMPED AT A MINIMUM OF TWO (2) INCHES IN ONE (1) FT.

ALL CASTINGS ENCOUNTERED SHALL BE SET TO GRADE AND PAID FOR UNDER VARIOUS ITEMS DESCRIBED ELSEWHERE IN THE GENERAL NOTES OR SPECIFICATIONS. THE CASTING ELEVATION DIFFERENTIAL SHALL NOT BE GREATER THAN ONE (1) INCH WHEN EXPOSED TO TRAFFIC.

CASTINGS MAY BE REQUIRED TO BE ADJUSTED MORE THAN ONCE. BUT PAYMENT FOR ADJUSTING WILL ONLY BE PAID ONCE. WHEN CONSTRUCTION IS ADJACENT TO DRIVES MAINTAIN ACCESS TO DRIVES BY ONLY CONSTRUCTING THE PORTIONS OF THE ROADWAY NOT IN CONFLICT OF THE DRIVES. ADDITIONAL CONSTRUCTION JOINTS SHALL BE ALLOWED BY THE ENGINEER.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIAL NECESSARY TO COMPLETE THE ABOVE NOTED WORK SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN.

REPLACEMENT SIGN

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE REPLACEMENT SIGNS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

WORK ZONE MARKINGS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF CMS 614.11.

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED FOR USE AFTER THE MILLING OPERATION AND AFTER PLACEMENT OF THE INTERMEDIATE COURSE:

ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT	7.82 MILE
ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT	7.54 MILE
ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT	298 FT
ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	600 FT

WORK ZONE MARKINGS (CONTINUED)

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED FOR USE AFTER PLACEMENT OF THE SURFACE COURSE:

ITEM 614 - WORK ZONE CENTER LINE, CLASS III, 642 PAINT	3.91 MILE
ITEM 614 - WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT	3.77 MILE
ITEM 614 - WORK ZONE STOP LINE, CLASS III, 642 PAINT	149 FT
ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	300 FT

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

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 OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, 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 OMUTCD, 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).

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION OR AT THE POINT OF 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 FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	100 HOURS
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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 AN LEO ARE INCLUDED WITH THE BID PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

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MAINTENANCE OF TRAFFIC - GENERAL NOTES

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