

LANE CLOSURE/REDUCTION REQUIRED

UNLESS OTHERWISE NOTED IN THE PLANS, 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.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS. INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE		
ITEM	DURATION CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS > 12 HOURS & <2 WEEKS <12 HOURS	21 CALENDAR DAYS PRIOR TO CLOSURE 14 CALENDAR DAYS PRIOR TO CLOSURE 5 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS <2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE 5 BUSINESS DAYS PRIOR TO CLOSURE

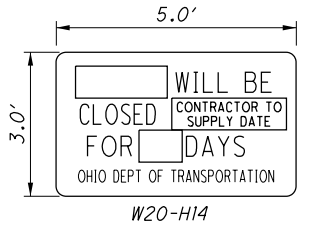
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES N/A 14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

NOTIFICATION OF TRAFFIC RESTRICTIONS

NOTICE OF CLOSURE SIGNS, AS DETAILED IN THESE PLANS, SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.



NOTIFICATION OF CLOSURE SIGN TIME TABLE		
ITEM	DURATION CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS > 12 HOURS & <2 WEEKS <12 HOURS	14 CALENDAR DAYS PRIOR TO CLOSURE 7 CALENDAR DAYS PRIOR TO CLOSURE 5 BUSINESS DAYS PRIOR TO CLOSURE

ENTRANCE RAMP DECISION SIGHT DISTANCES

SOME OF THE MT STANDARD DRAWINGS REQUIRE THE CONSTRUCTION PLANS TO NOTE THE DECISION SIGHT DISTANCE THAT IS TO BE USED ON THIS PROJECT. THE DECISION SIGHT DISTANCES ON US 30 IS AS FOLLOWS:

- 55 MPH SPEED LIMIT ZONE IS 1135 FEET.
- 60 MPH SPEED LIMIT ZONE IS 1280 FEET.

WINTER TIME LIMITATIONS

ALL EXISTING LANES, INCLUDING RAMPS, SHALL BE OPEN AND AVAILABLE TO TRAFFIC IN THE ORIGINAL OR PROPOSED FINAL ALIGNMENT BETWEEN OCTOBER 31 AND MARCH 1. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$5,000 PER CALENDAR DAY. THE CONSTRUCTION SEASON, FOR THE FIRST YEAR OF CONSTRUCTION ONLY, WILL BE EXTENDED TO A COMPLETION DATE OF NOVEMBER 13TH.

WINTER MONTH ACTIVITIES

AFTER CONSTRUCTION HAS SHUT DOWN FOR THE WINTER TIME FROM OCTOBER 31 THRU MARCH 1, THE CONTRACTOR SHALL MAINTAIN THE PAVEMENT THROUGHOUT THE WINTER AND THE CITY OF MANSFIELD WILL ADDRESS THE SNOW AND ICE OPERATIONS. THE ENGINEER DETERMINES THE REPAIR AREA LOCATIONS, SIZE AND TYPE OF REPAIRS AND WRITES A WORK ORDER. THE WORK ORDER IS SUBMITTED TO THE CONTRACTOR VIA EMAIL TO PERFORM THE REPAIRS WITHIN 48 HOURS OF RECEIVING THE WORK ORDER. REPAIRS ARE TO BE PERFORMED DURING TIME FRAMES AS ALLOWED PER THE PLCS. THE CONTRACTOR WILL EMAIL THE ENGINEER DOCUMENTING WHEN THE WORK ORDER FOR THE REPAIR(S) WERE COMPLETED. THIS PROCESS MAY BE MODIFIED BY THE ENGINEER. PAYMENT FOR THE PAVEMENT REPAIRS WILL BE PER 109.05C FORCE ACCOUNT. THE CONSTRUCTION SEASON, FOR THE FIRST YEAR OF CONSTRUCTION ONLY, WILL BE EXTENDED TO A COMPLETION DATE OF NOVEMBER 13TH.

PAVEMENT MARKINGS AFTER THE FIRST YEAR OF CONSTRUCTION

WHEN PHASE 2 WORK HAS BEEN COMPLETED AND BY NOVEMBER 13 OF THE FIRST CONSTRUCTION YEAR, PAVEMENT MARKINGS SHALL BE PLACED USING ITEM 642 TYPE 1 MATERIAL. IT IS ESTIMATED THAT THE PAVEMENT MARKINGS THAT NEED TO BE REPLACED ARE PROVIDED AND CARRIED TO THE GENERAL SUMMARY AS FOLLOWS:

ITEM 642 - EDGE LINE, 6", TYPE 1	14.42 MILES (7.21 MILE YELLOW AND 7.21 MILE WHITE)
ITEM 642 - LANE LINE, 6", TYPE 1	7.21 MILES
ITEM 642 - DOTTED LINE, 6", TYPE 1	6354 FEET
ITEM 642 - CHANNELIZING LINE, 12", TYPE 1	7626 FEET

PAVEMENT MARKINGS AFTER THE SECOND YEAR OF CONSTRUCTION

WHEN PHASE 5 WORK HAS BEEN COMPLETED AND BY OCTOBER 31 OF THE SECOND CONSTRUCTION YEAR, PAVEMENT MARKINGS SHALL BE PLACED PER PHASE 5A.

US 30 PAVEMENT MARKINGS ON THE SURFACE COURSE

AFTER PLACING THE SURFACE COURSE ON US 30 AND THE RAMPS, THE CONTRACTOR IS PROVIDED AN ESTIMATED QUANTITY OF PAVEMENT MARKINGS AS SHOWN BELOW UNTIL THE FINAL PAVEMENT MARKINGS ARE PLACED:

ITEM 642 - EDGE LINE, 6", TYPE 1	20.10 MILE
ITEM 642 - LANE LINE, 6", TYPE 1	7.84 MILE
ITEM 642 - CHANNELIZING LINE, 12", TYPE 1	13,578 FT
ITEM 642 - DOTTED LINE, 6", TYPE 1	18,728 FT
ITEM 642 - STOP LINE, TYPE 1	120 FT

IF FINAL PAVEMENT MARKINGS HAVE ALREADY BEEN PLACED THEN THE APPROPRIATE AMOUNT OF WORK MAY BE NON-PERFORMED AS DIRECTED BY THE ENGINEER.

ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

THIS ITEM IS PROVIDED TO ADDRESS TEMPORARY WEDGES AT THE END OF RAMPS, PAVEMENT LAYER ENDS, AND APPROACH SLABS. THE TEMPORARY WEDGES ARE TO MEET THE REQUIREMENTS OF BP-3.1. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	300 CU YD
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ITEM 614 - MAINTAINING TRAFFIC (ESTIMATED QUANTITIES)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC ON SIDE ROADS.

ITEM 410 - TRAFFIC COMPACTED SURFACE, TYPE A OR B	10 CU. YD.
ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	10 CU. YD.

BUTT JOINTS

BUTT JOINTS SHALL NOT BE LEFT OPEN TO TRAFFIC. A TEMPORARY ASPHALT WEDGE IS TO BE CONSTRUCTED USING ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC. CONSTRUCTION "BUMP" (W8-1-36) AND "ADVISORY SPEED" (W13-1-24) SIGNS SHALL BE ERECTED AND MAINTAINED WHEN THE BUTT JOINT IS LEFT OPEN. THESE SIGNS ARE TO BE INCLUDED IN THE LUMP SUM OF ITEM 614 - MAINTAINING TRAFFIC.

OVERNIGHT TRENCH CLOSING (US 30 SHOULDER RECONSTRUCTION/WIDENING PHASES 1 AND 2)

THE SHOULDER RECONSTRUCTION/WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 3 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616 - WATER	2900 M. GAL.
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**ITEM 622 - PORTABLE BARRIER, 50", AS PER PLAN
ITEM 622 - PORTABLE BARRIER, 50", BRIDGE MOUNTED, AS PER PLAN**

THIS WORK SHALL CONSIST OF FURNISHING, MAINTAINING, AND SUBSEQUENTLY REMOVING A 50-INCH PORTABLE BARRIER AT THE LOCATIONS SHOWN ON THE PLANS. FOR DETAILS, SEE SCD RM-4.1.

PORTABLE STEEL BARRIER IS AN APPROVED ALTERNATIVE TO PORTABLE CONCRETE BARRIER. FOR INFORMATION ON APPROVED VENDORS, SEE THE APPROVED PRODUCTS LIST MAINTAINED BY ROADWAY ENGINEERING.

PORTABLE BARRIER, 32 INCHES HIGH WITH AN 18 INCH MINIMUM HEIGHT GLARE SCREEN MAY BE USED AT THE OPTION OF THE CONTRACTOR. THE GLARE SCREEN SHALL BE CONSTRUCTED USING ONE OF THE SCREENS PROVIDED ON THE APPROVED LIST, AVAILABLE ON THE OFFICE OF ROADWAY ENGINEERING WEBSITE. PADDLE OR INTERMITTENT TYPE GLARE SCREENS SHALL BE DESIGNED USING A 20 DEGREE CUT-OFF ANGLE BASED ON TANGENT ALIGNMENT. THAT SPACING SHALL BE USED THROUGHOUT THE BARRIER LENGTH WITHOUT REGARD TO BARRIER CURVATURE.

THE GLARE SCREEN SYSTEM SHALL BE SECURELY FASTENED TO THE 32-INCH PORTABLE BARRIER USING THE HARDWARE AND PROCEDURES SPECIFIED BY THE MANUFACTURER.

FOR DIRECTIONS ON HOW TO INSTALL THE GLARE SCREEN AND THE BARRIER, SEE THE MANUFACTURER'S INSTRUCTIONS.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR ITEM 622 - PORTABLE BARRIER, 50", AS PER PLAN OR ITEM 622 - PORTABLE BARRIER, 50", BRIDGE MOUNTED, AS PER PLAN.

ITEM 614 - WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN

WORK ZONE RAISED PAVEMENT MARKERS, AS PER PLAN, AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614 OR C&MS 621 AS SPECIFIED HEREIN.

RAISED PAVEMENT MARKERS IN USE DURING THE SNOW-PLOWING SEASON SHALL CONFORM TO C&MS 621.

RAISED PAVEMENT MARKERS IN USE DURING THE NON-SNOW-PLOW SEASON SHALL CONFORM TO EITHER C&MS 614 OR TO C&MS 621.

THE SNOW-PLOWING SEASON SHALL RUN FROM OCTOBER 31 THROUGH MARCH 1. THE CONSTRUCTION SEASON, FOR THE FIRST YEAR OF CONSTRUCTION ONLY, WILL BE EXTENDED TO A COMPLETION DATE OF NOVEMBER 13TH.

IF PROJECT DELAYS, NOT THE FAULT OF ODOT, CAUSE THE WORK TO EXTEND INTO THE SNOW-PLOWING SEASON, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING WORK ZONE RAISED PAVEMENT MARKERS (WZRPMS) CONFORMING TO C&MS 614, WITH RAISED PAVEMENT MARKERS CONFORMING TO C&MS 621, AS DETERMINED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

THIS ITEM SHALL INCLUDE PURCHASE, INSTALLATION AND REMOVAL OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN, INCLUDING FILLING OF ANY DEPRESSIONS CREATED IN THE PAVEMENT AS PER C&MS 621.08.

RESURFACING OF THE TRANSITION AREAS SHALL BE PERFORMED AT THE TIME THAT THE SURFACE COURSE IS BEING APPLIED TO THE ENTIRE PROJECT. PRIOR TO APPLICATION OF THE SURFACE COURSE ON THE PROJECT, THE EXISTING PAVEMENT WITHIN THE TRANSITION AREA SHALL BE REMOVED TO A DEPTH NECESSARY TO REACH THE LEVEL OF THE INTERMEDIATE COURSE OF THE PAVEMENT, AS DETERMINED BY THE ENGINEER.

THE FOLLOWING BID ITEMS ARE CARRIED TO THE GENERAL SUMMARY:

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE 69,480 SQ. YD. (ESTIMATED AT 1.5" THICK)

ITEM 614 - WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN 197 EACH

PAYMENT FOR RESURFACING WITHIN THE TRANSITION AREA SHALL BE PAID FOR UNDER THE APPROPRIATE BID ITEMS FOR THE WORK REQUIRED, AS PROVIDED FOR IN THE PLANS.

ITEM 407 - TACK COAT 5906 GALLONS

ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446) 2895 CU.YD.

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TRAFFIC SIGNAL/FLASHER INSTALLATIONS WITHIN THE PROJECT UNDER THE FOLLOWING CONDITIONS:

1. EXISTING SIGNAL/FLASHER INSTALLATIONS WHICH THE PLANS REQUIRE THE CONTRACTOR TO ADJUST, MODIFY, ADD ONTO OR REMOVE, OR WHICH THE CONTRACTOR ACTUALLY ADJUSTS, MODIFIES OR OTHERWISE DISTURBS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ENTIRE INSTALLATION (AT AN INTERSECTION) FROM THE TIME HIS OPERATIONS FIRST DISTURB THE INSTALLATION UNTIL THE INSTALLATION HAS BEEN SUBSEQUENTLY REMOVED OR MODIFIED AND THE WORK ACCEPTED.

2. NEW OR REUSED SIGNAL/FLASHER INSTALLATIONS OR DEVICES, INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THESE FROM THE TIME OF INSTALLATION UNTIL THE WORK IS ACCEPTED.

THE CONTRACTOR SHALL CORRECT AS QUICKLY AS POSSIBLE ALL OUTAGES OR MALFUNCTIONS. HE SHALL PROVIDE THE MAINTAINING AGENCY AND THE ENGINEER SUCH ADDRESSES AND PHONE NUMBERS WHERE HIS MAINTENANCE FORCES CAN BE CONTACTED. THE CONTRACTOR SHALL PROVIDE ONE OR MORE PERSONS TO RECEIVE ALL CALLS AND DISPATCH THE NECESSARY MAINTENANCE FORCES TO CORRECT OUTAGES. SUCH A PERSON OR PERSONS MAY BE USED TO PERFORM OTHER DUTIES AS LONG AS PROMPT ATTENTION IS GIVEN TO THESE CALLS AND A PERSON IS READILY AVAILABLE CONTINUOUSLY 24 HOURS A DAY, 7 DAYS A WEEK. ALL LAMP OUTAGES, CABLE OUTAGES, ELECTRICAL FAILURES, EQUIPMENT MALFUNCTIONS AND MISALIGNED SIGNAL HEADS SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK TO SERVICE WITHIN FOUR HOURS AFTER THE CONTRACTOR HAS BEEN NOTIFIED OF THE OUTAGE.

IN THE EVENT NEW SIGNALS ARE DAMAGED PRIOR TO ACCEPTANCE, ALL DAMAGED EQUIPMENT EXCEPT POLES AND CONTROL EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK IN SERVICE WITHIN 8 HOURS AFTER THE CONTRACTOR'S NOTIFICATION OF THE OUTAGE. THE CONTRACTOR SHALL ARRANGE FOR FULL TRAFFIC CONTROL UNTIL THE SIGNAL IS BACK IN OPERATION.

IF POLES AND/OR CONTROL EQUIPMENT ARE DAMAGED AND MUST BE REPLACED, THE CONTRACTOR SHALL MAKE TEMPORARY REPAIRS AS NECESSARY TO BRING THE SIGNAL BACK INTO FULL OPERATION WITHIN THE ALLOWED 8-HOUR PERIOD, AND SHALL MAKE PERMANENT REPAIRS OR REPLACEMENT AS SOON THEREAFTER AS POSSIBLE.

NONE OF THE ABOVE SHALL BE CONSTRUED AS COLLECTIVE OR CONSECUTIVE OUTAGE TIME PERIODS AT ANY ONE LOCATION. THAT IS, WHERE MORE THAN ONE OUTAGE OCCURS AT ANY ONE LOCATION THEN THE ALLOTTED TIME LIMIT SHALL BE FOR THE WORST SINGLE OUTAGE.

WHERE OUTAGES ARE THE DIRECT RESULT OF A VEHICLE ACCIDENT, THE RESPONSE OF THE CONTRACTOR SHALL BE AS OUTLINED ABOVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTION OF ANY COMPENSATION FOR THIS WORK FROM THOSE PARTIES RESPONSIBLE FOR THE DAMAGE.

WHERE THE CONTRACTOR HAS FAILED TO, OR CANNOT RESPOND TO, AN OUTAGE OR SIGNAL EQUIPMENT MALFUNCTION, AT THESE LOCATIONS WITHIN RESPONSIBILITY, WITHIN PERIODS AS SPECIFIED ABOVE, THE ENGINEER MAY REVOKE THE PROVISIONS OF SECTION 105.15 AND ANY SUBSEQUENT BULLINGS TO THE STATE OR THE CITY OF MANSFIELD FOR POLICE SERVICES AND MAINTENANCE SERVICES BY CITY FORCES SHALL BE DEDUCTED FROM MONIES DUE OR TO BECOME DUE THE CONTRACTOR IN ACCORDANCE WITH PROVISIONS OF SECTION 105.15.

THE CONTRACTOR SHALL PROVIDE THE MAINTENANCE SERVICE ENTIRELY WITH HIS FORCES OR HE MAY CHOOSE TO ENTER INTO A COOPERATIVE UNDERSTANDING WITH THE LOCAL MAINTAINING AGENCY TO PROVIDE THE MAINTENANCE. THE CONTRACTOR SHALL INFORM THE ENGINEER, IN WRITING, OF THE MAINTENANCE METHOD SELECTED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY TRAFFIC SIGNAL COMPONENTS REQUIRED TO BE HANDLED DURING THE RELOCATION OF POLES AND REVISIONS TO THE SIGNAL SYSTEM.

WHEN A TRAFFIC SIGNAL MUST BE TAKEN OUT OF SERVICE BY THE CONTRACTOR, DUE TO CONSTRUCTION PROCEDURES, THIS OUTAGE SHALL NOT EXCEED 8 HOURS AND SHALL NOT INCLUDE THE HOURS OF 6:00AM TO 7:00PM. ANY SIGNALIZED INTERSECTION, WHERE THE SIGNAL IS OUT OF SERVICE DUE TO CONSTRUCTION PROCEDURES, OR DUE TO AN OUTAGE OR MALFUNCTION OF EQUIPMENT AS DESCRIBED ABOVE, SHALL BE PROTECTED, BY THE CONTRACTOR, BY THE INSTALLATION OF TEMPORARY "STOP" SIGNS, EXCEPT FOR THE FOLLOWING INTERSECTION WHICH SHALL BE PROTECTED BY OFF-DUTY CITY OF MANSFIELD POLICE, HIRED BY THE CONTRACTOR.

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ANY VEHICULAR TRAFFIC SIGNAL HEAD, EITHER NEW OR EXISTING WHICH WILL BE OUT OF OPERATION SHALL BE COVERED IN THE MANNER DESCRIBED IN 632.25.

THE CONTRACTOR SHALL MAINTAIN COMPLETE RECORDS OF MALFUNCTIONS INCLUDING:

- 1. TIME OF NOTIFICATION OF MALFUNCTION;
- 2. TIME OF WORK CREWS ARRIVAL TO CORRECT THE MALFUNCTION;
- 3. ACTIONS TAKEN TO CORRECT THE MALFUNCTION, INCLUDING A LIST OF PARTS REPAIRED OR REPLACED;
- 4. A DIAGNOSIS OF REASON FOR THE MALFUNCTION AND PROBABILITY OF RE-OCCURRENCE;
- 5. TIME OF COMPLETION OF THE REPAIR AND SYSTEM RESTORED TO FULL SERVICE.

A COPY OF THESE RECORDS SHALL BE PROVIDED TO THE ENGINEER WITHIN THREE (3) WORKING DAYS FOLLOWING COMPLETION OF EACH REPAIR.

ALL COSTS RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

ADVANCE WORK ZONE INFORMATION

ADVANCE WORK ZONE INFORMATION SIGNS, AS USED IN THIS NOTE, ARE FIXED MESSAGE TYPES. THE SIGNS ARE TO BE LOCATED AT EXTREME DISTANCE FROM THE WORK AREA, AS SHOWN IN THE PLANS.

THE SIGNS SHALL BE BLACK ON ORANGE (INCLUDING A BLACK BORDER). THE LAYOUT SHALL BE IN CONFORMANCE WITH TEM CHAPTER 211.

WHEN REGULATORY INFORMATION IS PROVIDED, IT SHALL BE DISPLAYED SEPARATELY AS A STANDARD BLACK-ON-WHITE SIGN. MIXING OF BLACK-ON-WHITE REGULATORY INFORMATION ON A BLACK-ON-ORANGE INFORMATION SIGN IS PROHIBITED.

IF THE MOTORIST IS BEING DETOURED OR IF AN ALTERNATE ROUTE IS PROVIDED, THE ROUTE SHOULD BE SIGNED WITH ASSEMBLIES CONSISTING OF THE APPROPRIATE BLACK-ON-ORANGE DETOUR OR ALT MARKER WITH A STANDARD ROUTE MARKER AND ARROW PLATE. IF MORE TARGET VALUE IS DESIRED, THIS TRAIL BLAZER INFORMATION MAY BE SHOWN ON AN ORANGE PANEL (OMUTCD SECTION 2D.32).

ROUTE SIGN ASSEMBLIES SHALL BE SIZED ACCORDING TO THE TYPE OF ROAD ON WHICH THEY ARE LOCATED IN ACCORDANCE WITH THE OMUTCD.

SUPPORTS FOR SIGN INSTALLATIONS SHALL CONFORM TO ALL EXISTING STANDARDS FOR PERMANENT SIGNS. THESE SIGNS SHOULD NOT BE ATTACHED TO EXISTING SUPPORTS.

WHERE THE PLANS CALL FOR AN OVERLAY TO COVER A PORTION OF AN EXISTING SIGN, THE OVERLAY SHALL BE BLACK-ON-ORANGE. LETTER SIZES SHOULD BE THE SAME AS ON THE EXISTING SIGNS. WHEN LANE ARROWS ARE TO BE COVERED, RATHER THAN USING A BLANK OVERLAY, THE LEGEND "LANE CLOSED" SHALL BE USED. WHEN A RAMP IS BEING CLOSED, RATHER THAN USING A BLANK OVERLAY TO COVER THE ENTIRE SIGN, THE LEGEND "CLOSED" SHALL BE USED ON A DIAGONAL OVERLAY (LOWER LEFT TO UPPER RIGHT) ON THE SIGN. THE SIZE OF LETTERING ON OVERLAYS AND THE SIZE OF THE OVERLAY ARE INDICATED IN THE PLANS.

THE MINIMUM LETTER SIZE FOR "LANE CLOSED" SHALL BE 10". THE MINIMUM LETTER SIZE FOR THE DIAGONAL "CLOSED" OVERLAY SHALL BE 12".

ALL ADVANCE WORK ZONE INFORMATION SIGN INSTALLATIONS LOCATED OUTSIDE OF THE PROJECT WORK LIMITS SHALL BE PAID FOR UNDER APPROPRIATE 630 ITEMS (SIGNS, SUPPORTS, CONCRETE, BREAKAWAY CONNECTION, OVERLAYS, REMOVALS, ETC.)

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MAINTENANCE OF TRAFFIC GENERAL NOTES

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