

TRAFFIC CONTROL AND SEQUENCE OF ASPHALT CONCRETE WORK

ALL ASPHALT CONCRETE OPERATIONS SHALL BE CONDUCTED IN A MANNER THAT WILL ASSURE MINIMUM DANGER AND INCONVENIENCE TO THE HIGHWAY USERS. THE PROCEDURE FOR INSTALLATION OF ANY ASPHALT LAYER SHALL BE SUCH THAT NO GREATER THAN 1-1/2 INCH DISCONTINUITY IN THE ELEVATION OF THE TRAVELED SURFACE SHALL BE EXPOSED TO TRAFFIC.

ALL ASPHALT OVERLAYS (INTERMEDIATE AND SURFACE COURSES) SHALL BE PLACED AS SHOWN ON THE TRAFFIC MAINTENANCE PHASING DETAILS (SHEETS 25 - 28). EACH COURSE SHALL ALSO BE PLACED FULL WIDTH OF EXISTING PAVEMENT WITH TEMPORARY PAVEMENT MARKINGS PRIOR TO STARTING THE NEXT COURSE.

TRAFFIC SHALL NOT BE PERMITTED TO CROSS ANY PART-WIDTH RESURFACING JOINT EXCEPT AS IS NECESSARY DURING THE ACTUAL RESURFACING OPERATION. ANY PART WIDTH RESURFACING JOINTS > 1/2" WHICH MUST BE EXPOSED TO TRAFFIC SHALL BE RAMPED USING ITEM 614, BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC AT A RATE NOT TO EXCEED 2 INCHES IN 1 FOOT (LONGITUDINAL JOINTS).

TEMPORARY TRANSVERSE RESURFACING JOINTS WHICH MUST BE EXPOSED TO TRAFFIC SHALL BE RAMPED USING ITEM 614, BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC AT A RATE NOT TO EXCEED 1 INCH IN 4 FEET.

WHENEVER TRAFFIC IS SUBJECTED TO HALF-WIDTH OVERLAYS PRIOR TO COMPLETING THE ASPHALT COURSE, THE CONTRACTOR SHALL PROVIDE OW-171-48 AND OW-P-171-24 SIGNS (DUAL SIGN INSTALLATION). PLACEMENT SHALL BE AS DIRECTED BY THE ENGINEER AND INCLUDED IN THE LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC.

TRAFFIC MUST BE MAINTAINED AT ALL TIMES IN BOTH DIRECTIONS IN ACCORDANCE WITH THE "SCHEDULE OF THRU LANES TO BE MAINTAINED".

WHENEVER ANY PART OF THE TRAVELED SURFACE IS CLOSED, THE MOTORISTS SHALL BE WARNED AND DIVERTED BY THE CONTRACTOR THROUGH THE USE OF A FLASHING ARROW, IN ADDITION TO THOSE PROVISIONS SET FORTH IN THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" AND RAMPED AS STATED ABOVE.

PRIOR TO OPENING THE ROADWAY TO NORMAL TRAFFIC DURING WINTER MONTHS, ALL ASPHALT WORK INCLUDING THE SURFACE COURSE MUST BE COMPLETED AN EQUAL FULL WIDTH DISTANCE. NO INTERMEDIATE LEVELING COURSE IS TO BE TRAVELED ON DURING WINTER MONTHS NOR SHALL ANY PART WIDTH RESURFACING REMAIN DURING THE WINTER. THE CONTRACTOR IS CAUTIONED TO SCHEDULE HIS OPERATIONS TO MEET THIS REQUIREMENT. IF THE CONTRACTOR DOES NOT MEET THIS REQUIREMENT OR HAS THIS REQUIREMENT WAIVED, THE CONTRACTOR SHALL INCREASE THE THICKNESS OF THE SURFACE COURSE BY 1/2" ENTIRELY AT HIS EXPENSE FOR LABOR, MATERIALS, AND EQUIPMENT.

SUSPENSION OF WORK

IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL AS SET FORTH IN THESE PLANS OR WITH PROVISIONS OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, THE ENGINEER SHALL SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, AND REMOVE WHEN NO LONGER NEEDED A PORTABLE CHANGEABLE MESSAGE SIGN(S). THE PCMS SHALL BE OF THE TYPE SHOWN ON THE LIST OF APPROVED PCMS MAINTAINED BY THE DIRECTOR. THE PCMS SHALL BE A CLASS I OR II TYPE UNIT.

THE PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE MOUNTED ON A TRAILER. THE LOCATION OF THE PCMS SHALL BE AS DIRECTED BY THE ENGINEER. THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS.

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE LINK WHICH WILL ALLOW REMOTE SIGN ACTIVATION, DEACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES.

THE CONTRACTOR SHALL PROVIDE TO THE ENGINEER THE SOFTWARE NECESSARY TO CONTROL THE PCMS REMOTELY.

THE PCMS SHALL BE EQUIPPED WITH A MYRIAD SAFETY BEAM OR AN APPROVED EQUAL AS DETERMINED BY THE ENGINEER. THE MYRIAD SAFETY BEAM SENDS OUT A SIGNAL THAT ACTIVATES RADAR DETECTORS. THE BEAM IS APPROVED BY THE F.C.C. THE MYRIAD SAFETY BEAM SHALL USE THE SAME POWER SUPPLY AS THE PCMS. THE MYRIAD SAFETY BEAM SHALL BE ABLE TO BE ACTIVATED WITH THE PCMS RUNNING OR NOT. THE MYRIAD SAFETY BEAM IS DISTRIBUTED BY THE TRIPLEX GROUP. INC., P.O. BOX 428, NEW HOPE, PA 18938, PHONE (215) 862-5077.

AT THE DIRECTION OF THE ENGINEER THE PCMS MAY BE REMOVED FOR PERIODS OR TIMES WHEN NOT IN USE. NO PAYMENT WILL BE MADE FOR THESE TIMES (EX. WINTER MONTHS).

THERE SHALL BE ONE CLASS I OR II CHANGEABLE MESSAGE SIGN AT 9 MONTHS EACH.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, 9 SIGN-MONTHS AS PER PLAN

ITEM 622, PORTABLE CONCRETE BARRIER, 32"

THIS WORK SHALL CONSIST OF FURNISHING, INSTALLING, MAINTAINING, AND SUBSEQUENTLY REMOVING A 32-INCH PORTABLE CONCRETE BARRIER AT THE LOCATIONS SHOWN ON THE PLANS. FOR DETAILS, SEE STANDARD CONSTRUCTION DRAWING MC-9.2.

IT IS ANTICIPATED THAT THE SAME BARRIER WILL BE USED IN VARIOUS PHASES OF CONSTRUCTION. MOVEMENT OF THE CONCRETE BARRIER BETWEEN PHASES SHALL BE ACCOMPLISHED IN ONE WORKING DAY. FLAGGERS SHALL BE UTILIZED FOR PROTECTION OF VEHICULAR TRAFFIC UNTIL MOVEMENT OF THE BARRIER IS COMPLETE. ALL COSTS INVOLVED IN REMOVING AND REINSTALLING THE CONCRETE BARRIER WILL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 622, PORTABLE CONCRETE BARRIER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 622 - PORTABLE CONCRETE BARRIER, 32" 1210 LIN.FT.

ITEM 614-BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN

THIS ITEM SHALL BE USED TO REPAIR HOLES IN BRIDGE DECKS, ROADWAY SURFACE AND BERMS. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO MONITOR THE ROADWAY TO DETERMINE WHEN THE HOLES SHALL BE PATCHED. THE CONTRACTOR MUST NOTIFY THE ENGINEER FOR HIS/HER APPROVAL.

THE CONTRACTOR WILL BE RESPONSIBLE FOR DAMAGES TO MOTORIST VEHICLES IF THE HOLES ARE NOT FILLED IN A REASONABLE AMOUNT OF TIME.

THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE ROADWAY, BRIDGE DECKS AND BERMS (IN THE DIRECTION WORK IS BEING PERFORMED) THE FIRST DAY OF WORK UNTIL CONSTRUCTION IS COMPLETE. THIS INCLUDES PERIODS WHEN WORK IS SUSPENDED.

THE PROCEDURE FOR PATCHING A HOLE IS:

REMOVE ALL LOOSE AND DISINTEGRATED ASPHALT OR CONCRETE TO AN EXTENT TO EXPOSE SOUND CONCRETE OR ASPHALT. THE PERIMETER OF ALL REMOVAL AREAS SHALL BE VERTICAL.

CARE SHALL BE TAKEN ON BRIDGE DECKS NOT TO PUNCTURE THE DECK OR DAMAGE THE REINFORCING STEEL. THE CONTRACTOR SHALL TAKE WHAT EVER STEPS NECESSARY TO MAKE THE BRIDGE DECK PASSABLE.

THE SURFACE TO BE PATCHED MUST BE CLEANED AND DRIED.

THE ENTIRE SURFACE SHALL BE TACK COATED, INCLUDING THE VERTICAL FACES.

ASPHALT CONCRETE SHALL BE IN ACCORDANCE TO ITEM 404 OR 402 AS DETERMINED BY THE ENGINEER. IT SHALL BE PLACED IN 2 INCH LIFTS AND COMPACTED TO THE LEVEL OF THE WEARING SURFACE.

DURING WINTER MONTHS ONLY WHEN ASPHALT IS NOT AVAILABLE OR AT THE DIRECTION OF THE ENGINEER COLD MIX MAY BE USED. COMPACTION EQUIPMENT MUST BE APPROVED BY THE ENGINEER.

ALL TRAFFIC CONTROL NEEDED FOR THIS ITEM OF WORK SHALL BE INCLUDED IN THIS ITEM OF WORK.

ITEM 614 - BITUMINOUS CONCRETE 350 CU. YD. FOR MAINTAINING TRAFFIC, AS PER PLAN

ITEM 614 - BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC

THIS ITEM SHALL BE USED TO PROVIDED TEMPORARY ASPHALTS RAMPS. TEMPORARY ASPHALT RAMPS SHALL BE REMOVED AS PART OF THIS ITEM.

ITEM 614 - BITUMINOUS CONCRETE 150 CU. YD. FOR MAINTAINING TRAFFIC

TEMPORARY PAVEMENT MARKINGS

STOP BARS MAY NOT ALWAYS BE SHOWN ON THE MAINTENANCE OF TRAFFIC PLAN SHEETS, BUT THE CONTRACTOR SHALL PLACE TEMPORARY STOP BARS AT ALL INTERSECTIONS AND AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL ALSO PLACE LANE ARROWS AS SHOWN ON THE PLAN SHEETS AND AS DIRECTED BY THE ENGINEER. (INFORMATIONAL ARROWS ON THE MAINTENANCE OF TRAFFIC PLANS INDICATING TRAFFIC FLOW DIRECTION ARE NOT TO BE INSTALLED.)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - TEMPORARY STOP BAR, CLASS I, 642 PAINT 350 LIN.FT.
ITEM 614 - TEMPORARY STOP BAR, CLASS I, 740.06, TYPE I 150 LIN.FT.
ITEM 614 - TEMPORARY LANE ARROW, CLASS I, 642 PAINT 36 EACH

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MAINTENANCE OF TRAFFICE NOTES

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