

MAINTENANCE OF TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, AND/OR 615 TEMPORARY PAVEMENT.

THE CONTRACTOR SHALL MAINTAIN SAFE AND SATISFACTORY ACCESS TO ALL ABUTTING PROPERTY. THE CONTRACTOR SHALL MAINTAIN ADEQUATE PEDESTRIAN WALKS AT ALL INTERSECTIONS.

THE CONTRACTOR SHALL DIVERT TRAFFIC FROM NORMAL CHANNELS BY PLASTIC DRUMS, TRAFFIC SIGNS AND TEMPORARY PAVEMENT MARKINGS, AS SHOWN ON SHEETS 38-50.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 1200 X 750 mm "ROAD CLOSED" SIGNS, SIGN SUPPORTS, BARRICADES, AND GATES, AS DETAILED IN STANDARD CONSTRUCTION DRAWING MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC:

SECTION 2

EAST 365th JUST NORTH OF S.R. 640 INTERSECTION (PHASE 2)
MOORELAND AVE. JUST SOUTH OF S.R. 640 INTERSECTION (PHASE 1)
ST. CLAIR AVE. JUST SOUTH OF S.R. 640 INTERSECTION (PHASE 1)

SECTION 3

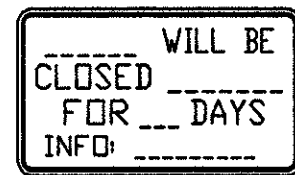
CHURCH ST. JUST SOUTH OF S.R. 640 INTERSECTION (PHASE 1)
CLARK AVE. JUST SOUTH OF S.R. 640 INTERSECTION (PHASE 1)
CHURCH ST. JUST NORTH OF S.R. 640 INTERSECTION (PHASE 2)

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND AT LOCATIONS DESIGNATED ON SHEETS 204 TO 208.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 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 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

THE SERVICE, POLICE AND FIRE DEPARTMENTS AND SCHOOL BOARDS, OF THE CITIES INVOLVED, THE REGIONAL TRANSIT AUTHORITIES AND THE OHIO DEPARTMENT OF TRANSPORTATION SHALL BE NOTIFIED IN WRITING OF THE IMPENDING CONSTRUCTION AT LEAST ONE WEEK PRIOR TO THE START OF ACTUAL CONSTRUCTION AND AT LEAST 72 HOURS BEFORE ANY CHANGE IN THE TRAFFIC, INCLUDING ALL PHASE CHANGES, INTERSECTION CLOSURES AND DETOUR ROUTES.

NOTICE OF CLOSURE SIGNS, AS DETAILED IN THESE PLANS, SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD OR RAMP CLOSURE. 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 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 THE ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.



OC-60A

ESTIMATED QUANTITIES FOR MAINTAINING LOCAL TRAFFIC

ACCESS TO ABUTTING HOMES AND BUSINESSES SHALL BE MAINTAINED AT ALL TIMES. INCONVENIENCE TO THE RESIDENTS SHALL BE KEPT TO AN ABSOLUTE MINIMUM. RAMPING OVER NEW CURBS FOR DRIVE ACCESS SHALL BE PROHIBITED. GAPS SHALL BE LEFT IN THE PAVEMENT IF NECESSARY TO PROVIDE ACCESS; IF TWO POINTS ARE AVAILABLE TO A PROPERTY, ONE MAY BE CLOSED. ITEM 614 SHALL BE USED FOR RAMPING BETWEEN NEW AND EXISTING PAVEMENT.

THE 210 mm PLAIN CONCRETE PAVEMENT, AS PER PLAN SHALL BE MEDIUM SET CONCRETE.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE MAINTENANCE OF LOCAL TRAFFIC.

614, BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC	200 CU. METER
410, TRAFFIC COMPACTED SURFACE, TYPE A OR B	100 CU. METER
616, CALCIUM CHLORIDE	10 METRIC TON
616, WATER	50 CU. METER
452, 210 mm PLAIN CONCRETE PAVEMENT, AS PER PLAN	50 SQ. METER

WINTER LIMITATION

ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC BETWEEN DECEMBER 1 AND APRIL 30. DECEMBER 1 SHALL BE CONSIDERED TO CONSTITUTE AN INTERIM COMPLETION DATE AND LIQUIDATED DAMAGES SHALL BE ASSESSED IN ACCORDANCE WITH 108.07 FOR EACH CALENDAR DAY THAT ALL LANES ARE NOT OPEN AND AVAILABLE TO TRAFFIC.

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.

CONSTRUCTION PHASING

THE PHASE I PORTIONS OF ALL SECTIONS SHALL CONSIST OF CLOSING THE SOUTHERN LANES OF STATE ROUTE 640. A MINIMUM OF ONE 3.35 METER LANE SHALL BE MAINTAINED IN EACH DIRECTION.

THE PHASE II PORTIONS OF ALL SECTIONS SHALL CONSIST OF CLOSING THE NORTHERN LANES OF STATE ROUTE 640. A MINIMUM OF ONE 3.35 METER LANE SHALL BE MAINTAINED IN EACH DIRECTION.

PRE-PHASE CONSTRUCTION

THE FOLLOWING STATIONS SHALL REQUIRE DRAINAGE CONSTRUCTION PRIOR TO THE START OF PHASE 1 CONSTRUCTION OF EACH SECTION. THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE (1) LANE OF TRAFFIC IN EACH DIRECTION WITH PROPER SIGNAGE AND LANE CLOSURE DURING PRE-PHASE CONSTRUCTION.

SECTION 1

STATION 4+324 AND STA. 4+380

- INSTALL PROPOSED CATCH BASIN ON NORTH SIDE OF VINE STREET AND 18 m - 300 mm CONDUIT TO CENTERLINE. TIE EXISTING CATCH BASIN TO PROPOSED CATCH BASIN WITH TEMPORARY CONNECTION WHEN PROPOSED OUTLET IS COMPLETED DURING PHASE 1. EXISTING CROSS-OVER SHALL NOT BE REMOVED PRIOR TO TEMPORARY TIE-IN.

- PROPOSED BASIN ON NORTH SIDE WILL NOT HAVE CASTING INSTALLED DUE TO ELEVATION DIFFERENTIAL. BASIN TO BE PLATED AND BURIED IN PLACE TO ALLOW FOR TRAFFIC MAINTENANCE. STATION 4+444

- INSTALL PROPOSED CATCH BASIN ON NORTH SIDE OF VINE STREET AND 10 m-300mm CONDUIT TO CENTERLINE. TIE EXISTING CATCH BASIN TO PROPOSED CATCH BASIN WITH TEMPORARY CONNECTION WHEN PROPOSED OUTLET IS COMPLETED DURING PHASE 1. EXISTING CROSS OVER SHALL NOT BE REMOVED PRIOR TO TEMPORARY TIE-IN.

- PROPOSED BASIN ON NORTH SIDE WILL NOT HAVE CASTING INSTALLED DUE TO ELEVATION DIFFERENTIAL. BASIN TO BE PLATED AND BURIED IN PLACE TO ALLOW FOR TRAFFIC MAINTENANCE. STATION 4+649.5

- INSTALL PROPOSED CATCH BASIN AND TYPE B AND TYPE C CONDUIT ON NORTH SIDE OF VINE STREET. CONNECT EXISTING CATCH BASIN TO 2-2-B CATCH BASIN FOR POSITIVE DRAINAGE TO BE MAINTAINED PRIOR TO THE REMOVAL OF THE EXISTING CROSS-OVER PIPE.

- PROPOSED BASIN ON NORTH SIDE WILL NOT HAVE CASTING INSTALLED DUE TO ELEVATION DIFFERENTIAL. BASIN TO BE PLATED AND BURIED IN PLACE TO ALLOW FOR TRAFFIC MAINTENANCE.

STATION 4+814.5 TO 4+833

- INSTALL STORM SEWER, SANITARY SEWER AND MANHOLES ALONG CENTERLINE OF EXISTING ROADWAY. WILL ALLOW FOR TWO-WAY TRAFFIC DURING PHASE 1 CONSTRUCTION.

SECTION 2

STATION 3+822 AND 3+927

- INSTALL NO. 5 MANHOLE, PROPOSED CATCH BASIN, 8.55 m - 300 mm TYPE B CONDUIT, AND 7.85 m - 300 mm TYPE C CONDUIT ON NORTH SIDE OF VINE STREET. THIS WILL ALLOW POSITIVE DRAINAGE FOR SOUTH SIDE CATCH BASINS DURING PHASE 1 CONSTRUCTION.

- PROPOSED BASIN ON NORTH SIDE WILL NOT HAVE CASTING INSTALLED DUE TO ELEVATION DIFFERENTIAL. BASIN TO BE PLATED AND BURIED IN PLACE TO ALLOW FOR TRAFFIC MAINTENANCE. STATION 4+215 TO 4+232

- INSTALL PROPOSED CATCH BASINS AND CONDUIT ON NORTH SIDE OF VINE STREET AT THE BEN-HUR INTERSECTION. EXISTING INTERSECTION DRAINAGE TO BE TIED INTO PROPOSED CATCH BASIN PRIOR TO THE EXISTING SEWER BEING ABANDONED.

SECTION 3

STATION 4+903

- INSTALL PROPOSED CATCH BASIN AND TYPE B CONDUIT. TIE EXISTING 200 mm AND 300 mm CONDUIT INTO PROPOSED CATCH BASIN PRIOR TO THE REMOVAL OF EXISTING CROSSOVER.

STATION 5+059.2

- INSTALL PROPOSED MANHOLE AT 1.5 m LEFT AND TIE INTO EXISTING MANHOLE AS SHOWN TO ALLOW FOR OUTLET OF PROPOSED STORM SEWER.

NO ALTERATIONS TO THE PRE-PHASE CONSTRUCTION SHALL BE MADE BY THE CONTRACTOR UNLESS APPROVAL IS OBTAINED FROM THE ENGINEER.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

THE CONSTRUCTION FOR THIS PROJECT SHALL BE PERFORMED IN THREE SECTIONS. THE WORK LIMITS AND LIMITATIONS ARE LISTED BELOW:

- SECTION 1 - STATION 4+258 TO STATION 4+877
- SECTION 2 - STATION 3+540 TO STATION 4+258
- SECTION 3 - STATION 4+877 TO STATION 5+381

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

CONCRETE MEDIAN BARRIER REPLACEMENT

REMOVING, GRADING AND INSTALLING THE REPLACEMENT BARRIER IN A CONTINUOUS OPERATION SHALL BE LIMITED TO A 50 METERS LENGTH AND SHALL AT ALL TIMES BE SUBJECT TO THE APPROVAL OF THE ENGINEER. THE ENGINEER SHALL BE SATISFIED THAT ALL INSTALLATIONS WILL AFFORD MAXIMUM PROTECTION FOR TRAFFIC.

ITEM SPECIAL-LAW ENFORCEMENT OFFICER (WITH PATROL CAR)

IN ADDITION TO THE REQUIREMENTS OF 614 AND THE LATEST EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD), A UNIFORMED LAW ENFORCEMENT OFFICER (AND OFFICIAL PATROL CAR WITH WORKING TOP MOUNTED EMERGENCY FLASHING LIGHTS) SHALL BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS:

- * 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 IF DEEMED NECESSARY BY THE ENGINEER.
- * DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED
- * DURING TEMPORARY TRAFFIC SIGNAL INSTALLATION
- * DURING PEAK HOURS (7:00AM AND 9:00AM) AND (4:00 PM AND 6:00 PM) AT INTERSECTION IF DEEMED NECESSARY BY THE ENGINEER DUE TO TRAFFIC BACK-UPS OR SAFETY ISSUES

LAW ENFORCEMENT OFFICERS (L.E.O.'S) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED. THE LEO'S ARE CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR ACTIONS. ALTHOUGH THEY ARE EMPLOYED BY THE CONTRACTOR, THE PROJECT ENGINEER SHALL HAVE CONTROL OVER THEIR PLACEMENT. THE OFFICIAL PATROL CAR SHALL BE A PUBLIC SAFETY VEHICLE AS REQUIRED BY THE OHIO REVISED CODE.

THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THESE SERVICES WITH:

WILLOUGHBY POLICE DEPARTMENT
36700 EUCLID AVE.
WILLOUGHBY, OHIO 44094
PHONE: (216) 953-4212

MAINTENANCE OF TRAFFIC NOTES

LAK-640-3.444