

# MAINTENANCE OF TRAFFIC

## NOTIFICATION

THE CONTRACTOR SHALL CONDUCT HIS OPERATION AS TO CONSTRUCT THE PROPOSED IMPROVEMENT WITH A MINIMUM OF HAZARD, DELAY AND INCONVENIENCE TO THE MOTORISTS USING THE HIGHWAY AFFECTED BY THE WORK BEING DONE UNDER THIS CONTRACT. THROUGH TRAFFIC LANES OF 11 FEET MINIMUM EFFECTIVE WIDTH SHALL BE MAINTAINED AT ALL TIMES.

THE CITY OF WILLOUGHBY POLICE, FIRE AND PUBLIC WORKS DEPARTMENTS AND THE WILLOUGHBY-EASTLAKE BOARD OF EDUCATION SHALL BE NOTIFIED AT LEAST TWO (2) WEEKS PRIOR TO THE ACTUAL START OF CONSTRUCTION BY THE CONTRACTOR.

CITY OF WILLOUGHBY POLICE & FIRE DEPARTMENT  
WILLIAM E. CROSIER, CHIEF (216)942-1228

CITY OF WILLOUGHBY SERVICE DEPT.  
L.E. JACK DARBY, SERVICE DIRECTOR (216)953-4110

WILLOUGHBY-EASTLAKE BOARD OF EDUCATION  
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## ITEM 614 - MAINTAINING TRAFFIC

ONE LANE OF PAVEMENT IN EACH DIRECTION SHALL BE KEPT OPEN AT ALL TIMES TO MAINTAIN TRAFFIC EXCEPT AS PROVIDED HEREIN. LOCAL TRAFFIC ACCESS SHALL BE PROVIDED AT ALL TIMES.

FOR ALL OPERATIONS WHICH REQUIRE A LANE CLOSURE, TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING MT-97.10 OR MT 97.11 FOR PAVING OPERATIONS.

THE CONTRACTOR SHALL SCHEDULE FULL DEPTH PAVEMENT REMOVAL AND REPLACEMENT OPERATIONS SO THAT THE NEW PAVEMENT PATCH CAN BE OPENED TO TRAFFIC AT THE END OF THE WORKING DAY.

PAYMENT FOR ALL LABOR, MATERIALS, EQUIPMENT AND ANY INCIDENTALS REQUIRED TO COMPLETE THE WORK AS DESCRIBED HEREIN, SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 - MAINTAINING TRAFFIC.

## SYSTEM FOR MAINTAINING TRAFFIC

WHENEVER ANY TRAVELED SURFACE IS BEING WORKED ON OR OTHERWISE NOT SUITABLE FOR SAFE AND CONVENIENT USE BY VEHICLES, TRAFFIC CONTROL DEVICES SUFFICIENT TO PROTECT SUCH AREAS AND TO ASSURE THE SAFE PASSAGE FOR 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 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, HEREINAFTER REFERRED TO AS THE MANUAL. THE TRAFFIC CONTROL DEVICE SYSTEM CONTAINED HEREIN SHALL CONSTITUTE THE MINIMUM PROVISIONS FOR TRAFFIC CONTROL FOR EACH PARTICULAR SITUATION. WHENEVER THE ENGINEER DEEMS IT NECESSARY, HE MAY DIRECT THAT ADDITIONAL OR ALTERNATIVE DEVICES BE USED. ALSO THE CONTRACTOR SHALL PROVIDE SUFFICIENT ADDITIONAL BARRICADES, ETC. TO PROTECT THE FRESH CONCRETE DURING THE CURING PERIOD FROM ANY VEHICLES WHICH DRIVE AROUND OR THROUGH THE TRAFFIC CONTROL.

TRAFFIC CONTROL DEVICES SHALL BE SET UP PRIOR TO THE START OF CONSTRUCTION, AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH SPECIAL CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS THEY ARE NEEDED AND SHALL BE IMMEDIATELY REMOVED THEREAFTER. WHERE OPERATIONS ARE PERFORMED IN PHASES, THERE SHALL BE IN PLACE ONLY THOSE DEVICES THAT APPLY TO THE CONDITION PRESENT DURING THE PHASE IN PROGRESS. ALL SIGNS WITH MESSAGES WHICH DO NOT APPLY DURING A CERTAIN PERIOD SHALL BE COVERED OR SET ASIDE OUT OF THE VIEW OF TRAFFIC.

## 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.

## OVERNIGHT TRENCH CLOSING

THE BASE 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.

## TEMPORARY TRAFFIC MARKINGS

THE ROADWAY SHALL NOT BE OPENED TO TRAFFIC UNTIL EITHER THE PERMANENT OR TEMPORARY PAVEMENT MARKINGS ARE IN PLACE. THE FOLLOWING TEMPORARY PAVEMENT MARKINGS SHALL BE PROVIDED AS DIRECTED BY THE ENGINEER:

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| ITEM 614 - TEMPORARY EDGE LINES, CLASS I                                 | 3.68 MILES    |
| ITEM 614 - TEMPORARY CENTER LINES, CLASS I                               | 0.92 MILES    |
| ITEM 614 - TEMPORARY DOTTED LINES, CLASS I                               | 2637 LIN. FT. |
| ITEM 614 - TEMPORARY STOP LINES, CLASS I                                 | 234 LIN. FT.  |
| ITEM 614 - TEMPORARY CROSSWALK, CLASS I                                  | 1184 LIN. FT. |
| ITEM 614 - TEMPORARY PAVEMENT MARKING MISC.:<br>BIKE LANE DIAMOND SYMBOL | 20 EACH       |

THESE QUANTITIES ARE AS CALCULATED FOR THE PERMANENT ITEM 642 MARKINGS AND TABULATED ON SHEET 55 OF THE TRAFFIC CONTROL PORTION OF THE PLAN. THESE QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

## EXISTING TRAFFIC SIGNAL LOOP DETECTORS

THE CONTRACTOR IS CAUTIONED AS TO THE POSSIBILITY OF EXISTING TRAFFIC SIGNAL LOOP DETECTORS LOCATED IN THE PAVEMENT AT THE FOLLOWING LOACTIONS:

- S.R. 283 & OSBORNE PARK/CEMETERY ENTRANCE
- S.R. 283 & TIOGA TRAIL

THE CONTRACTOR SHALL CONDUCT HIS PAVING OPERATIONS AS DIRECTED BY THE ENGINEER AND SHALL NOT REMOVE, DISTURB OR DAMAGE EXISTING LOOP DETECTORS UNLESS AUTHORIZED TO DO SO BY THE ENGINEER. LOOP DETECTORS DAMAGED BY THE CONTRACTOR WITHOUT THE AUTHORIZATION OF THE ENGINEER SHALL BE REPLACED BY THE CONTRACTOR AT NO COST TO THE STATE.

THE FOLLOWING QUANTITY HAS BEEN CARRIED FORWARD TO THE GENERAL SUMMARY TO REPLACE LOOP DETECTORS LOCATED IN THE PAVEMENT AS DIRECTED BY THE ENGINEER.

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| ITEM 632 - DETECTOR LOOP | 3 EACH |
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## DUST CONTROL

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

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| 616, WATER            | 100 M-GAL. |
| 616, CALCIUM CHLORIDE | 10 TONS    |

## SIDEWALK

WHERE SIDEWALK EXISTS ON BOTH SIDES OF THE ROADS, ONE SIDE OF SIDEWALK SHALL BE OPEN FOR PEDESTRIAN AT ALL TIMES. CROSSING TO THIS SIDEWALK BE AT LOGICAL CROSSWALK POINTS. IF SIDEWALK EXISTS ON ONLY ONE SIDE OF THE ROAD, PROVISIONS SHALL BE MADE TO ACCOMMODATE PEDESTRIANS, AS DIRECTED BY THE ENGINEER. PAYMENT FOR THIS ITEM SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 - MAINTAINING TRAFFIC.

## WINTER LIMITATIONS

ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC BETWEEN NOVEMBER 15 AND APRIL 1 EACH YEAR. NOVEMBER 15 SHALL 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.

ONLY EXISTING ASPHALT SURFACE OR NEW SURFACE COURSE SHALL BE EXPOSED DURING NOVEMBER 15 AND APRIL 1. THE CONTRACTOR SHALL SCHEDULE HIS OPERATIONS TO MEET THIS REQUIREMENT, OTHERWISE LIQUIDATED DAMAGES (ABOVE) SHALL APPLY.

## PROGRESS SCHEDULE (CRITICAL PATH METHOD)

THE PRE-CONSTRUCTION MEETING SHALL BE HELD NO LATER THAN 30 CALENDAR DAYS AFTER THE CONTRACT IS SIGNED. THE CONTRACTOR SHALL SUBMIT THEIR PROPOSED CPM SCHEDULE AT THE PRE-CONSTRUCTION MEETING FOR REVIEW BY THE CONSTRUCTION ENGINEER. WRITTEN COMMENTS REGARDING THE SCHEDULE WILL BE FORWARDED TO THE CONTRACTOR BY THE CONSTRUCTION ENGINEER WITHIN 14 CALENDAR DAYS AFTER THE PRE-CONSTRUCTION MEETING.

A FINAL CPM SCHEDULE SHALL BE SUBMITTED TO THE CONSTRUCTION ENGINEER WITHIN 30 CALENDAR DAYS FROM THE DATE OF THE PRE-CONSTRUCTION MEETING AT LEAST 7 CALENDAR DAYS PRIOR TO THE DATE DESIGNATED AS THE STARTING DATE IN THE CPM SCHEDULE. THE SCHEDULE SHALL BE SIGNED AND DATED BY THE PRIME CONTRACTOR AND NAMED SUBCONTRACTORS.

## ADJUSTMENTS IN CONTRACT TIME

TIME EXTENSIONS WILL ONLY BE CONSIDERED WHEN CONTROLLING ITEMS OF WORK ON THE APPROVED CPM SCHEDULE ARE AFFECTED DUE TO NO FAULT OF THE CONTRACTOR.

WHEN ADDITIONAL WORK IS REQUIRED, TIME EXTENSIONS WILL ONLY BE GRANTED FOR CONTROLLING ITEMS ON THE CPM SCHEDULE.

## ITEM 404 - BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC

THE FOLLOWING ESTIMATED QUANTITY SHALL BE USED AS DIRECTED BY THE ENGINEER:

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| ITEM 404 - BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC | 100 C.Y. |
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## ITEM 410 - TRAFFIC COMPACTED SURFACE, TYPE B

THE FOLLOWING ESTIMATED QUANTITY SHALL BE USED AT DRIVES AS DIRECTED BY THE THE ENGINEER:

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| ITEM 410 - TRAFFIC COMPACTED SURFACE, TYPE B TRAFFIC | 250 C.Y. |
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