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MAINTENANCE OF TRAFFIC (CON'T)

CONTRACTOR'S EQUIPMENT - OPERATION AND STORAGE

VEHICLES AND EQUIPMENT SHALL ALWAYS MOVE WITH, AND NOT ACROSS OR AGAINST THE FLOW OF TRAFFIC. VEHICLES AND OTHER EQUIPMENT SHALL NOT PARK OR STOP EXCEPT WITHIN DESIGNATED WORK AREAS; AND SHALL NOT ENTER AND LEAVE WORK AREAS IN A MANNER WHICH WILL BE HAZARDOUS TO, OR INTERFERE WITH THE NORMAL TRAFFIC FLOW. PERSONAL VEHICLES WILL NOT BE PERMITTED TO PARK WITHIN THE RIGHT-OF-WAY EXCEPT IN SPECIFIC AREAS DESIGNATED BY THE ENGINEER.

EQUIPMENT, VEHICLES AND MATERIALS SHALL NOT BE STORED OR PARKED WITHIN 30 FEET OF THE TRAVELED WAY UNLESS 6 FEET BEHIND PCB OR GUARDRAIL.

ALL WORK VEHICLES AND EQUIPMENT THAT ENTERS THE WORK ZONE MORE THAN ONCE A DAY MUST BE EQUIPPED WITH AT LEAST ONE FLASHING, ROTATING, OR OSCILLATING AMBER LIGHT THAT IS VISIBLE IN ALL DIRECTIONS OF TRAFFIC FOR AT LEAST ONE QUARTER OF A MILE, DAY OR NIGHT.

MAINTENANCE OF TRAFFIC CONTROL ZONES

THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN THE SIGNS, DRUMS AND TEMPORARY PAVEMENT MARKINGS AT THE LOCATIONS DETAILED IN THE PLANS OR SPECIFIED IN THE STANDARD DRAWINGS. WHEN THE CONTRACTOR IS NOTIFIED OF DEFICIENCIES HE SHALL CORRECT THE DEFICIENCIES AS SOON AS POSSIBLE, PREFERABLY WITHIN 12 HOURS AND NO LATER THAN 24 HOURS. IF ANY NOTED DEFICIENCIES ARE NOT CORRECTED WITHIN 24 HOURS THE ENGINEER SHALL DEDUCT ONE DAY PAY FOR ITEM 614-MAINTAINING TRAFFIC, NOT AS A PENALTY BUT AS LIQUIDATED DAMAGES. THE CONTRACTOR SHALL BE SUBJECT TO THESE LIQUIDATED DAMAGES FOR EACH AND EVERY DAY THAT THESE PROVISIONS ARE NOT MET. ALL COSTS FOR MAINTAINING THE WORK ZONES AS DESCRIBED ABOVE SHALL BE INCLUDED UNDER ITEM 614 - MAINTAINING TRAFFIC.

SIGNAGE

ADVANCE WARNING SIGN GROUPS AS PER STANDARD DRAWINGS MT-95.30, MT-98.12, MT-98.13, MT-98.14, MT-98.15, MT-98.16, MT-98.17, AND MT-98.18 SHALL BE INSTALLED, PAYMENT FOR THESE SIGNS SHALL BE UNDER ITEM 614 - MAINTAINING TRAFFIC.

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.

THE CONTRACTOR SHALL SCHEDULE HIS OPERATIONS SUCH THAT ALL HALF-WIDTH OVERLAYS ARE NOT EXPOSED TO TRAFFIC FOR MORE THAN 24 HOURS.

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".

RAMP CLOSURES FOR REPAIRS OR RESURFACING

THE CONTRACTOR MAY CLOSE ONE RAMP AT A TIME FOR REPAIRS OR RESURFACING. THE CLOSURES SHALL BE LIMITED TO THE HOURS SHOWN IN THE "SCHEDULE OF THRU LANES TO BE MAINTAINED" TABLE. THE MOTORING PUBLIC SHALL BE GIVEN ADVANCE WARNING OF CLOSURES AT LEAST 72 HOURS IN ADVANCE THROUGH THE USE OF EITHER A GROUND MOUNTED FLAT SHEET SIGN OR A PORTABLE CHANGEABLE MESSAGE SIGN. A LEO WITH PATROL CAR (PAID FOR SEPARATELY) SHALL BE USED FOR EACH RAMP CLOSURE AND BE PRESENT FOR THE ENTIRE CLOSURE TIME. FREEWAY ENTRANCE RAMPS SHALL BE CLOSED WITH A PCMS SUGGESTING A RECOMMENDED DETOUR. FREEWAY EXIT RAMPS SHALL BE CLOSED WITH A PCMS ROUTING TRAFFIC TO THE NEXT EXIT AND A SECOND PCMS INDICATING A U-TURN AT THAT EXIT (UNLESS DIRECTED DIFFERENTLY BY THE ENGINEER). FOR CLOSURES ONE OR TWO ADDITIONAL PCMS UNITS WILL BE NEEDED AS DESCRIBED ABOVE. THESE WILL BE PAID FOR UNDER ITEM 614 - MAINTAINING TRAFFIC.

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR

IN ADDITION TO THE REQUIREMENTS OF ITEM 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 TOTAL CLOSURES OF EXIT RAMPS OR OF THE EXPRESS LANES.
- WHEN DIRECTED BY THE ENGINEER.

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.

LAW ENFORCEMENT OFFICERS 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. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - LAW ENFORCEMENT OFFICER W/PATROL CAR . . . 80 HOURS

THE HOURS PAID SHALL INCLUDE MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

IF THE CONTRACTOR WISHES TO UTILIZE LEO'S FOR FLAGGING AND TRAFFIC CONTROL OTHER THAN FOR THAT REQUIRED IN THESE PLANS, HE MAY DO SO AT HIS OWN EXPENSE.

ITEM 614 - TEMPORARY PAVEMENT MARKINGS (RESURFACING)

TEMPORARY MARKINGS SHALL BE PLACED AT THE LOCATIONS OF THE PERMANENT MARKINGS AS SHOWN IN THE TRAFFIC CONTROL PLANS.

THIS ITEM SHALL BE USED AFTER THE OVERLAY IS PLACED. THE ESTIMATED QUANTITIES FOR THIS WORK ARE SHOWN ON THE GENERAL SUMMARY.

PERMANENT PAVEMENT MARKINGS

AFTER PLACING THE SURFACE COURSE, THE CONTRACTOR MAY PLACE PERMANENT PAVEMENT MARKINGS AT LOCATIONS SHOWN IN THE TYPICALS AND THE TRAFFIC CONTROL SHEETS INSTEAD OF PLACING TEMPORARY PAVEMENT MARKINGS, WHICH SHALL BE NON-PERFORMED AT THESE LOCATIONS.

CALCULATED XXX
CHECKED XXX
MAINTENANCE OF TRAFFIC NOTES
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