

**MAINTENANCE OF TRAFFIC (CONT.)**

**TEMPORARY RAMPING OF VERTICAL SURFACES**

IN ORDER TO PROVIDE FOR LOCAL ACCESS, LONGITUDINAL VERTICAL FACES ABUTTING DRIVES SHALL BE TEMPORARILY RAMPED. TRANSVERSE VERTICAL FACES SHALL BE TEMPORARILY RAMPED A MINIMUM OF TEN (10) FEET IN LENGTH AND TRAFFIC SHALL BE WARNED WITH W8-1 "BUMP" SIGNS IN ADVANCE OF THE RAMPED AREAS.

ALL CASTINGS ENCOUNTERED SHALL BE SET TO GRADE AND PAID FOR UNDER VARIOUS ITEMS DESCRIBED ELSEWHERE IN THE GENERAL NOTES OR SPECIFICATIONS. THE CASTING ELEVATION DIFFERENTIAL SHALL NOT BE GREATER THAN ONE (1) INCH WHEN EXPOSED TO TRAFFIC.

ALL TEMPORARY RAMPING SHALL BE INSTALLED, AT THE DIRECTION OF THE ENGINEER, USING ITEM 614, ASPHALT CONCRETE FOR MAINTAINING 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.

**ACCESS TO PROPERTIES**

THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN ACCESS TO ALL RESIDENTIAL, COMMERCIAL, AND RECREATIONAL PROPERTIES AT ALL TIMES DURING CONSTRUCTION.

**CONSTRUCTION ADJACENT TO DRIVES**

ACCESS TO COMMERCIAL AND HANDICAP PROPERTY SHALL BE MAINTAINED AT ALL TIMES. IN ADDITION, THE CONTRACTOR SHALL MAKE REASONABLE PROVISIONS TO ALLOW RESIDENTIAL ACCESS AT ALL TIMES OR OTHERWISE ALLOW RESIDENTS TO PARK SAFELY WITHIN THE PROJECT WORK LIMITS WHEN ACCESS IS NOT POSSIBLE; ALL AT THE APPROVAL/DIRECTION OF THE ENGINEER. THE MAXIMUM OUT OF SERVICE TIME FOR ANY RESIDENTIAL DRIVE SHALL BE FIVE (5) DAYS. THE PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED TO MAINTAIN COMMERCIAL, HANDICAP AND RESIDENTIAL ACCESS AND/OR SAFE PARKING AREAS FOR RESIDENTS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR "ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN"; EXCEPT FOR THE SEPARATELY ESTIMATED ITEMS/QUANTITIES ADDITIONALLY PROVIDED IN THE PLANS FOR MAINTAINING TRAFFIC (ACCESS).

THE CONTRACTOR SHALL PLAN/STAGE ALL WORK TO MAINTAIN SAFE ACCESS TO COMMERCIAL AND HANDICAP PROPERTY AT ALL TIMES AND TO MAINTAIN SAFE ACCESS TO RESIDENTIAL PROPERTY OR PROVIDE SAFE PARKING WITHIN REASONABLE PROXIMITY TO RESIDENTIAL PROPERTY WHEN ACCESS IS UNAVAILABLE. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT A PLAN FOR THE APPROVAL OF THE ENGINEER WHICH OUTLINES HIS/HER STRATEGY FOR THE MAINTENANCE OF SAFE ACCESS TO COMMERCIAL, HANDICAP AND RESIDENTIAL PROPERTY AND/OR FOR ALLOWING RESIDENTS TO PARK SAFELY WITHIN THE PROJECT LIMITS WHEN ACCESS IS NOT POSSIBLE. EXCEPT AS NOTED ABOVE, ALL ASSOCIATED COSTS SHALL BE INCLUDED UNDER "ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN".

**ITEM 615 - ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN**

IN ADDITION TO THE APPLICABLE REQUIREMENTS OF ITEM 615, THIS ITEM INCLUDES ANY REQUIRED PREPARATORY WORK, MAINTENANCE AND THE SUBSEQUENT REMOVAL OF THE ITEMS LISTED IN THE "ESTIMATED QUANTITIES FOR MAINTAINING TRAFFIC" PLAN NOTE. PAYMENT FOR ALL NECESSARY LABOR, EQUIPMENT AND ADDITIONAL MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT BID FOR ITEM 615 - ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN.

ITEM 615 -ROADS FOR MAINTAINING TRAFFIC, LUMP SUM AS PER PLAN

**CONSTRUCTION WARNING SIGNS**

IMMEDIATELY PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL INSTALL THE CONSTRUCTION WARNING SIGNS SHOWN ON SHEET 13.

AS A MINIMUM, G20-1 SIGNS FACING TRAFFIC ENTERING THE PROJECT, AND G20-2 SIGNS FACING TRAFFIC LEAVING THE PROJECT, SHALL BE PLACED AS SHOWN IN THE MANUAL. ADDITIONAL G20-1 SIGNS SHALL BE PLACED AFTER EACH MAJOR INTERSECTION, IN BOTH DIRECTIONS, AND AFTER EACH SUSPENSION AND RESUMPTION OF WORK.

ADDITIONALLY, A W20-1 SIGN SHALL BE PLACED ON EACH INTERSECTING STREET A MINIMUM OF 200 FEET IN ADVANCE OF THE PROJECT, AND ON THE APPROACHES TO THE PROJECT A MINIMUM OF 500 FEET IN ADVANCE OF THE WORK LIMITS. G20-2 SIGNS SHALL ALSO BE INSTALLED ON EACH MAJOR INTERSECTING STREET, FACING TRAFFIC LEAVING THE PROJECT, A MINIMUM OF 200 FEET FROM THE PROJECT.

THE TRAFFIC CONTROL DEVICES SHOWN ON MT-97.10 AND MT-97.11 SHALL BE IN ADDITION TO THOSE INDICATED ABOVE. IF DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL ALSO INSTALL W8-11 "UNEVEN LANES", W8-7 "LOOSE GRAVEL", AND/OR W21-2 "FRESH OIL/TAR" SIGNS.

FLUORESCENT ORANGE TYPE G SIGN SHEETING SHALL BE USED FOR ALL DETOUR AND CONSTRUCTION WARNING SIGNS.

ALL CONSTRUCTION WARNING SIGNS SHALL BE COVERED OR REMOVED WHEN NO LONGER APPLICABLE.

THE COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING ALL CONSTRUCTION WARNING SIGNS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN.

**WORK ZONE MARKING SIGNS**

WORK ZONE MARKING SIGNS (R4-1, R4-2, W8-12, W8-H12a, AND/OR W8-11) SHOWN ON SHEET 13 SHALL BE INSTALLED AT THE LOCATIONS SHOWN, AS DESCRIBED IN SECTION 614.04.

THESE SIGNS SHALL BE ERECTED AND VISIBLE TO TRAFFIC ONLY WHEN, AND FOR THE DURATION OF THE PERIOD WHEN THE APPROPRIATE PAVEMENT MARKINGS ARE NOT PRESENT. THEY SHALL BE PROMPTLY COVERED OR REMOVED AFTER THE FINAL PAVEMENT MARKINGS HAVE BEEN INSTALLED.

NO SEPARATE PAYMENT FOR THESE SIGNS WILL BE MADE. THE COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING THESE SIGNS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN.

**INSTALLATION OF WORK ZONE PAVEMENT MARKINGS AND SIGNS**

ALL WORK ZONE PAVEMENT MARKINGS AND SIGNS REQUIRED FOR A PARTICULAR TRAFFIC PATTERN SHALL BE INSTALLED ON A SINGLE WORK DAY, AND THE CORRESPONDING TRAFFIC PATTERN, AS DETAILED ON THE PLANS, SHALL BE IMPLEMENTED IMMEDIATELY. IN ADDITION, THE REQUIREMENTS OF 614.11(G) SHALL APPLY.

**NOTICE OF CONSTRUCTION SIGNS**

NOTICE OF CONSTRUCTION SIGNS (W20-H14), AS DETAILED IN THESE PLANS, SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED BEGINNING OF CONSTRUCTION. THE SIGNS SHALL BE ERECTED ON THE RIGHT HAND SIDE OF THE ROAD AT STATION 564+00, AND STATION 644+00, FACING TRAFFIC. THEY SHALL BE PLACED SO AS TO NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. THE CONTRACTOR SHALL INSERT THE SCHEDULED DATE OF THE BEGINNING OF CONSTRUCTION, DURATION (NUMBER OF DAYS FROM THE START DATE TO THE PROJECT COMPLETION DATES) AND INFORMATION PHONE NUMBER ON THE SIGN IN THE PROPER POSITIONS.

THE COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE NOTICE OF CONSTRUCTION SIGNS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN.

**ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE**

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

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 FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP). IN GENERAL, LEOS SHOULD BE POSITIONED AT THE POINT OF LANE RESTRICTION OR ROAD CLOSURE AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH INTERSECTIONS IN WORK ZONES.

WHEN CONSTRUCTION VEHICLES ARE ENTERING/EXITING THE ZONE DIRECTLY FROM/INTO AN OPEN LANE OF TRAFFIC. IF A LANE HAS BEEN CLOSED TO PROVIDE AN ACCELERATION/DECELERATION LANE FOR THE VEHICLE, THE LEO WILL NOT BE REQUIRED.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (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 FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 -LAW ENFORCEMENT OFFICER WITH 60 HOURS PATROL CAR FOR ASSISTANCE

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

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

**SUGGESTED SEQUENCE OF CONSTRUCTION**

IT IS SUGGESTED THAT THE RESURFACING/WIDENING OF CLEVELAND MASSILLON ROAD WITHIN THE LIMITS OF THIS PROJECT BE ACCOMPLISHED AS OUTLINED BELOW (GENERALLY):

- COMPLETE DRAINAGE WORK ITEMS
- PERFORM ROCK EXCAVATION WORK BETWEEN STA. 583+36 AND STA. 592+00.
- PERFORM PAVEMENT PLANING OPERATIONS FROM BEGIN PROJECT TO END PROJECT (WITH FLAGMEN AND UNDER TWO-WAY TRAFFIC).
- IDENTIFY AND PERFORM PARTIAL DEPTH PAVEMENT REPAIRS FROM BEGIN PROJECT TO END PROJECT (WITH FLAGMEN AND UNDER TWO-WAY TRAFFIC).
- IDENTIFY AND REFERENCE FULL DEPTH PAVEMENT REPAIRS FROM BEGIN PROJECT TO END PROJECT (WITH FLAGMEN AND UNDER TWO-WAY TRAFFIC).
- PERFORM PAVEMENT/SHOULDER WIDENING OPERATIONS.
- INSTALL INTERMEDIATE ASPHALT COURSE - FROM BEGIN PROJECT TO END PROJECT WITHIN 5 DAYS OF MILLING OPERATIONS (WITH FLAGMEN AND UNDER TWO-WAY TRAFFIC).
- COMPLETE FULL DEPTH REPAIRS (TOP OF REPAIRS FLUSH WITH TOP OF ADJACENT ASPHALT INTERMEDIATE (TYPICAL))
- PERFORM CASTING REPAIRS/ADJUSTMENTS AND RECONSTRUCTIONS.
- INSTALL SURFACE COURSE AND PAVEMENT MARKINGS - FROM BEGIN PROJECT TO END PROJECT (WITH FLAGMEN AND UNDER TRAFFIC).

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MAINTENANCE OF TRAFFIC NOTES

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