

FY 2019/2020 QC Category No. 2
STATEWIDE INSPECTION GUIDELIST
Maintenance of Traffic (MOT)

1. The Contractor has submitted a letter stating whether the Contractor plans to use the Traffic Control Plan (TCP) provided in the contract or will submit an alternate TCP for approval. [Spec 102-4, CPAM 9.1.5]
2. If TCP provided in the contract is not being used, the Contractor provided an alternate TCP signed and sealed by a Professional Engineer and approved by the Department before being used. [Specs. 102-4, CPAM 9.1.5]
3. The Contractor has provided the name(s) and telephone number(s) of the Worksite Traffic Supervisor (WTS) in writing. [Specs 5-8.3]
4. The WTS has been certified in completing an approved Advanced MOT training course. [Specs. 105-8.3]
5. The WTS is on site during all set up and take down, and performs a drive through inspection immediately after set up. [Specs. 102-3.2]
6. The WTS does an initial inspection and evaluation of the work zone for each phase of construction and conducts daily daytime and weekly nighttime inspections within the limits of the project for projects with predominant daytime work activities and daily nighttime and weekly daytime inspections for projects with predominant nighttime work. The Project Administrator notes any deficiencies in the MOT Inspection Review Report and notifies the WTS of those deficiencies weekly. [Specs. 102-3.2, CPAM 9.1.7]
7. The WTS immediately corrects all safety deficiencies and does not allow minor deficiencies that are not immediate safety hazards to remain uncorrected for more than 24 hours. [Specs. 102-3.2, CPAM 9.1.8]
8. The Project Administrator has completed the Engineer's Maintenance of Traffic Evaluation at Crash Site for crashes occurring within the project limits. [CPAM 9.3]
9. The Contractor has provided access to all residences and businesses whenever construction interferes with the existing means of access, and material has been placed, as needed, for driveways and sidewalks to residences and businesses to continuously provide safe, stable and reasonable access for vehicles and pedestrians. [Specs. 102-1, 102-3.2, 102-5.5, 102-8, and Index 600 and 660]
10. For sidewalk closures, the Contractor has provided an alternate accessible path utilizing pedestrian longitudinal channelizing devices (LCDs) for pedestrian detours or diversions around the work area. Be sure to document any deficiencies in the weekly

MOT Inspection Review Report. [CPAM 9.1.7, Specs. 102-3.2, 102-9 and, Index 102-600 and 102-660]

11. The Contractor is controlling dust during construction operations. [Specs. 102-5.2]

12. The Contractor has removed all existing pavement markings in conflict with the adjusted vehicle paths without damaging the surface texture and without the use of black paint. Cost for removing conflicting pavement markings is included in Maintenance of Traffic, Lump Sum. [Spec. 102-5.8, 2009 MUTCD 6F.77]

13. The Project Administrator has verified that the Contractor's certified initial retroreflectivity readings meet the minimum requirements of 300 mcd/lx·m² and 250 mcd/lx·m² for white and yellow paint, respectively, and maintains 150 mcd/lx·m² throughout the work zone at the end of the six month service life. Refer to other sections of the specifications for different pavement marking products. [Specs. 102-10, 709-4, 709-7, 710-4, 711-4, 711-7, 713-4, 713-7, 971]

14. The Contractor has provided temporary traffic control devices that have been permanently marked with a valid APL number. [Spec. 102-9.1]

15. The Project Administrator has ensured that the Channelizing Device Supplier (CDS) approval documents were submitted at the preconstruction conference [Specs. 102-9.1.1].

16. The Project Administrator has ensured that the Channelizing Device Supplier (CDS) is submitting CDS certifications monthly [Specs. 102-9.1].

17. The Contractor or Channelizing Device Supplier (CDS) has maintained temporary traffic control devices in accordance with ATSSA's Quality Guidelines for Temporary Traffic Control Devices and Features, Temporary Concrete Barrier Evaluation Guide, and Pedestrian LCD Evaluation Guide (as applicable). [Specs. 102-9.1, 102-9.6.2.4]

18. The Contractor has correctly installed work zone sign supports (post-mounted and portable) that have been permanently marked with a valid APL number. [Specs. 102-9.1, 102-9.2, 700-2.2, 990-8, Index 102-600 Sheets 5 and 6]

18. The Contractor has placed business access signs as required by the contract. [Specs. 102-9.3, Index 102-600 Sheet 10]

19. The Project Administrator has verified that crash cushions are installed in accordance with the plans, Standard Plans, and APL vendor drawings. [Specs. 102-9.9]

20. The Project Administrator has checked the contract before making payment, if any, for crash cushion (Installed Materials) repairs. [Specs. 7-14, 102-13.11]

21. The Project Administrator has verified that the contractor is using a Traffic Control Officer when using Standard Plan 102-619 on freeway facilities (interstates, toll roads, and expressways) at nighttime or when performing lane closures during nighttime operations on roadways with posted speed limits 55 mph or greater. [Specs. 102-7]

22. The Project Administrator has verified that the temporary lane separator has been installed properly. [Specs. 102-9.20, Index 102-600]

23. Temporary signs on barrier or traffic railing are installed in accordance with Standard Plans. [Index 700-013]