FY 2014/2015 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. [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 and telephone number(s) of the Worksite Traffic Supervisor (WTS) in writing. [Specs 5-8.3]

4. The WTS has provided a valid certificate of successfully 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 WTS notes any deficiencies in the MOT Review Report Form and provides a weekly report to the Project Administrator using form number 700-010-08. [Specs. 102-3, CPAM 9.1]

7. The Project Administrator has reviewed the Contractor's weekly MOT Review Report for reasonableness and accuracy by conducting a field project inspection of the work zone. [CPAM 9.1]

8. 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, CPAM 9.1]

9. The Project Administrator has completed the Engineer's Maintenance of Traffic Evaluation at Crash Site, Form No. 700-010-64, for crashes occurring within the project limits. [CPAM 9.3]

10. 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, 102-5.5, 102-8, and Index 660]

11. For sidewalk closures, the Contractor has provided an alternate accessible path utilizing pedestrian longitudinal channelizing devices (LCDs) for pedestrian detours around the work area. Be sure this is noted by the WTS in the weekly MOT Review Report Forms. [Specs. 102-1, 102-3 and, Index 660]

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

13. 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. [Specs. 102-5.8, 2003 MUTCD 6F.71 and 2009 MUTCD 6F.77]

14. The Project Administrator has verified that the Contractor's certified initial retroreflectivity readings meet the minimum requirements of 300 mcd/lx·m^2 and 250 mcd/lx·m^2 for white and yellow paint, respectively, and maintains 150 mcd/lx·m^2 throughout the work zone. 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]

15. The Contractor has maintained Type A, C, and D warning lights so as to be capable of being visible on a clear night from a distance of 3000 feet, and Type B warning lights so as to be capable of being visible on a sunny day when viewed without the sun directly on or behind the device from a distance of 1000 feet. [2003 MUTCD Section 6F.78 and 2009 MUTCD Section 6F.83]

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

17. The Contractor has maintained temporary traffic control devices in accordance with ATSSA's Quality Guidelines for Temporary Traffic Control Devices and Features. [Specs. 102-9.1]

18. The Contractor has correctly installed work zone sign supports (post-mounted and portable) that have been permanently marked with a valid QPL number. [Specs. 102-9.1,102-9.2, 700-2.5, 990-8, Index 600 Sheets 6 and 7]

19. The Contractor has placed business access signs as required by the contract. [Specs. 102-9.3, Index 600 Sheet 11]

20. The Project Administrator has verified that the crash cushions are installed in accordance with the plans, Design Standards, and QPL vendor drawings. [Specs. 102-9.6]

21. The Project Administrator has checked the contract before making payment, if any, for crash cushion repairs. [Specs. 102-13.12]

22. The Project Administrator has verified that the contractor is using a Traffic Control Officer when using Design Standard 619 on freeway facilities (interstates, toll roads, and expressways) at nighttime. [Specs. 102-7]

23. The Project Administrator has verified that the temporary lane separator has been installed properly. [Specs. 102-9.17, Index 600]

24. Temporary signs on barrier or traffic railing are installed in accordance with Index 11871. [Index 11871]