SECTION 25 – PROJECTS WITH LOCAL PUBLIC AGENCY INVOLVEMENT

25.1 GENERAL 25-2
25.2 INTERSECTIONS 25-2
25.3 REMOVAL OF LOCALLY OWNED ITEMS 25-2
25.4 CLOSURE OF LOCAL ROADS 25-3
25.5 USE OF LOCAL ROADS 25-3

Section 25:

Projects with Local Public Agency Involvement

SECTION 25 – PROJECTS WITH LOCAL PUBLIC AGENCY INVOLVEMENT

25.1 GENERAL

It is the policy of the Department on all contracts located within city limits to contact the local government agency and utilities in writing or in person to explain the impact of the proposed work. These initial contacts are normally made during the design phase. A set of plans is also furnished to the local government agency and utilities.

While it is impractical to locate all underground sewers, utilities, etc. in sufficient detail at the time of the initial survey, all utilities should have been contacted and utility coordination existing condition statements included in the contract documents by the time the final field check is held. The Contractor is still required to contact the utility organizations immediately after the notice to proceed and invite them to attend the pre-construction conference to help determine the final location and elevation of both underground and aerial installations within the contract limits. This information must be obtained to properly coordinate the field layout of the proposed work and to enable the utility organizations to better understand the amount of work that will be required of them.

The PEMS and AE should verify that local officials are contacted after the contract has been awarded to invite them to the pre-construction conference.

Grade lines shown on the plans may often require some slight amount of adjustment. These slight adjustments are typically necessary to meet the urban geometrics involved with sidewalks, intersections, gutters, and to help with the reduction of property damage.

25.2 INTERSECTIONS

Careful study should be given to the grades and drainage requirements at street and alley intersections. In general, when 40 ft wide pavements are constructed in cities, the normal crown should be carried through the intersections in the normal width of pavement. The centerline grade should be carried through intersections where the pavement width is greater than 40 ft and adjustments made in the crown. If not addressed during design, a number of large-scale profiles should be made to help verify the best possible drainage and riding qualities. Grades established for intersections should be inspected and approved by the PEMS before intersection work begins.

25.3 REMOVAL OF LOCALLY OWNED ITEMS

Removal of items owned by a local government agency, such as brick pavements, sidewalks, curb and gutters, castings, and lighting and drainage structures, remain the property of the local government agency if specified in the proposal or on the plans. The local government agency should be consulted before the Contractor removes such items. If they do not desire to salvage them, the removal items will remain the property of the Contractor. Salvaged items will not be allowed to remain within the project limits after the completion of a contract regardless of promises that the items will be removed at a later date. Often the provisions of the contract require removal items to be hauled to a storage yard or to some other designated location.

25.4 CLOSURE OF LOCAL ROADS

The local government agency, as well as the local media, should be kept informed of local road closure times and durations. This will help foster better communications for the contract and provide local officials the opportunity to be more involved and informed in Department operations in their community.

25.5 USE OF LOCAL ROADS

When the determination is made to utilize a local detour as the best option for the official or unofficial detour, arrangements should be made with the local street or highway department to video the existing condition of the proposed detour route prior to the start of construction. Department field staff will record the initial road condition video. Once the use of the detour has concluded, the route should be videoed a second time and compared to the initial video to help determine whether the roads used for the detour route deteriorated with the additional traffic.

Additionally, if a Contractor desires to use local roads as part of their hauling route, they must make arrangements with the local agency to video the haul route and shall take the responsibility for repair of damages. If the roads along the route deteriorate due to the heavy loading brought on by the Contractor's trucks or equipment, the Contractor is obligated to make repairs to the roads at no cost to the Department.