

ITEM 614 - MAINTAINING TRAFFIC

UNLESS OTHERWISE NOTED, A MINIMUM OF 2 LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED ON SR 4 AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, AND ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC.

THE RAMP FROM NB SR 4 TO KEOWEE STREET SHALL REMAIN OPEN AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 365 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 12. RAMP SHALL NOT BE CLOSED UNTIL JUNE 5, 2023. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$500 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

THE RAMP FROM KEOWEE STREET TO SB SR 4 SHALL REMAIN OPEN AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 150 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 13. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$1,500 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

INTERIM COMPLETION DATES:

- PHASE 1 WORK SHALL BE COMPLETED AND PHASE 2 WORK SHALL BE STARTED AND ON PHASE 2 LANE ALIGNMENT BY OCTOBER 15, 2023.
- ALL WORK ON S.R. 4 SHALL BE COMPLETED BY SEPTEMBER 30, 2024. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$1000 PER CALENDAR DAY FOR EACH DATE NOT MET.

EXCEPT FOR THE MOT RESTRICTIONS SHOWN IN THIS PLAN, NO OTHER WORK MAY BE PERFORMED AND ALL OTHER EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS:

- CHRISTMAS FOURTH OF JULY
- NEW YEAR'S LABOR DAY
- MEMORIAL DAY THANKSGIVING

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

HOLIDAY/EVENT CLOSURE SCHEDULE	
DAY OF HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPENED TO TRAFFIC
SUNDAY	12:00N ON FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N ON FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N ON MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N ON TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N ON WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00AM ON WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N ON THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N ON FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127), AS SHOWN ON THE NEXT SHEET.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ITEM 614 - MAINTAINING TRAFFIC (CONT.)

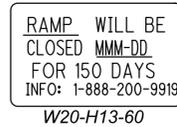
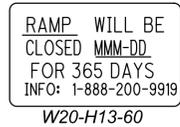
NOTICE OF CLOSURE SIGNS W20-H13 SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLAT SHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.

NOTICE OF CLOSURE SIGN TIME TABLE

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO THE PUBLIC
RAMP & ROAD CLOSURES	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.



THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER TO FILL POT HOLES AND MAINTAIN A SAFE RIDING SURFACE.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 25 CU. YD.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

3 SEQUENCE OF CONSTRUCTION

MOT-4-1779 STRUCTURE
 PHASE 1 (BEGIN WORK APRIL 1, 2023 OR LATER):
 THE NORTHBOUND LANES OF S.R. 4 SHALL BE SHIFTED TO THE OUTSIDE AS SHOWN ON SHEETS 14 -20. THE INSIDE PORTION OF NORTHBOUND STRUCTURE MOT-4-1779R SHALL BE BUILT DURING THIS PHASE. THE EXIT RAMP TO KEOWEE STREET SHALL BE CLOSED AND DETOUR AS SHOWN ON SHEET 12. THE RAMP SHALL NOT BE CLOSED UNTIL JUNE 5, 2023. PHASE 1 WORK SHALL BE COMPLETED AND PHASE 2 WORK SHALL BE STARTED AND ON PHASE 2 LANE ALIGNMENT BY OCTOBER 15, 2023.

PHASE 2:
 THE NORTHBOUND LANES OF S.R. 4 SHALL BE SHIFTED TO THE INSIDE AS SHOWN ON SHEETS 21-24. THE OUTSIDE PORTION OF NORTHBOUND STRUCTURE MOT-4-1779R SHALL BE BUILT DURING THIS PHASE. THE EXIT RAMP TO KEOWEE STREET SHALL REMAIN CLOSED IN THIS PHASE. PHASE 2 WORK SHALL BE COMPLETED BY SEPTEMBER 30, 2024.

PHASE 3 (BEGIN WORK APRIL 1, 2024 OR LATER):
 THE SOUTHBOUND LANES OF S.R. 4 SHALL BE SHIFTED TO THE INSIDE AS SHOWN ON SHEETS 25 - 28 THE OUTSIDE PORTION OF SOUTHBOUND STRUCTURE MOT-4-1779L SHALL BE BUILT DURING THIS PHASE. THE ENTRANCE RAMP FROM KEOWEE STREET SHALL BE CLOSED AND DETOUR AS SHOWN ON SHEET 13.

PHASE 4:
 THE SOUTHBOUND LANES OF S.R. 4 SHALL BE SHIFTED TO THE OUTSIDE AS SHOWN ON SHEETS 29 - 32. THE INSIDE PORTION OF SOUTHBOUND STRUCTURE MOT-4-1779L SHALL BE BUILT DURING THIS PHASE. THE ENTRANCE RAMP FROM KEOWEE STREET SHALL REMAIN CLOSED IN THIS PHASE. AT THE COMPLETION OF PHASE 4, RESURFACE NORTHBOUND AND SOUTHBOUND SR 4. A MINIMUM OF ONE LANE OF TRAFFIC SHALL MAINTAIN AT ALL TIMES ON DURING RESURFACING OPERATIONS, UTILIZING STANDARD CONSTRUCTION DRAWING MT-95.30. ON AND OFF RAMPS MAY NOT BE CLOSED FOR THIS OPERATION. APPLY FINAL PAVEMENT MARKINGS. PHASE 4 WORK SHALL BE COMPLETED BY SEPTEMBER 30, 2024.

MOT-4-1803 STRUCTURE
 DURING THE REPLACEMENT OF THE EXPANSION JOINT SEAL, A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON SR 4 UTILIZING STANDARD CONSTRUCTION DRAWING MT-95.30. THE OFF RAMP TO TROY STREET/VALLEY STREET (RAMP D) MAY BE CLOSED FROM 8PM TO 5AM TO COMPLETE THE WORK. THIS WORK SHALL NOT OCCUR DURING PHASE 1 OR 2 WHILE THE KEOWEE STREET RAMP IS CLOSED. THIS WORK SHALL BE COMPLETED BY SEPTEMBER 30, 2024.

BRIDGE PAINTING - MOT-4-1779
 DURING BRIDGE PAINTING OPERATIONS, A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON WEBSTER STREET, AS SHOWN ON SHEETS 33 - 36.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

COORDINATION WITH ADJACENT PROJECTS

THE CONTRACTOR SHOULD BE AWARE THAT THERE IS AN ADJACENT PROJECT WITHIN THE PROJECT LIMITS THAT WILL BE UNDER CONSTRUCTION DURING EXECUTION OF THIS PROJECT:

MOT-75-14.74, PID 107376. PAVEMENT REHABILITATION ON I-75, STARTING AT THE S.R. 4/I-75 INTERCHANGE AND WORKING NORTH. CONSTRUCTION IS SCHEDULED TO BEGIN IN APRIL OF 2023. THE COMPLETION DATE IS ESTIMATED FOR JULY OF 2026.

MOT-4-17.45, PID 117767. CONCRETE BARRIER INSTALLATION ALONG S.R. 4 RAMPS TO AND FROM I-75. CONSTRUCTION IS SCHEDULED TO BEGIN MAY OF 2024. THE COMPLETION DATED IS ESTIMATED FOR DECEMBER OF 2024.

REFER TO CMS 105.08 FOR ADDITIONAL INFORMATION.

ADDENDUM	NUMBER	DATE	DESCRIPTION
	3	2/16/23	REVISED NOTES



FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614 - WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLE-SHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS SHALL BE AS DIRECTED BY THE ENGINEER. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 2 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614 - DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

INCREASED BARRIER DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL PB AND PERMANENT CONCRETE BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE UNDER EITHER OF THE FOLLOWING CONDITIONS: ALONG TAPERS AND TRANSITION AREAS; OR ALONG CURVES (OUTSIDE ONLY) WITH DEGREE OF CURVATURE GREATER THAN OR EQUAL TO 3 DEGREES.

THE INCREASED BARRIER DELINEATION SHALL CONSIST OF EITHER DELINEATION PANELS OR THE TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.

DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED." PANELS SHALL BE INSTALLED AND SPACED PER TRAFFIC SCD MT-101.70.

TRIPLE-STACKED BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTOR WOULD BE OTHERWISE ATTACHED. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TRIPLE-STACKED BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THEY SHALL BE SPACED AND ALIGNED PER TRAFFIC SCD MT-101.70.

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

ALONG RUNS OF INCREASED BARRIER DELINEATION WHERE THIS ITEM IS PROVIDED, THE QUANTITY SHALL BE MEASURED AS THE ENTIRE LENGTH OF THE RUN OF INCREASED BARRIER DELINEATION, INCLUDING THE SPACES BETWEEN THE INDIVIDUAL DELINEATION PANELS OR STACKS OF BARRIER REFLECTORS.

ITEM 614 - DETOUR SIGNING

THE CONTRACTOR SHALL FURNISH, ERECT, MAINTAIN AND REMOVE ALL DETOUR SIGNING. DETOUR SIGNS SHALL BE ERECTED AND/OR UNCOVERED PRIOR TO THE ROAD OR RAMP BEING CLOSED TO TRAFFIC BUT NO EARLIER THAN FOUR HOURS PRIOR TO THE CLOSURE. DETOUR SIGNS SHALL BE COVERED AND/OR REMOVED NO LATER THAN FOUR HOURS FOLLOWING THE ROAD OR RAMP RE-OPENING TO TRAFFIC.

PAYMENT FOR ALL MATERIAL, LABOR AND EQUIPMENT TO IMPLEMENT THE DETOUR SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614, DETOUR SIGNING.

DELINEATION OF TEMPORARY AND PERMANENT GUARDRAIL

BARRIER REFLECTORS SHALL BE INSTALLED ON ALL TEMPORARY GUARDRAIL USED FOR TRAFFIC CONTROL AND ON ALL PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. BARRIER REFLECTORS SHALL CONFORM TO C&MS 626 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET.

OBJECT MARKERS SHALL BE INSTALLED ON ALL TEMPORARY AND PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. GUARDRAIL MOUNTING OF OBJECT MARKERS SHALL BE MADE BY INSTALLING THE OBJECT MARKERS ON THE EXTENSION BLOCKS RATHER THAN DIRECTLY ONTO THE GUARDRAIL ITSELF. OBJECT MARKERS SHALL CONFORM TO C&MS 614.03 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET WITH A 25 FOOT OFFSET FROM THE BARRIER REFLECTORS.

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE ABOVE ITEM(S).

LANE VALUE CONTRACT (PN 127)

THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVES AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE FOR EACH UNIT OF TIME THE DESCRIBED CRITICAL LANE/RAMP IS RESTRICTED FROM FULL USE BY THE TRAVELING PUBLIC WITHIN THE RESTRICTED TIME PERIOD. THE LANE VALUE CONTRACT TABLE IS LOCATED BELOW. THE DISINCENTIVES WILL BE ASSESSED FOR ALL RESTRICTIONS OF THE CRITICAL WORK. CRITICAL WORK IS SHOWN IN THE LANE VALUE CONTRACT TABLE. CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED SECTIONS OPEN TO UNRESTRICTED TRAFFIC AS SHOWN IN THE TABLE, OR THE ENTIRE PROJECT IF NOT OTHERWISE LISTED. UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAFFIC LANES BEING AVAILABLE FOR USE WITH SPECIFIED STRIPING AND SAFETY FEATURES IN PLACE.

LANE VALUE CONTRACT TABLE			
DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT
NB EXIT RAMP TO KEOWEE ST	OPEN EXCEPT FOR 365 DAYS	DAY	\$500
SB ON RAMP FROM KEOWEE ST	OPEN EXCEPT FOR 150 DAYS	DAY	\$1500
ALL LANES (SEE NOTE)	HOLIDAYS	MIN	\$50

NOTE: ALL LANES, OTHER THAN THE RESTRICTIONS SHOWN IN THE MOT PLAN, SHALL BE OPEN ON HOLIDAYS AS DEFINED IN THE MOT PLAN NOTES.

ADDENDUM	NUMBER	DATE	DESCRIPTION
	3	2/16/23	REVISED TABLE

PAY ITEM CALL-OUTS

- WEW** ITEM 614, WORK ZONE EDGE LINE, CLASS I, 6", 873 (WHITE)
- WEY** ITEM 614, WORK ZONE EDGE LINE, CLASS I, 6", 873 (YELLOW)
- WCH** ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS I, 12", 873
- WDW** ITEM 614, WORK ZONE DOTTED LINE, CLASS I, 6", 873
- PB** PORTABLE BARRIER, WITH INCREASED DELINEATION (SEE NOTE 2.)
- IA** IMPACT ATTENUATOR
- GRD** GUARDRAIL, DELINEATED
- DSY** ITEM 614, WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I
- ELW** ITEM 614, WORK ZONE EDGE LINE, CLASS I, 4", 740.06, TYPE I (WHITE)
- CL** ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS I, 8", 740.06, TYPE I
- SL** ITEM 614, WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I

SIGNING CALL-OUTS

-  EXISTING SIGN ON EXISTING SUPPORTS (TO REMAIN, THIS PHASE)
-  WORK ZONE SIGN PLACED ON TEMPORARY SUPPORT
-  EXISTING SIGN TO BE REMOVED OR COVERED (THIS PHASE)

PLAN SYMBOL LEGEND

-  ATTENUATORS
-  PORTABLE BARRIER
-  DRUMS (SEE NOTE 1.)
-  SIGN SUPPORT
-  DIRECTION OF MOVING TRAFFIC
-  PORTABLE CHANGEABLE MESSAGE SIGN

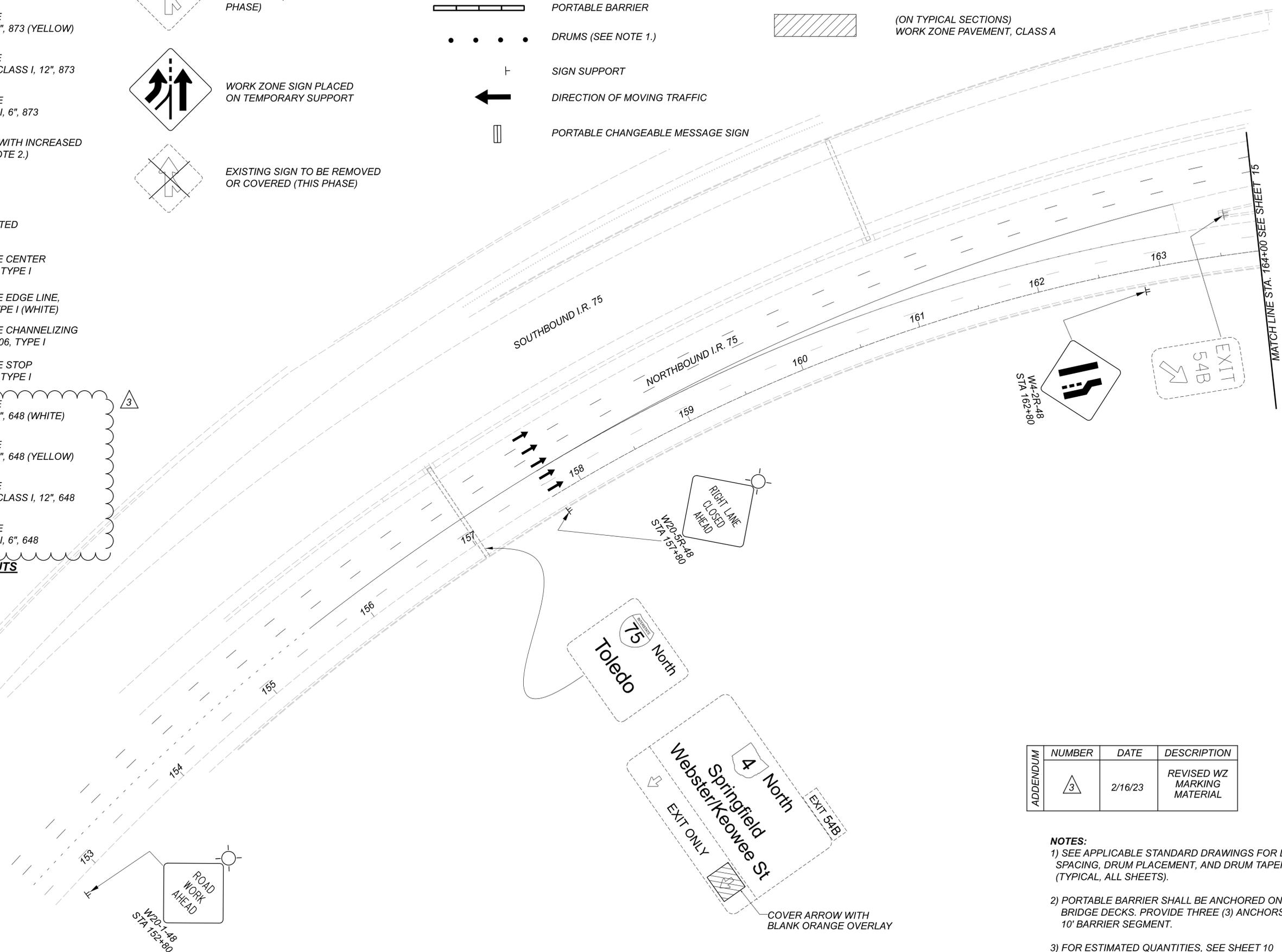
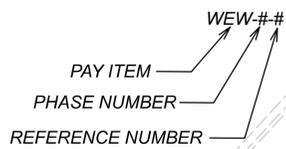
PATTERN LEGEND

-  WORK ZONE
-  (ON TYPICAL SECTIONS) WORK ZONE PAVEMENT, CLASS A



- WEW** ITEM 614, WORK ZONE EDGE LINE, CLASS I, 6", 648 (WHITE)
- WEY** ITEM 614, WORK ZONE EDGE LINE, CLASS I, 6", 648 (YELLOW)
- WCH** ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS I, 12", 648
- WDW** ITEM 614, WORK ZONE DOTTED LINE, CLASS I, 6", 648

TYPICAL CALL-OUTS



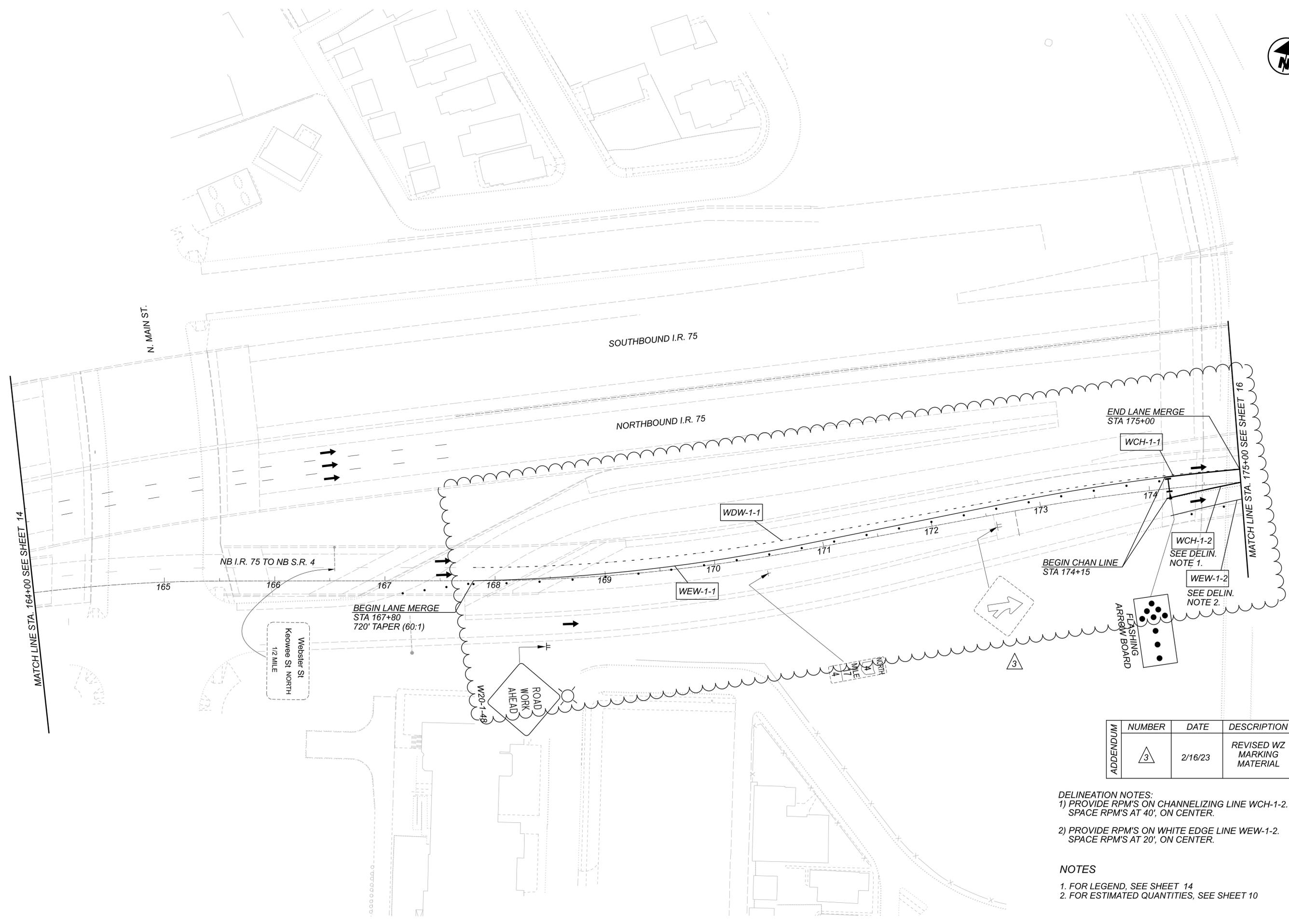
ADDENDUM	NUMBER	DATE	DESCRIPTION
	3	2/16/23	REVISED WZ MARKING MATERIAL

- NOTES:**
- 1) SEE APPLICABLE STANDARD DRAWINGS FOR DRUM SPACING, DRUM PLACEMENT, AND DRUM TAPER RATES (TYPICAL, ALL SHEETS).
 - 2) PORTABLE BARRIER SHALL BE ANCHORED ON ALL BRIDGE DECKS. PROVIDE THREE (3) ANCHORS PER 10' BARRIER SEGMENT.
 - 3) FOR ESTIMATED QUANTITIES, SEE SHEET 10

MAINTENANCE OF TRAFFIC - PHASE 1
 BEGIN PROJECT TO STA 164+00

DESIGN AGENCY

 DESIGNER
 KDW
 REVIEWER
 TWG 02-15-23
 PROJECT ID
 101849
 SHEET TOTAL
 14 170



MAINTENANCE OF TRAFFIC - PHASE 1
STA 164+00 TO STA 175+00

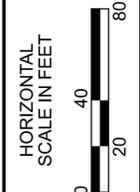
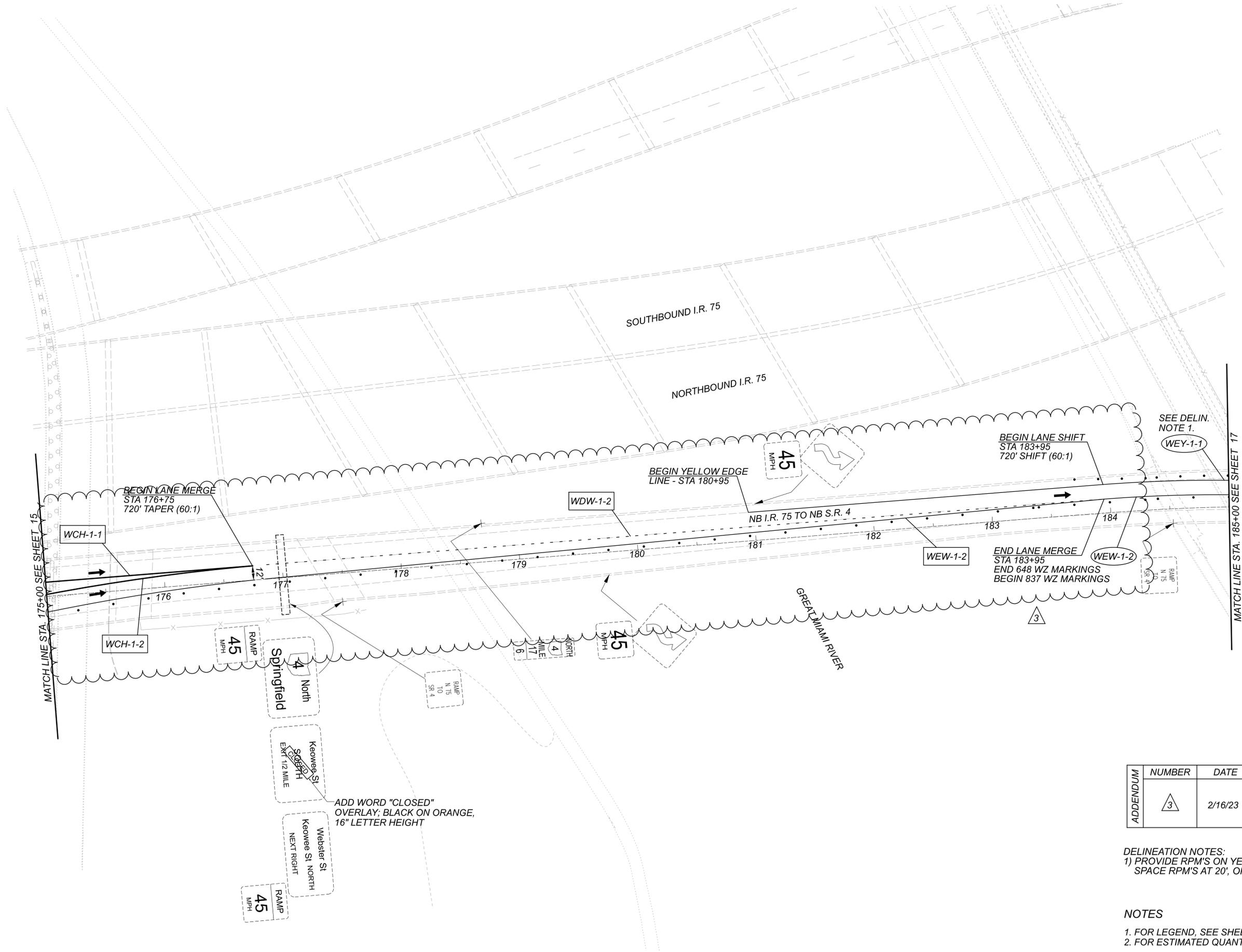
ADDENDUM	NUMBER	DATE	DESCRIPTION
	3	2/16/23	REVISED WZ MARKING MATERIAL

- DELINEATION NOTES:**
- 1) PROVIDE RPM'S ON CHANNELIZING LINE WCH-1-2. SPACE RPM'S AT 40', ON CENTER.
 - 2) PROVIDE RPM'S ON WHITE EDGE LINE WEW-1-2. SPACE RPM'S AT 20', ON CENTER.

- NOTES**
1. FOR LEGEND, SEE SHEET 14
 2. FOR ESTIMATED QUANTITIES, SEE SHEET 10

DESIGN AGENCY

 DESIGNER: KDW
 REVIEWER: TWG 08-12-22
 PROJECT ID: 101849
 SHEET: 15 TOTAL: 170



MAINTENANCE OF TRAFFIC - PHASE 1
STA. 175+00 TO STA. 185+00

BEGIN LANE MERGE
 STA 176+75
 720' TAPER (60:1)

WCH-1-1

WCH-1-2

45 MPH RAMP

Springfield North

Keowee St SOUTH EXIT 1/2 MILE

Webster St Keowee St NORTH NEXT RIGHT

45 MPH RAMP

ADD WORD "CLOSED" OVERLAY; BLACK ON ORANGE, 16" LETTER HEIGHT

WDW-1-2

BEGIN YELLOW EDGE LINE - STA 180+95

45 MPH

NB I.R. 75 TO NB S.R. 4

BEGIN LANE SHIFT
 STA 183+95
 720' SHIFT (60:1)

WEW-1-2

END LANE MERGE
 STA 183+95
 END 648 WZ MARKINGS
 BEGIN 837 WZ MARKINGS

WEW-1-2

SEE DELIN. NOTE 1.

WEY-1-1

MATCH LINE STA. 185+00 SEE SHEET 17

ADDENDUM	NUMBER	DATE	DESCRIPTION
	3	2/16/23	REVISED WZ MARKING MATERIAL

DELINEATION NOTES:
 1) PROVIDE RPM'S ON YELLOW EDGE LINE WEY-1-1. SPACE RPM'S AT 20', ON CENTER.

NOTES
 1. FOR LEGEND, SEE SHEET 14
 2. FOR ESTIMATED QUANTITIES, SEE SHEET 10

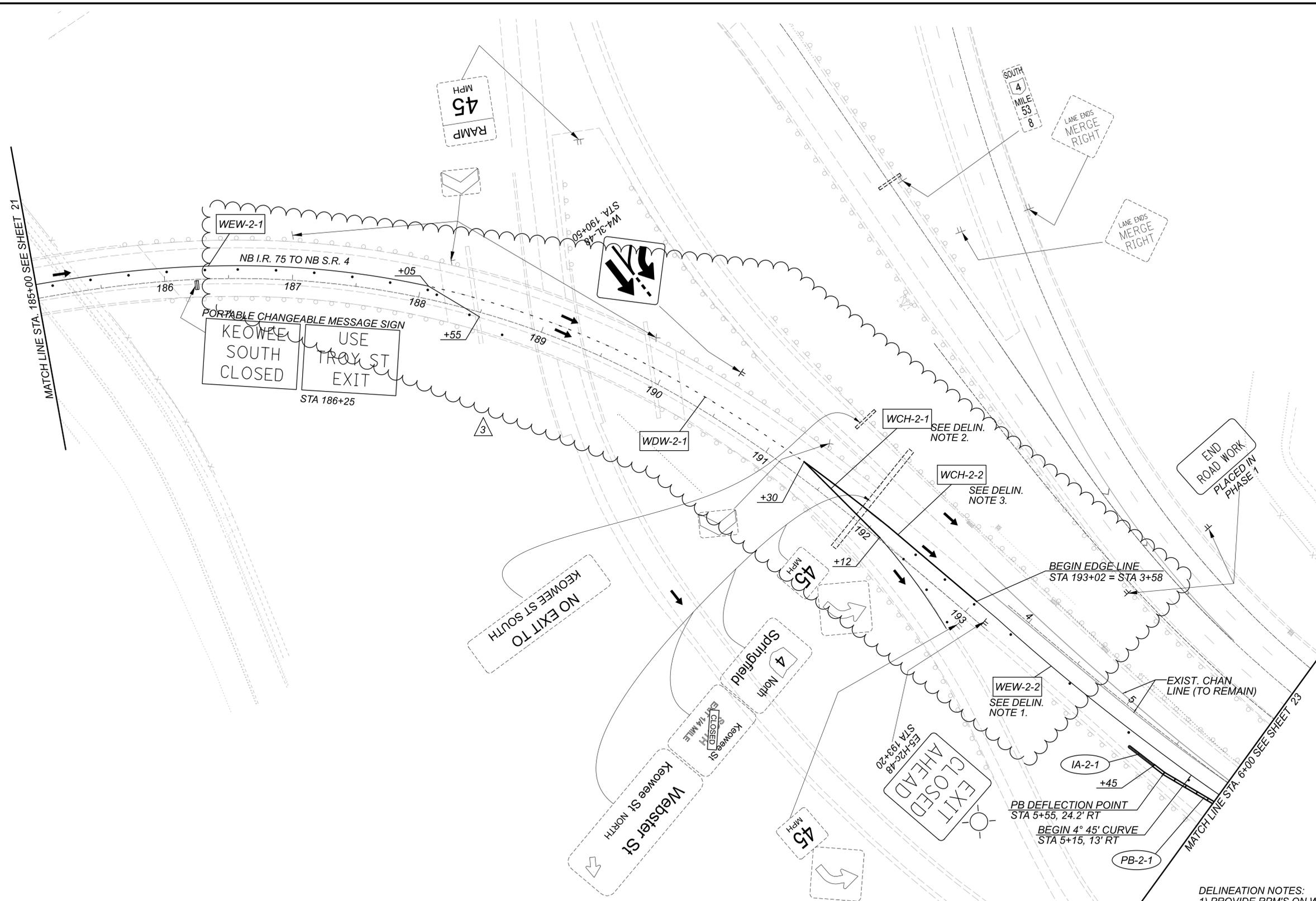
DESIGN AGENCY
CARPENTER MARTY

DESIGNER
 KDW

REVIEWER
 TWG 08-12-22

PROJECT ID
 101849

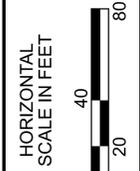
SHEET TOTAL
 16 170



- DELINATION NOTES:**
- 1) PROVIDE RPM'S ON WHITE EDGE LINE WEW-2-2. SPACE RPM'S AT 20', ON CENTER.
 - 2) PROVIDE RPM'S ON CHANNELIZING LINE WCH-2-1. SPACE RPM'S AT 40', ON CENTER.
 - 3) PROVIDE RPM'S ON CHANNELIZING LINE WCH-2-2. SPACE RPM'S AT 20', ON CENTER.

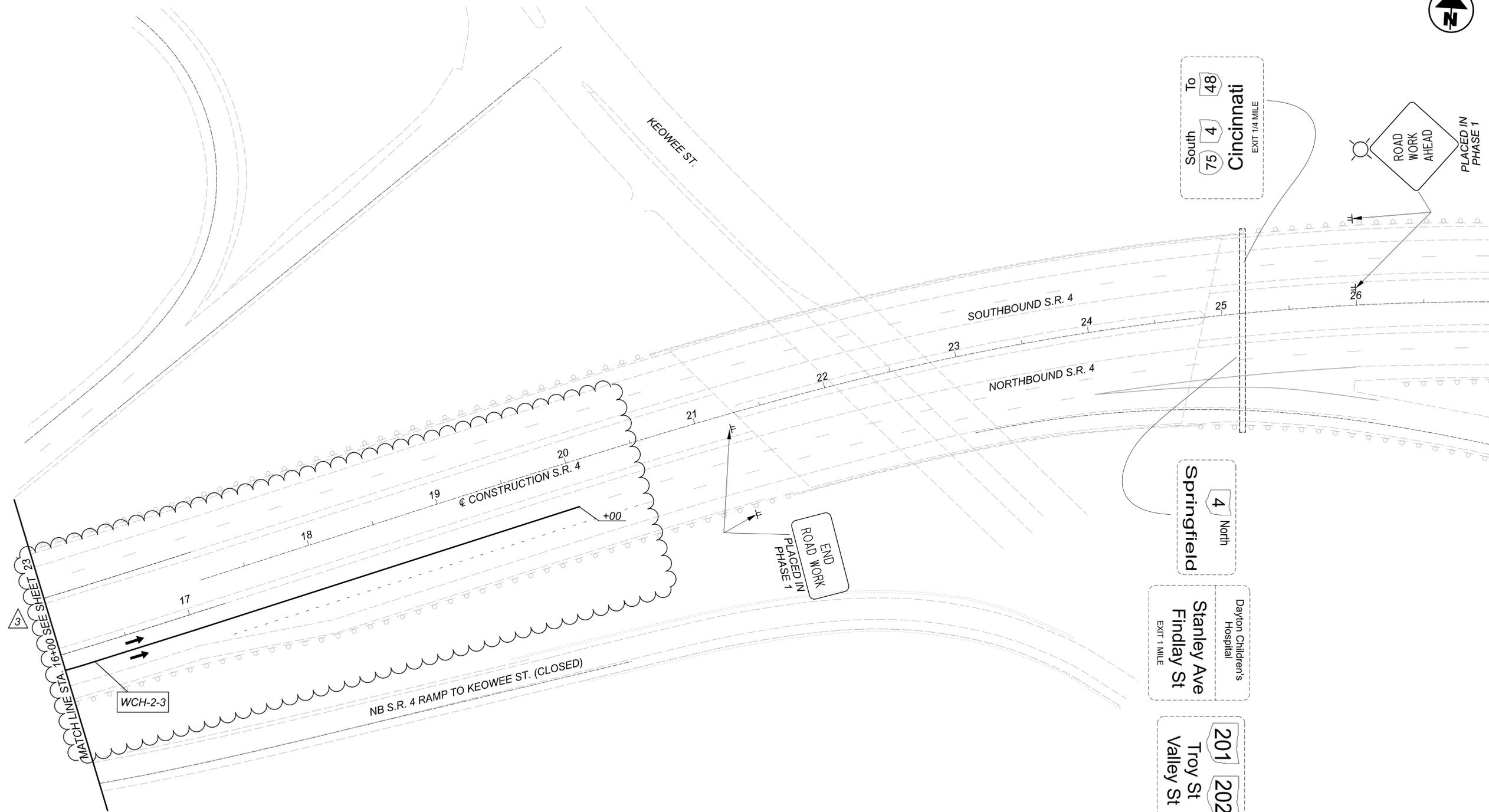
- NOTES**
1. FOR LEGEND, SEE SHEET 14
 2. FOR ESTIMATED QUANTITIES, SEE SHEET 10

ADDENDUM	NUMBER	DATE	DESCRIPTION
3		2/16/23	REVISED WZ MARKING MATERIAL



MAINTENANCE OF TRAFFIC - PHASE 2
 STA 185+00 TO STA 6+00

DESIGN AGENCY
CARPENTER MARTY
 DESIGNER
 KDW
 REVIEWER
 TWG 08-12-22
 PROJECT ID
 101849
 SHEET TOTAL
 22 170



ADDENDUM	NUMBER	DATE	DESCRIPTION
	3	2/16/23	REVISED WZ MARKING MATERIAL

- NOTES**
1. FOR LEGEND, SEE SHEET 14
 2. FOR ESTIMATED QUANTITIES, SEE SHEET 10
 3. FOR RAMP CLOSURE DETOUR, SEE SHEET 12

DESIGN AGENCY

 DESIGNER
 KDW
 REVIEWER
 TWG 08-12-22
 PROJECT ID
 101849
 SHEET TOTAL
 24 170

MAINTENANCE OF TRAFFIC - PHASE 2
 STA 16+00 TO STA 26+00

