ITEM 614, MAINTAINING TRAFFIC
A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 30 CONSECUTIVE CALENDAR DAYS FOR THE EASTERN LEG OF STATE ROUTE 302 AND 60 CONSECUTIVE CALENDAR DAYS FOR THE ~~INTERSECTION OF STATE ROUTE 302 AND STATE ROUTE 89~~. SEE PART 1 PLAN SET FOR STATE ROUTE 302 DETOUR PLAN. ~~WHEN UNDER FULL CLOSURE, THROUGH TRAFFIC FOR STATE ROUTE 89 MAY BE DETOURED AS SHOWN ON SHEET P.14~~ . A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $10,000 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS. THIS NOTE DOES NOT APPLY TO THE DETOURS SHOWN ON SHEETS P.12 -P.14 :

NEW YEAR'S (OBSERVED)	LABOR DAY
TOTAL SOLAR ECLIPSE (4/8/24)	GENERAL/REG. ELECTION DAY
(NOV.)THANKSGIVING	CHRISTMAS (OBSERVED)

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

DAY OF HOLIDAY OR SPECIAL EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
MONDAY (TOTAL SOLAR ECLIPSE)	12:00N FRIDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY (GEN./ REG. ELECTION)	5:00A TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING)	5:00P WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N 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).

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD 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.

NOTICE OF CLOSURE SIGN TIME TABLE

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO 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 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 CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION SHOWN ON SHEETS P.12- P.14

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 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC. SEE DETOUR PLAN, SHEETS P.12 - P.14

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.

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.

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 3 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 19 M. GAL

ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

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 C&MS 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 REQUIREMENT OF C&MS 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).
- FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:
  - AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION

“WITHOUT POSITIVE PROTECTION”MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS “WITHOUT POSITIVE PROTECTION”. FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

- THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR
- THE ACTIVE WORK AREA LATERALLY CLOSEST TO THE OPEN TRAVELED LANE; OR
- OTHER LOCATION AS APPROVED BY THE ENGINEER

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION OR AT THE POINT OF ROAD CLOSURE, AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

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. 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 PATROL CAR FOR ASSISTANCE 100 HOURS

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.

ITEM 614, DETOUR SIGNING
ALL WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED FOR THE DETOUR FURNISHED, ERECTED, MAINTAINED AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614, DETOUR SIGNING LS

1

MAINTENANCE OF TRAFFIC GENERAL NOTES

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PROJECT ID 114065
SHEET P.10 TOTAL 130

ASD-89-13.36
MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 1/4/2024 TIME: 10:43:41 AM USER: ETheller
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DRIVEWAYS/PROPERTY ACCESS

VEHICULAR ACCESS TO ALL PROPERTY PARCELS SHALL BE MAINTAINED AT ALL TIMES. WHERE A PARCEL IS SERVED BY ONLY ONE DRIVEWAY, THE AFFECTED DRIVEWAY MUST BE CONSTRUCTED IN STAGES AND/OR SUPPLEMENTED WITH ITEM 410 TRAFFIC COMPACTED SURFACE, SO THAT ACCESS IS NOT DISRUPTED. WHEN TYING INTO A DRIVE WITH TEMPORARY PAVEMENT, THE CONTRACTOR SHALL STAY WITHIN THE PROPOSED DRIVE LIMITS. RESIDENTIAL DRIVES SHALL HAVE A MAXIMUM SLOPE OF 12%.

SHORT-TERM CLOSURE OF DRIVEWAYS WILL BE PERMITTED IN ACCORDANCE WITH THE SPECIFICATION REQUIREMENTS FOR THE PROTECTIONS OF COMPLETED ASPHALT COURSES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE CONSTRUCTION ACTIVITIES WITH THE ENGINEER AND WITH THE OWNERS AND TENANTS OF ABUTTING PROPERTIES IN ADVANCE OF ANY OPERATIONS WHICH AFFECT ACCESS.

PRIOR TO ANY DRIVEWAY CLOSURES FOR EXCAVATIONS, THE CONTRACTOR SHALL COORDINATE WITH THE PRIVATE PROPERTY OWNERS AND TENANTS. THE CONTRACTOR SHALL SUBMIT IN WRITING A SCHEDULE TO THE PROPERTY OWNERS AND TENANTS AFFECTED BY THE WORK ONE WEEK PRIOR TO DRIVEWAY REPLACEMENT. THIS COPY OF THE LETTER SHALL BE PROVIDED TO THE ENGINEER.

COORDINATION WITH ADJACENT PROJECTS

THE CONTRACTOR SHALL COORDINATE WORK WITH ODOT AND THE CONTRACTORS ON THE ADJACENT PROJECTS.

ASD-108029 (ASD-042-03.25)
ASD-114065 (ASD-042-14.77)
ASD-116945 (ASD-604-00.00)
MED-108029 (MED-224-06.30)
ASD/WAY-113281 (ASD/WAY US 42/SR 301-01.90/05.54)

COORDINATION SHALL BE MADE TO PREVENT CONFLICTING ADVANCE WARNING SIGNS, CONFLICTING DETOUR ROUTES, OVERLAPING/CONFLICTING LANE CLOSURES, AND TO ENSURE THAT A MINIMUM DISTANCE OF 2 MILES BETWEEN ADJACENT LANE CLOSURES IS MAINTAINED. THIS IS NOT AN EXHAUSTIVE LIST OF COORDINATION ITEMS THAT MAY NEED TO BE RESOLVED BETWEEN PROJECTS. THE DEPARTMENT RESERVES THE RIGHT TO DECIDE WHICH PROJECT'S ACTIVITIES TAKE PRECEDENCE. PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WILL CONSIDER THIS AN EXCUSABLE, NON-COMPENSABLE DELAY PER 108.06.B. ON PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WHERE THE CONTRACTOR FAILED TO MEET THE NOTIFICATION REQUIREMENTS, THE DELAYS SHALL NOT BE CONSIDERED EXCUSABLE OR COMPENSABLE.

ATTENDANCE AT DEPARTMENT ORDERED TRAFFIC COORDINATION MEETINGS BETWEEN ADJACENT PROJECTS SHALL BE CONSIDERED MANDATORY FOR EACH PROJECT'S SUPERINTENDENT AND WORKSITE TRAFFIC SUPERVISOR (WTS), AND INCIDENTAL TO THE LUMP SUM MAINTENANCE OF TRAFFIC PAYMENT ITEM.

COORDINATION WITH THE U.S. 42/S.R. 302 (PID 114065) IS EXTREMELY IMPORTANT. THE EAST LEG OF U.S. 42/S.R. 302 AND S.R. 89/S.R. 302 ARE BOTH TO BE CLOSED APRIL 2024. THE ENTIRE INTERSECTION OF S.R. 302 AND S.R. 89 IS TO BE CLOSED JUNE 2024 TO JULY 2024. WHEN S.R. 302 AND S.R. 89 ARE OPENED, THE U.S. 42/S.R. 302 INTERSECTION CAN THEN BE CLOSED.

SEQUENCE OF CONSTRUCTION

THE FIRST PHASE OF CONSTRUCTION WILL BE CONSTRUCTING THE NORTHEAST QUADRANT OF THE ROUNDABOUT AND ENTIRE EAST LEG OF S.R. 302. S.R. 302 TRAFFIC IS TO BE DETOURED AS SHOWN IN THE PART 1 PLAN SET. THE WEST LEG OF S.R. 302 AND THE NORTH AND SOUTH LEGS OF S.R. 89 ARE TO REMAIN FULLY OPEN AND UNAFFECTED DURING THIS PHASE OF CONSTRUCTION. THE WORK TO BE PERFORMED DURING THIS PHASE WILL INCLUDE THE FOLLOWING: THE CONSTRUCTION UP TO AND INCLUDING THE INTERMEDIATE COURSE, CURB ITEMS, AND DRAINAGE ITEMS. 1

THE SECOND PHASE OF CONSTRUCTION WILL CLOSE THE ENTIRE INTERSECTION OF S.R. 302 AND S.R. 89. S.R. 302 TRAFFIC IS TO BE DETOURED AS SHOWN IN THE PART 1 PLAN SET. S.R. 89 TRAFFIC IS TO BE DETOURED AS SHOWN ON SHEET P.14. THE WORK TO BE PERFORMED DURING THIS PHASE WILL INCLUDE THE FOLLOWING: THE CONSTRUCTION OF THE REMAINING PAVEMENT UP TO AND INCLUDING THE SURFACE COURSE, CURB ITEMS, AND DRAINAGE ITEMS. AT A MINIMUM THE PAVEMENT MARKING, RAISED PAVEMENT MARKERS, CURBING, SIGNAGE, LIGHTING, AND LANDSCAPING WILL BE IN PLACE AND FUNCTIONAL PRIOR TO THE OPENING OF LANES TO TRAFFIC. 1

ITEM 625, TEMPORARY LIGHTING 1

INSTALL ALL PERMANENT LIGHTING PRIOR TO OPENING THE PROPOSED INTERSECTION TO TRAFFIC. IF THE PERMANENT LIGHTING IS NOT ABLE TO BE COMPLETED PRIOR TO OPENING THE INTERSECTION, SUPPLY TEMPORARY LIGHTING. THE CONTRACTOR SHALL PREPARE A TEMPORARY LIGHTING PLAN THAT MEETS THE PHOTOMETRIC PROPERTIES OF THE PERMANENT LIGHTING PLAN AND AS NOTED IN THIS NOTE. THIS TEMPORARY LIGHTING PLAN SHALL BE SUPPLIED TO THE ENGINEER FOR APPROVAL A MINIMUM OF 14 DAYS PRIOR TO INSTALLING ANY SUCH LIGHTING. THE CONTRACTOR SHALL NOT INSTALL THE TEMPORARY LIGHTING UNTIL THE PLAN HAS BEEN APPROVED BY THE ENGINEER.

THE TEMPORARY LIGHTING SHALL PROVIDE AN AVERAGE INITIAL INTENSITY OF 0.8 FOOTCANDLES WITH AN AVERAGE TO MINIMUM UNIFORMITY NOT TO EXCEED 3:1. MOUNTING HEIGHT OF TEMPORARY LUMINAIRES SHALL NOT BE LESS THAN 30 FEET, AND THE MINIMUM OVERHEAD CONDUCTOR CLEARANCE SHALL BE 20 FEET. TEMPORARY OVERHEAD CONSTRUCTION SHALL NOT BE LESS THAN GRADE "B" FOR STRENGTH REQUIREMENTS AS DEFINED BY THE NATIONAL ELECTRIC SAFETY CODE. WOOD POLES WITH OVERHEAD WIRING MAY BE USED. HOWEVER, TEMPORARY LIGHTING SHALL MEET FEDERAL AND STATE SAFETY CRITERIA. IF BREAKAWAY POLES ARE USED TO MEET THESE CRITERIA, THEN UNDERGROUND WIRING SHALL BE USED. RECONDITIONED OR USED MATERIALS MAY BE FURNISHED FOR TEMPORARY LIGHTING.

ALL MATERIALS NECESSARY TO COMPLETE THE TEMPORARY LIGHTING SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. WHEN NO LONGER NEEDED, THE TEMPORARY LIGHTING INSTALLATION SHALL BE REMOVED AND PROPERLY DISPOSED OF BY THE CONTRACTOR.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 625 - TEMPORARY LIGHTING LS

1

MAINTAINING ACCESS TO PRIVATE RESIDENCES

THE CONTRACTOR MUST SUBMIT A PLAN FOR REVIEW AND APPROVAL TO ODOT IN ORDER TO MAINTAIN ACCESS TO THE PRIVATE PROPERTIES ON THE ROADWAY SECTION BETWEEN SR-89/SR-302 AND US-42/SR-302 INTERSECTIONS. FULL ACCESS MUST BE MAINTAINED THROUGHOUT CONSTRUCTION OF BOTH INTERSECTIONS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC. 1

ITEM 615 - ROADS FOR MAINTAINING TRAFFIC LS
ITEM 410 - TRAFFIC COMPACTED SURFACE, CLASS B 159 CY 1

MAINTENANCE OF TRAFFIC GENERAL NOTES

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SHEET P.11 TOTAL 130

MODEL: Sheet 2 PAPERSIZE: 34x22 (in.) DATE: 1/4/2024 TIME: 10:44:11 AM USER: EThelfer
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FOR STATE ROUTE 302 DETOUR PLAN, SEE PART 1 PLAN SET.

DETOUR PLAN - SR 302
EAST LEG CLOSURE - PHASE 1

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SHEET P.12 TOTAL 130

ASD-89-13.36

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 1/4/2024 TIME: 11:03:39 AM USER: ETheller
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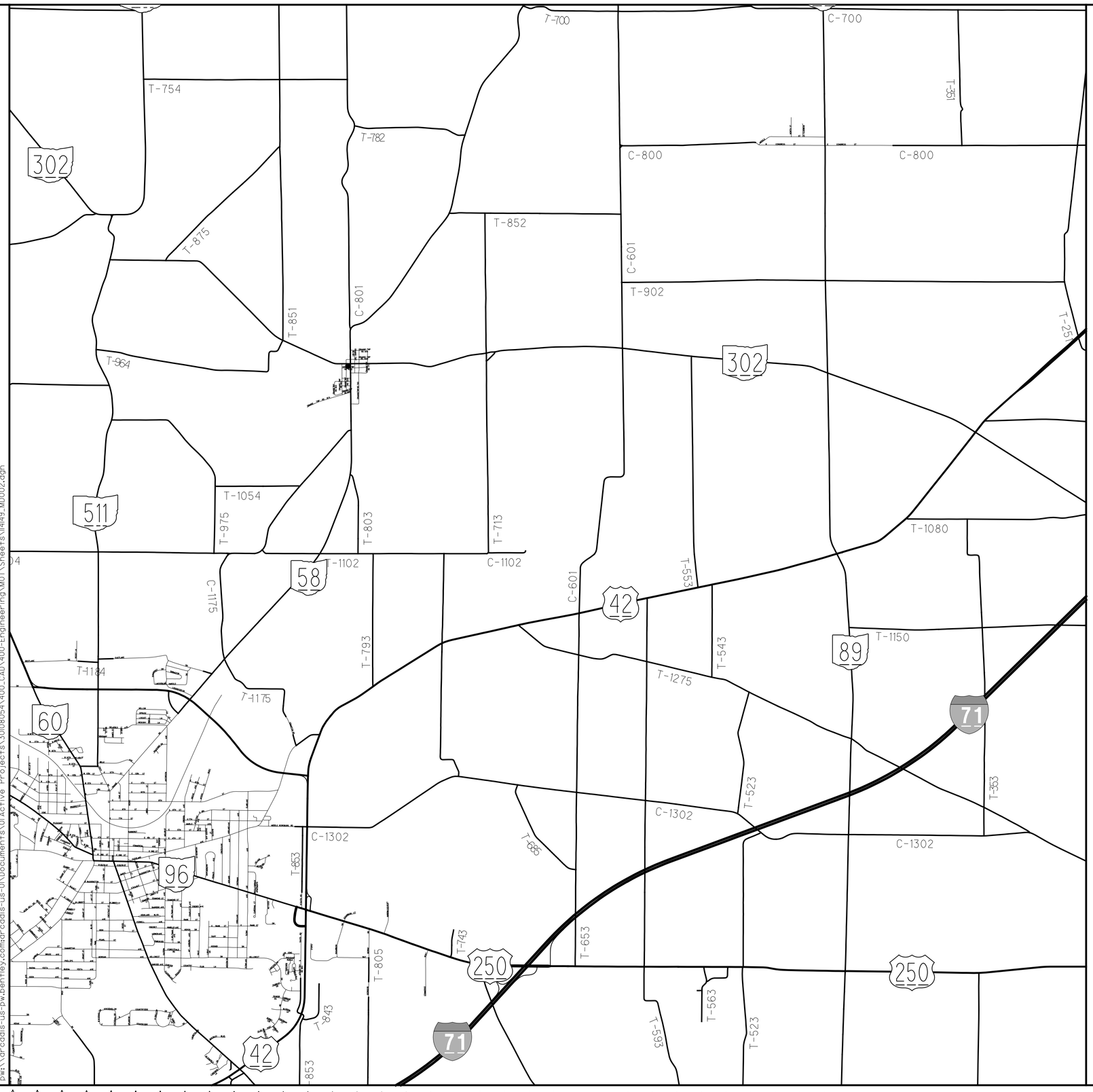

FOR STATE ROUTE 302 DETOUR PLAN, SEE PART 1 PLAN SET.

DETOUR PLAN - SR 302
FULL CLOSURE - PHASE 2

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SHEET P.13 TOTAL 130

ASD-89-13.36

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 1/4/2024 TIME: 11:08:29 AM USER: ETheller
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