

MODEL: Sheet\_SurvFI PAPER SIZE: 34x22 (in.) DATE: 12/11/2025 TIME: 9:18:01 AM PLTDRV: OHDOT\_PDF.plt PLOT: OHDOT\_Pen.tbl USER: Clark.Schiller@dot.ohio.gov WORKSPACE: OHDOTCEV02 WORKSET: 119052 PRODUCT: OpenRoadsDesigner 24.00.00.205 pwc:\ohio\dot-pw-02\Documents\01 Active Projects\District 01\_D01\119052\400-Engineering\MOT\Sheets\119052\_MN003.dgn

THREE HOURS IS REQUIRED TO BALANCE THE ADDITIONAL EXPOSURE CREATED BY INSTALLING AND REMOVING WZSZ SIGNING WITH THE TIME NEEDED TO COMPLETE THE WORK.

IF THE WORK ZONE MEETS THESE MINIMUM CRITERIA, IT SHALL BE ANALYZED FURTHER USING TABLE 1 BELOW TO DETERMINE IF AND WHEN IT QUALIFIES FOR A SPEED LIMIT REDUCTION. DEPENDING ON THE ORIGINAL POSTED SPEED LIMIT, THE TYPE OF TEMPORARY TRAFFIC CONTROL USED, AND WHETHER OR NOT WORKERS ARE PRESENT, A WARRANTED WZSZ WILL VARY IN THE APPROVED SPEED LIMIT TO BE POSTED OVER TIME.

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ.

WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.

ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN OMUTCD PART 6.

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRECONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WITHOUT POSITIVE PROTECTION IS GENERALLY REGARDED AS USING DRUMS, CONES, SHADOW VEHICLE, ETC., ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WORKERS ARE CONSIDERED AS BEING PRESENT WHEN ON-SITE, WORKING WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WHEN THE WORK ZONE CONDITION REDUCING THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

TABLE 1: WARRANTED WORK ZONE SPEED LIMITS (MPH) FOR WORK ZONES ON HIGH-SPEED (55 MPH OR GREATER) MULTI-LANE HIGHWAYS

ORIGINAL POSTED SPEED LIMIT	WITH POSITIVE PROTECTION		WITHOUT POSITIVE PROTECTION	
	WORKERS PRESENT	WORKERS NOT PRESENT	WORKERS PRESENT	WORKERS NOT PRESENT
70	60	65	55	65

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY 12 SNMT  
  
ESTIMATING 4 DSL SIGN ASSEMBLIES FOR 3 MONTHS

WINDOW CONTRACT TABLE

USE THE FOLLOWING TABLE AS REFERRED TO IN THE PLANS AND PROPOSAL:

WINDOW CONTRACT TABLE				
DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE \$ PER DAY	WORK WINDOW START	WORK WINDOW END
CLOSURE OF ROADWAY FOR WORK AT ALL-309-4.86	45	PER C&MS 108.07	4/1/2026	10/31/2026
CLOSURE OF ROADWAY FOR WORK AT DEF-66-4.44	*	\$8,000	7/1/2026*	10/31/2026*
SINGLE LANE CLOSURES FOR WORK AT HAN-68-13.02L	60	\$5,000	4/1/2026	10/31/2026
SINGLE LANE CLOSURES FOR WORK AT HAN-68-13.02R	60	\$5,000	4/1/2026	10/31/2026
SINGLE LANE CLOSURES FOR WORK AT WYA-30-11.29	60	\$5,000	4/1/2026	10/31/2026
CLOSURE OF ROADWAY FOR WORK AT WYA-199-0.23	45	PER C&MS 108.07	4/1/2026	10/31/2026
TOTAL	180	PER C&MS 108.07	4/1/2026	10/31/2026

\* WORK ON DEF-66-4.44 MUST BE COMPLETED IN CONCURRENCE WITH THE 90 DAY CLOSURE FOR PID 119861. THE CLOSURE IS EXPECTED SOMETIME BETWEEN 7/1/2026 AND 10/31/2026

ITEM 622 PORTABLE BARRIER, UNANCHORED

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT HAN-68-13.02 LT/RT AND WYA-30-11.29 LOCATIONS AS DIRECTED BY THE ENGINEER AND THE STANDARD CONSTRUCTION DRAWINGS.

ITEM 614, CRASH ATTENUATOR = 6 EACH  
ITEM 622, PORTABLE BARRIER, UNANCHORED = 3,852 FT

WORK ZONE MARKINGS AND SIGNS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

ITEM 614, WORK ZONE EDGE LINE, CLASS I, 6", 873, TYPE I = 7.55 MILE

ITEM 614, WORK ZONE DOTTED LINE, CLASS I, 6", 873, TYPE I = 8,920 FT

REMOVAL OF PAVEMENT MARKINGS

AS PER C&MS SECTION 614.11.G., THE CONTRACTOR SHALL REMOVE AND COVER CONFLICTING PAVEMENT MARKINGS WITHIN THE WORK ZONES. THE CONTRACTOR SHALL COVER CONFLICTING MARKINGS PER C&MS 614.11.G.1.b. USING REMOVALABLE BLACKOUT TAPE TO THE SATISFACTION OF THE PROJECT ENGINEER. PAYMENT TO REMOVE/COVER CONFLICTING MARKINGS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

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.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 1 (ONE-WAY) = 77 EACH

ITEM 614, OBJECT MARKER, ONE-WAY = 77 EACH

ITEM 614, INCREASED BARRIER DELINEATION = 600 FEET

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.

MAINTAINING TRAFFIC NEAR RUMBLE STRIPS

TRAFFIC IS NOT PERMITTED TO RUN ON OR CROSS OVER ANY RUMBLE STRIPS AT ANY TIME. RUMBLE STRIPS MUST BE FILLED WHEN THEY CONFLICT WITH THE MAINTENANCE OF TRAFFIC LANE CONFIGURATION. THIS INCLUDES LOCATIONS OF LANE SHIFTS ENTERING AND EXITING A WORK ZONE. THE RUMBLE STRIPS SHALL BE FILLED OR ELIMINATED BY PLANING AND PAVING TO PROVIDE A SMOOTH RIDE TO THE SATISFACTION OF THE PROJECT ENGINEER. ONCE TRAFFIC IS RETURNED TO ITS FINAL CONFIGURATION, RUMBLE STRIPS THAT WERE REMOVED SHALL BE RESTORED TO THE PRECONSTRUCTION CONDITION TO THE SATISFACTION OF THE PROJECT ENGINEER.

THE FOLLOWING ARE ESTIMATED LOCATIONS AND LENGTHS OF RUMBLE STRIP REMOVAL AND REPLACEMENT. THE ACTUAL LENGTHS MAY VARY.

LOCATION: HAN-68-13.02R; EB OUTSIDE SHOULDER = 2,860 FT  
(AT WORK ZONE TAPERS. TRAFFIC CAN STRADDLE RUMBLE STRIPS IN BETWEEN TAPERS)

LOCATION: HAN-68-13.02L; WB OUTSIDE SHOULDER = 2,860 FT  
(AT WORK ZONE TAPERS. TRAFFIC CAN STRADDLE RUMBLE STRIPS IN BETWEEN TAPERS)

LOCATION: HAN-68-13.02R; EB INSIDE SHOULDER = 3,380 FT  
(ENTIRE LENGTH OF WORK ZONE, INCLUDING TAPERS. NO STRADDLING)

LOCATION: HAN-68-13.02L; WB INSIDE SHOULDER = 2,860 FT  
(ENTIRE LENGTH OF WORK ZONE, INCLUDING TAPERS. NO STRADDLING)

LOCATION: WYA-30-11.29; WB INSIDE SHOULDER = 2,520 FT  
(ENTIRE LENGTH OF WORK ZONE, INCLUDING TAPERS. NO STRADDLING)

LOCATION: WYA-30-11.29; WB OUTSIDE SHOULDER = 3,360 FT  
(ENTIRE LENGTH OF WORK ZONE, INCLUDING TAPERS. NO STRADDLING)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS THAT MAY REQUIRE RUMBLE STRIP REMOVAL AND REPLACEMENT. THE ESTIMATED QUANTITIES ARE BASED ON AN AVERAGE WIDTH OF 3 FEET.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1 1/2" = 5,947 SY

ITEM 407 - NON-TRACKING TACK COAT = 476 GAL

ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 (1 1/2") = 248 CY

ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) = 17,840 FT

DESIGN AGENCY



DESIGNER

KRH

REVIEWER

XXX MM-DD-YY

PROJECT ID

119052

SHEET

P.6

TOTAL

31