

STATE OF OHIO DEPARTMENT OF TRANSPORTATION D06-BP-FY23

CITY OF COLUMBUS
FRANKLIN, MIFFLIN, WASHINGTON, JEFFERSON,
UNION TOWNSHIP
FRANKLIN, FAYETTE, MADISON COUNTY

FEDERAL PROJECT NUMBER

E230 (197)

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

DISTRICT 6 BRIDGE PAINTING MAINTENANCE PROJECT TO INCLUDE BRIDGE PAINTING OF STRUCTURES IN FRANKLIN, FAYETTE AND MADISON COUNTIES.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 0.0 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.0 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: N/A (NOI not required) *
* Routine Maintenance Project

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

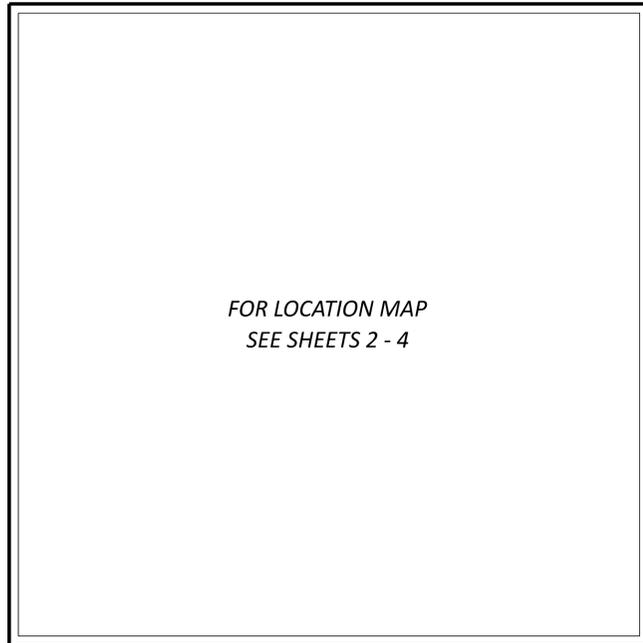
2019 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL SPECIFICATION 800 VERSION INDICATED ON THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT AS NOTED ON SHEET P.7 AND SIDE ROADS AS DESCRIBED ON SHEETS P.10 - P.11, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

Anthony C. Turowski
Anthony C. Turowski, P.E.
District 06 Deputy Director

Jack Marchbanks
Jack Marchbanks, PhD
Director, Department of Transportation



FOR LOCATION MAP
SEE SHEETS 2 - 4

LOCATION MAP

LATITUDE: 40°17'52" LONGITUDE: 83°02'58"



INTERSTATE HIGHWAY	=====
FEDERAL ROUTES	=====
STATE ROUTES	=====
COUNTY & TOWNSHIP ROADS	=====
OTHER ROADS	-----

DESIGN DESIGNATION

STRUCTURE	NHS	FUNCTIONAL CLASSIFICATION
FRA-270-1563	YES	01 - INTERSTATE (URBAN)
FRA-70-1017R	YES	01 - INTERSTATE (URBAN)
FRA-70-1121	YES	01 - INTERSTATE (URBAN)
FRA-270-3551	YES	01 - INTERSTATE (URBAN)
FAY-35-1666LR	YES	02 - FREEWAY AND EXPRESSWAY (URBAN)
MAD-70-1217LR	YES	01 - INTERSTATE (RURAL)

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

NONE REQUIRED

UNDERGROUND UTILITIES
Contact Two Working Days
Before You Dig

OHIO811.org
Before You Dig

OHIO811, 8-1-1, or 1-800-362-2764
(Non members must be called directly)

PLAN PREPARED BY:



INDEX OF SHEETS:

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STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
MT-95.30	7/19/19	TC-41.20	10/18/13	800-2023 SEE PROPOSAL	
MT-95.31	7/19/19	TC-41.50	10/18/13	821 4/20/12	
MT-95.32	4/19/19	TC-42.20	10/18/13	832 7/15/22	
MT-97.10	4/19/19	TC-52.20	1/15/21	921 4/20/12	
MT-98.10	1/17/20				
MT-98.20	4/19/19				
MT-98.22	1/17/20				
MT-98.28	1/17/20				
MT-98.29	1/17/20				
MT-101.60	1/17/20				
MT-105.10	1/17/20				
MT-110.10	7/19/13				

ENGINEER'S SEAL

STATE OF OHIO
JEFFREY P. HIPPI JR.
E-79642
REGISTERED PROFESSIONAL ENGINEER

D06-BP-FY22

MODEL: 118187_GT001 PAPER SIZE: 34x22 (in.) DATE: 4/19/2023 TIME: 9:21:30 AM USER: jbrosmah pvc:\ohiodot-pw-bentley.com\ohiodot-pw-02\Documents\01 Active Projects\District 06_D06\118187400-Engineering\Roadway\Sheets\118187_GT001.dgn

PID#118187 D06-BP-FY23

DESIGN AGENCY	
DESIGNER	JMB
REVIEWER	JPH 01/27/23
PROJECT ID	118187
SHEET	TOTAL
P.1	26

APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S)

PORTIONS OF THE MOT PLANS AS DESCRIBED BELOW HAVE APPROVED MOT EXCEPTION(S) PER TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

APPROVED MOT EXCEPTION(S) INCLUDE:

SYSTEM TO SYSTEM RAMP CLOSURES PER THE RAMP CLOSURE RESTRICTIONS TABLE AS SHOWN ON SHEET P.7.

A MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD A MINIMUM OF 30 CALENDAR DAYS PRIOR TO IMPLEMENTATION OF EACH APPROVED MOT EXCEPTION. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER AS WELL AS THE CONTRACTOR, WORKSITE TRAFFIC SUPERVISOR (WTS) AND ANY SUBCONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL.

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE. REFERENCE "EXCEPTION REQUEST APPROVAL DATED [02/02/2023] FOR PID [118187]" IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

ANY CHANGES TO THE MOT THAT IMPACT THE PREVIOUSLY APPROVED MOT EXCEPTION(S) LISTED ABOVE SHALL BE APPROVED IN WRITING BY THE MOT EXCEPTION COMMITTEE (MOTEC). IN THE EVENT THAT SUCH CHANGES ARE PROPOSED, THE REQUEST SHALL BE COORDINATED THROUGH THE DISTRICT WORK ZONE TRAFFIC MANAGER (DWZTM) A MINIMUM OF 30 CALENDAR DAYS PRIOR TO THE DESIRED IMPLEMENTATION DATE. IF THE DISTRICT AGREES WITH THE PROPOSED CHANGES THE DWZTM SHALL SEEK APPROVAL FROM THE MOTEC. IN THE EVENT THE PROPOSED CHANGES ARE APPROVED IN WRITING, THE CLOSURES ARE STILL SUBJECT TO NOTIFICATION REQUIREMENTS WITHIN THIS NOTE PRIOR TO IMPLEMENTATION.

NOTIFICATIONS DURING CLOSURE REQUIRED A DESIGNATED ON-SITE POINT OF CONTACT SHOULD COMMUNICATE WITH THE TMC AS THE STATUS OF THE CLOSURE CHANGES. CONTACT THE TMC:

- IF THE CLOSURE IS POSTPONED OR CANCELLED
- AT THE TIME THE CLOSURE IS IMPLEMENTED
- AT THE TIME THE CLOSURE IS REMOVED AND ALL LANES RESTORED
- IF THE CLOSURE WILL NOT BE OPENING ON TIME

CONTACT CAN BE MADE WITH THE TMC IN THE FOLLOWING WAYS:

- PHONE: 1-614-387-2438 OR 1-800-884-4030
- EMAIL: STATEWIDETMC@DOT.OHIO.GOV
- RADIO: XDOT MAIN

RIGHT OF WAY PERMITS

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE RIGHT OF WAY USE PERMITS TO INSTALL MAINTENANCE OF TRAFFIC SIGNING.

ITEM 614 - MAINTAINING PEDESTRIAN TRAFFIC

IF AT ANY TIME A SIDEWALK OR WALKWAY PATH IS RESTRICTED AND/OR CLOSED THE CONTRACTOR SHALL PROVIDE AN ALTERNATE ROUTE FOR THE PUBLIC TO UTILIZE FOR TRAVEL PER MT-110.10, PEDESTRIAN DETOUR METHODS.

ITEM 614 - MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

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 FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.]

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 RAMP 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.

NOTICE OF CLOSURE SIGN TIME TABLE			
ITEM	DURATION OF CLOSURE	SIGN DISPLAY TO PUBLIC	NOTIFICATION DUE TO DISTRICT 6 COMMUNICATIONS OFFICE
RAMP & ROAD CLOSURES	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE	4 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 SHALL DISPLAY THE PHONE NUMBER OF THE DISTRICT 6 PUBLIC INFORMATION CONSTRUCTION LINE, (740)833-8268, WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION.



W20-H13-60

MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR) - HARPER RD (PROPOSAL NOTE 129)

AT LEAST ONE LANE OF TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 7 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET P.10 A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT AS SHOWN IN THE TABLE BELOW PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE \$ PER DAY	WORK WINDOW	
			START	END
PAINTING OF FRA-70-1017R STRUCTURE UNDER IR-70	7	\$500 PER DAY	CONTRACT EXECUTION DATE	PROJECT COMPLETION DATE

MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR) - CREEK RD (PROPOSAL NOTE 129)

AT LEAST ONE LANE OF TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 14 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET P.11 A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT AS SHOWN IN THE TABLE BELOW PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE \$ PER DAY	WORK WINDOW	
			START	END
PAINTING OF FAY-35-1666LR STRUCTURES UNDER US-35	14	\$500 PER DAY	CONTRACT EXECUTION DATE	PROJECT COMPLETION DATE

ITEM 614 - DETOUR SIGNING

SIZE AND PLACEMENT OF DETOUR SIGNS (M4-9) SHOULD FOLLOW THE REQUIREMENTS OF THE OMUTCD SECTION 6F.03, SECTION 2A.11 AND TABLE 6F-01.

DETOUR SIGNING SHALL PROVIDE DRIVERS ADEQUATE TIME TO CLEARLY READ THE SIGNS AND MAKE THE PROPER DECISIONS AT EACH REQUIRED TURNING MOVEMENT. THE DESIGNATED DETOUR ROUTE SHALL BE SIGNED IN ACCORDANCE WITH THE REQUIREMENTS BELOW:

- APPROXIMATELY 1500 FEET PRIOR TO TIP OF THE PAINTED GORE AT AN INTERCHANGE WHEN EXITING A HIGH SPEED (45 MPH OR HIGHER) FACILITY.

- AT OR NEAR THE EXISTING SIGN IN THE GORE OF AN INTERCHANGE RAMP.
- AT OR NEAR THE FIRST EXISTING LANE ASSIGNMENT SIGN ON AN INTERCHANGE EXIT RAMP.
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT THE END OF AN EXIT RAMP.
- APPROXIMATELY 500 FEET PRIOR TO A REQUIRED TURN AT AN INTERSECTION NOT CONTROLLED BY A STOP SIGN (FOR 45 MPH OR HIGHER ONLY).
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT AN INTERSECTION.
- EVERY TWO MILES ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS OUTSIDE A CITY.
- EVERY TWO BLOCKS ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS WITHIN A CITY.
- AT ANY OTHER INTERSECTION OR DECISION POINT WHERE THE DETOUR ROUTE IS CONTRARY TO THE NORMAL, EXPECTED TURNING MANUEVER OR OTHERWISE UNCLEAR.

DETOUR SIGNS SHALL BE PLACED, WHEN POSSIBLE, NEXT TO BUT NOT BLOCKING EXISTING ROUTE MARKERS OR LANE ASSIGNMENT SIGNS. DETOUR SIGNS SHALL NOT OBSCURE OR BE OBSCURED BY OTHER EXISTING OR TEMPORARY SIGNS.

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 ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, PROPER SIGN PLACEMENT AND SIZING, TIMELY ERECTING AND/OR UNCOVERING OF SIGNS, MAINTAINING SIGNS, AND TIMELY COVERING AND/OR REMOVING SIGNS AND SUPPORTS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - DETOUR SIGNING = LUMP SUM

SHORT DURATION RAMP CLOSURES

FOR THE PURPOSE OF PERFORMING THE REQUIRED WORK OR WHEN REQUIRED BY THE INTERSTATE ENTRANCE RAMP CLOSURE NOTE, RAMPS MAY BE CLOSED FOR SHORT DURATIONS AND DETOURED IN ACCORDANCE WITH THE RAMP CLOSURE TABLE IF APPROVED BY THE ENGINEER. RAMP CLOSURES ARE SUBJECT TO DISINCENTIVES.

FOR ALL SERVICE RAMP CLOSURES LASTING MORE THAN 12 HOURS BUT LESS THAN 60 HOURS AND/OR, FOR ALL SYSTEM RAMP CLOSURES LASTING MORE THAN 12 HOURS BUT LESS THAN 24 HOURS

THE CONTRACTOR SHALL PROVIDE THE FOLLOWING:

- A MINIMUM OF TWO PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) PLACED, AS DIRECTED BY THE ENGINEER, TO WARN DRIVERS OF THE CLOSURE AND TO PROVIDE THE DESIGNATED DETOUR ROUTE.
- POSITIVE GUIDANCE ALONG THE DETOUR ROUTE WITH DETOUR SIGNS (M4-9 SERIES) IN ACCORDANCE WITH THE DETOUR SIGNS NOTE.

FOR ALL RAMP CLOSURES LASTING LESS THAN 12 HOURS, THE CONTRACTOR SHALL PROVIDE THE FOLLOWING:

- A MINIMUM OF TWO PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) PLACED, AS DIRECTED BY THE ENGINEER, TO WARN DRIVERS OF THE CLOSURE AND TO PROVIDE THE DESIGNATED DETOUR ROUTE.

WHEN CLOSING ENTRANCE RAMPS, CORRESPONDING LEAD-IN LANES AND TURN LANES SHALL ALSO BE CLOSED.

IF A DESIGNATED DETOUR ROUTE IS NOT PROVIDED IN THE PLANS, TRAFFIC SHALL BE DIRECTED TO THE NEXT INTERCHANGE, IF AVAILABLE, TO TURN AROUND. IF THE USE OF THE NEXT INTERCHANGE IS NOT POSSIBLE, AN ALTERNATIVE DETOUR ROUTE SHALL BE PROVIDED BY THE ENGINEER.

SERVICE RAMP: INTERCHANGE RAMPS BETWEEN FREEWAYS (OR EXPRESSWAYS) AND NON-FREEWAYS (OR NONEXPRESSWAYS). THESE RAMPS PROVIDE ACCESS (CONNECTIONS) BETWEEN FREEWAYS/EXPRESSWAYS AND OTHER PRINCIPAL/MINOR ARTERIALS, COLLECTORS OR LOCAL ROADS.

SYSTEM RAMP: INTERCHANGE RAMPS (OR CONNECTORS) BETWEEN FREEWAYS (OR EXPRESSWAYS) AND FREEWAYS (OR EXPRESSWAYS).

RAMP CLOSURE RESTRICTIONS INTERSTATE ROUTE 670 IN FRANKLIN COUNTY					
SECONDARY ROUTE: INTERSTATE ROUTE 270 SLM ALONG 670: 10.43 (EAST SIDE)					
RAMP DESIGNATION	MOVEMENT	NO CLOSURES ALLOWED		DETOUR ROUTES	
		MON-FRI	SAT-SUN	PRIMARY DETOUR ROUTE	SECONDARY DETOUR ROUTE
D	I-670 EB TO I-270 NB	5AM-1AM	7AM-9PM	670 E TO 270 S (RAMP E) TO OH-317 TO 270 N	670 E TO 270 S (RAMP E) TO OH-317 TO US-62 W TO 270 N (RAMP A)
E	I-670 EB TO I-270 EB	5AM-12AM	8AM-9PM	670 E TO 270 N (RAMP D) TO MORSE RD. TO 270 S	670 E TO OH-317 TO 270 S
G	I-270 SB TO I-670 WB	3AM-12AM	6AM-10PM	270 S TO OH-317 TO 270 N TO 670 W (RAMP I)	270 S TO US062 E (RAMP F) TO OH-317 TO 270 N TO 670 W (RAMP I)
I	I-270 WB TO I-670 WB	5AM-11PM	8AM-9PM	270 N TO MORSE RD. TO 270 S TO 670 W (RAMP G)	NONE



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 OMTUCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMTUCD, 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.
- DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMTUCD, 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 OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:
 - o ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
 - o AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
 - o AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

“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.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

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 THAT 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 400 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 - 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 TROUBLESHOOT 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.

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.

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 PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.) THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR’S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

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, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 8 SIGN MONTH ASSUMING 2 PCMS SIGN(S) FOR 4 MONTH(S).

WORK SITE LIGHTING

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.

LANE VALUE CONTRACT TABLE

THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE AS DESIGNATED IN THE LANE/SHOULDER/RAMP IS CLOSED BY THE CONTRACTOR’S ACTION WHILE NOT OTHERWISE PERMITTED BY THE LANE VALUE CONTRACT TABLE.

LANE VALUE CONTRACT TABLE						
SECTION (SLM)	EXISTING NUMBER OF LANES PER DIRECTION	LANE CLOSURES ARE NOT PERMITTED:				DISINCENTIVE AMOUNTS PER MINUTE PER LANE
		LANE REDUCTION	MON TO FRI	SAT	SUN	
FRA-270						
TRABUE ROAD (9.30) TO HILLIARD-CEMETERY ROAD (12.63)	4	4 TO 3	5AM-9AM & 2PM-7PM	NO RESTRICTION	NO RESTRICTION	\$255
		4 TO 2	5AM-8PM	9AM-7PM	11AM-6PM	\$255
		4 TO 1	5AM-10PM	7AM-11PM	9AM-10PM	\$255
HILLIARD-CEMETERY ROAD (12.63) TO US 33/SR 161 (17.10)	4	4 TO 3	5AM-9AM & 3PM-7PM	NO RESTRICTION	NO RESTRICTION	\$315
		4 TO 2	5AM-7PM	9AM-7PM	11AM-6PM	\$315
		4 TO 1	5AM-10PM	7AM-11PM	9AM-10PM	\$315
US 33/SR 161 (17.10) TO SAWMILL ROAD (19.82)	4	4 TO 3	5AM-9AM & 12PM-7PM	1PM-4PM	NO RESTRICTION	\$300
		4 TO 2	5AM-9PM	10AM-7PM	11AM-6PM	\$300
		4 TO 1	5AM-11PM	7AM-10PM	9AM-10PM	\$300
SR 161 (30.52) TO MCCUTCHEON ROAD (33.96) MAINLINE	3	3 TO 2	5AM-9AM & 3PM-8PM	NO RESTRICTION	NO RESTRICTION	\$565
		3 TO 1	5AM-10PM	10AM-9PM	11AM-9PM	\$565
SR 161 (30.52) TO MCCUTCHEON ROAD (33.96) COLLECTOR-DISTRIBUTOR	3	3 TO 2	5AM-9AM & 3PM-8PM	NO RESTRICTION	NO RESTRICTION	\$200
		3 TO 1	5AM-10PM	10AM-10PM	11AM-10PM	\$200
MCCUTCHEON ROAD (33.96) TO AGLER ROAD (34.87)	5	5 TO 4	5AM-9AM & 3PM-7PM	NO RESTRICTION	NO RESTRICTION	\$355
		5 TO 3	5AM-8PM	10AM-6PM	11AM-7PM	\$355
		5 TO 2	5AM-10PM	6AM-9PM	6AM-9PM	\$355
		5 TO 1	5AM-11PM	6AM-10PM	6AM-10PM	\$355
AGLER ROAD (34.87) TO GOSHEN LANE (35.90) NORTHBOUND	3	3 TO 2	5AM-8PM	7AM-9AM & 2PM-7PM	7AM-9AM & 2PM-7PM	\$445
		3 TO 1	5AM-11PM	6AM-10PM	6AM-10PM	\$445
AGLER ROAD (34.87) TO GOSHEN LANE (35.90) SOUTHBOUND	4	4 TO 3	5AM-9AM & 3PM-7PM	NO RESTRICTION	NO RESTRICTION	\$445
		4 TO 2	5AM-8PM	7AM-9AM & 2PM-7PM	7AM-9AM & 2PM-7PM	\$445
		4 TO 1	5AM-11PM	6AM-10PM	6AM-10PM	\$445
GOSHEN LANE (35.90) TO SR 317 (37.36)	4	4 TO 3	5AM-9AM & 3PM-7PM	NO RESTRICTION	NO RESTRICTION	\$320
		4 TO 2	5AM-8PM	7AM-9AM & 2PM-7PM	7AM-9AM & 2PM-7PM	\$320
		4 TO 1	5AM-11PM	6AM-10PM	6AM-10PM	\$320
SR 317 (37.36) TO US 40 (40.90)	4	4 TO 3	5AM-9AM & 3PM-7PM	NO RESTRICTION	NO RESTRICTION	\$280
		4 TO 2	5AM-8PM	7AM-9AM & 2PM-7PM	7AM-9AM & 2PM-7PM	\$280
		4 TO 1	5AM-11PM	6AM-10PM	6AM-10PM	\$280

SHORT TERM SHOULDER CLOSURES ARE NOT PERMITTED 5AM-9AM AND 3PM-7PM MONDAY-FRIDAY.

DESIGN AGENCY



DESIGNER
JMB

REVIEWER
JPH 01/27/23

PROJECT ID
118187

SHEET TOTAL
P.8 | 26

LANE VALUE CONTRACT TABLE (CONT.)

LANE VALUE CONTRACT TABLE						
SECTION (SLM)	EXISTING NUMBER OF LANES PER DIRECTION	LANE CLOSURES ARE NOT PERMITTED:			DISINCENTIVE AMOUNTS PER MINUTE PER LANE	
		LANE REDUCTION	MON TO FRI	SAT		SUN
FRA-70						
WILSON ROAD (7.94) TO HAGUE AVENUE (8.93)	4	4 TO 3	5AM-9AM & 2PM-7PM	NO RESTRICTION	NO RESTRICTION	\$285
		4 TO 2	5AM-8PM	7AM-9AM & 1PM-7PM	7AM-9AM & 1PM-7PM	\$285
		4 TO 1	5AM-11PM	5AM-10PM	5AM-10PM	\$285
HAGUE AVENUE (8.93) TO I-670 (9.93)	4	4 TO 3	5AM-9AM & 2PM-7PM	4PM-6PM	4PM-6PM	\$365
		4 TO 2	5AM-8PM	6AM-7PM	6AM-7PM	\$365
		4 TO 1	5AM-11PM	5AM-10PM	5AM-10PM	\$365
I-670 (9.93) TO BROAD STREET (11.21)	2	2 TO 1	5AM-9PM	6AM-7PM	6AM-7PM	\$305
BROAD STREET (11.21) TO GLENWOOD AVENUE (12.41)	3	3 TO 2	5AM-9AM & 2PM-6PM	NO RESTRICTION	NO RESTRICTION	\$230
		3 TO 1	5AM-10PM	6AM-8PM	6AM-8PM	\$230
GLENWOOD AVENUE (12.41) TO SOUDER AVE (12.82)	3	3 TO 2	5AM-9PM	7AM-9AM & 1PM-7PM	7AM-9AM & 1PM-7PM	\$360
		3 TO 1	5AM-10PM	6AM-8PM	6AM-8PM	\$360
SOUDER AVE (12.82) TO SCIOTO RIVER (13.41)	2	2 TO 1	5AM-11PM	6AM-11PM	6AM-11PM	\$545
SCIOTO RIVER (13.41) TO SHORT STREET (13.73)	3	3 TO 2	5AM-9PM	7AM-9AM & 1PM-7PM	7AM-9AM & 1PM-7PM	\$365
		3 TO 1	5AM-11PM	6AM-10PM	6AM-10PM	\$365
SHORT TERM SHOULDER CLOSURES ARE PERMITTED ANY TIME EXCEPT 5AM-9AM AND 3PM-6PM MONDAY-FRIDAY.						

LANE VALUE CONTRACT TABLE						
SECTION (SLM)	EXISTING NUMBER OF LANES PER DIRECTION	LANE CLOSURES ARE NOT PERMITTED:			DISINCENTIVE AMOUNTS PER MINUTE PER LANE	
		LANE REDUCTION	MON TO FRI	SAT		SUN
FRA-40						
HILLIARD ROME ROAD (4.75) TO GEORGESVILLE ROAD (6.72)	2	2 TO 1	5AM-9PM	6AM-7PM	6AM-7PM	\$155
		3 TO 2	2PM-6PM	NO RESTRICTION	NO RESTRICTION	\$80
GEORGESVILLE ROAD (6.72) TO WILSON ROAD (7.55)	3	3 TO 1	5AM-9PM	6AM-7PM	6AM-7PM	\$80
		2 TO 1	5AM-9PM	6AM-7PM	6AM-7PM	\$85
ALGONQUIN AVENUE (8.01) TO WASHINGTON AVENUE (13.32)*	2	2 TO 1	5AM-9AM & 3PM-8PM	NO RESTRICTION	NO RESTRICTION	\$75
WASHINGTON AVENUE (13.32) TO NELSON ROAD (15.27)	3	3 TO 2	5AM-7PM	6AM-9AM & 3PM-6PM	6AM-9AM & 3PM-6PM	\$75
		3 TO 1	5AM-9PM	6AM-7PM	6AM-7PM	\$75
*CONTRACTOR TO CONFIRM & COORDINATE CLOSURES WITH CITY OF COLUMBUS						

LANE VALUE CONTRACT TABLE						
SECTION (SLM)	EXISTING NUMBER OF LANES PER DIRECTION	LANE CLOSURES ARE NOT PERMITTED:			DISINCENTIVE AMOUNTS PER MINUTE PER LANE	
		LANE REDUCTION	MON TO THUR	FRI		SAT & SUN
MAD-70						
CLARK COUNTY LINE (0.00) TO FRANKLIN COUNTY LINE (15.58)	3	3 TO 2	NO RESTRICTION	3PM-7PM	NO RESTRICTION	\$250
		3 TO 1	5AM-7PM	6AM-8PM	8AM-9PM	\$250
SHORT TERM SHOULDER CLOSURES SHALL HAVE THE SAME RESTRICTIONS AS A 3 TO 2 LANE REDUCTION						



DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE 9th EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C&MS, SECTIONS 102.05, 105.02, AND 513.04*. BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

ITEM 202 - REMOVAL MISC.: TEMPORARY FALSEWORK

CONTRACTOR TO REMOVE AND DISPOSE OF EXISTING FALSEWORK LOCATED IN BAY 4 OF FRA-70-1017R.

THE DEPARTMENT WILL MEASURE THE WORK ON A LUMP SUM BASIS.

ALL EQUIPMENT AND LABOR TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 202 - REMOVAL MISC.: TEMPORARY FALSEWORK.

ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, FINISH COAT

THE COLOR FOR THE FINISHED COAT OF STRUCTURE(S) FRA-270-1563, FRA-70-1017R, FRA-70-1121 AND FRA-270-3551 WILL CONFORM TO FEDERAL COLOR NUMBER 15526 (BLUE).

THE COLOR FOR THE FINISHED COAT OF STRUCTURE(S) MAD-70-1217LR AND FAY-35-1666LR WILL CONFORM TO FEDERAL COLOR NUMBER 14277 (GREEN).

STRUCTURE NOTES

SFN

DESIGN AGENCY



DESIGNER: JMB CHECKER: JPH

REVIEWER: JPH 01/27/23

PROJECT ID: 118187

SUBSET TOTAL: 1 14

SHEET TOTAL: P.13 26

SHEET NUMBER										PARTICIPATION			ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
			4 / 14	6 / 14	8 / 14	10 / 14	12 / 14	14 / 14		01/IMS/47	02/NHS/47							
			36,095								36,095		514	00050	36,095	SF	STRUCTURE REPAIR (FRA-270-1563, SFN: 2510154)	
			36,095								36,095		514	00056	36,095	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	
			36,095								36,095		514	00060	36,095	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	
			36,095								36,095		514	00066	36,095	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	
			44								44		514	00504	44	MNHR	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	P.13
			23								23		514	10000	23	EACH	GRINDING FINES, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	
																	FINAL INSPECTION REPAIR	
											LS		202	98000	LS	LS	STRUCTURE REPAIR (FRA-70-1017R, SFN: 2504529)	P.13
																	REMOVAL MISC.: TEMPORARY FALSEWORK	
				9,580							9,580		514	00050	9,580	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	
				9,580							9,580		514	00056	9,580	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	
				9,580							9,580		514	00060	9,580	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	
				9,580							9,580		514	00066	9,580	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	P.13
				15							15		514	00504	15	MNHR	GRINDING FINES, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	
				8							8		514	10000	8	EACH	FINAL INSPECTION REPAIR	
																	STRUCTURE REPAIR (FRA-70-1121, SFN: 2504588)	
					31,075						31,075		514	00050	31,075	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	
					31,075						31,075		514	00056	31,075	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	
					31,075						31,075		514	00060	31,075	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	
					31,075						31,075		514	00066	31,075	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	P.13
					25						25		514	00504	25	MNHR	GRINDING FINES, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	
					13						13		514	10000	13	EACH	FINAL INSPECTION REPAIR	
																	STRUCTURE REPAIR (FRA-270-3551, SFN: 2511746)	
						26,820					26,820		514	00050	26,820	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	
						26,820					26,820		514	00056	26,820	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	
						26,820					26,820		514	00060	26,820	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	
						26,820					26,820		514	00066	26,820	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	P.13
						98					98		514	00504	98	MNHR	GRINDING FINES, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	
						12					12		514	10000	12	EACH	FINAL INSPECTION REPAIR	
																	STRUCTURE REPAIR (FAY-35-1666L, SFN: 2400553)	
								19,110			19,110		514	00050	19,110	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	
								19,110			19,110		514	00056	19,110	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	
								19,110			19,110		514	00060	19,110	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	
								19,110			19,110		514	00066	19,110	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	P.13
								23			23		514	00504	23	MNHR	GRINDING FINES, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	
								11			11		514	10000	11	EACH	FINAL INSPECTION REPAIR	
																	STRUCTURE REPAIR (FAY-35-1666R, SFN: 2400561)	
								19,110			19,110		514	00050	19,110	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	
								19,110			19,110		514	00056	19,110	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	
								19,110			19,110		514	00060	19,110	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	
								19,110			19,110		514	00066	19,110	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	P.13
								23			23		514	00504	23	MNHR	GRINDING FINES, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	
								11			11		514	10000	11	EACH	FINAL INSPECTION REPAIR	
																	STRUCTURE REPAIR (MAD-70-1217L, SFN: 4902610)	
								16,575			16,575		514	00050	16,575	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	
								16,575			16,575		514	00056	16,575	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	
								16,575			16,575		514	00060	16,575	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	
								16,575			16,575		514	00066	16,575	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	P.13
								24			24		514	00504	24	MNHR	GRINDING FINES, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	
								12			12		514	10000	12	EACH	FINAL INSPECTION REPAIR	
																	STRUCTURE REPAIR (MAD-70-1217R, SFN: 4902645)	
								16,575			16,575		514	00050	16,575	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	
								16,575			16,575		514	00056	16,575	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	
								16,575			16,575		514	00060	16,575	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	
								16,575			16,575		514	00066	16,575	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	P.13
								24			24		514	00504	24	MNHR	GRINDING FINES, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	
								12			12		514	10000	12	EACH	FINAL INSPECTION REPAIR	

STRUCTURE ESTIMATED QUANTITIES

SFN	---NA---
DESIGN AGENCY	
DESIGNER	CHECKER
JMB	JPH
REVIEWER	
JPH	01/27/23
PROJECT ID	118187
SUBSET	TOTAL
2	14
SHEET	TOTAL
P.14	26