

COOPERATION BETWEEN CONTRACTORS:

THE CONTRACTOR WILL BE REQUIRED TO COORDINATE WORK WITH OTHER PROJECTS IDENTIFIED BELOW. IT IS IMPERATIVE THAT THE CONTRACTORS COOPERATE FULLY WITH EACH OTHER AS OUTLINED IN SECTION 105.08 OF THE ODOT 2023 CONSTRUCTION AND MATERIAL SPECIFICATIONS. ALL MAINTENANCE OF TRAFFIC SHALL BE COORDINATED BETWEEN PROJECTS AND NOT BE IN CONFLICT WITH ONE ANOTHER.

THERE WAS A PREVIOUS PROJECT ON DREXEL AVENUE(CITY OF BEXLEY) THAT REPLACED UTILITIES AND REBUILT CURBS, SIDEWALKS, MEDIAN ISLANDS, ETC.. THE CONTRACTOR IS TO ENSURE THAT THE PROPOSED PAVING TIES INTO THESE FEATURES AS DETAILED IN THE PLAN.

MAINTENANCE OF TRAFFIC (HOLIDAYS):

NO WORK SHALL BE PERFORMED AND THE SAME NUMBER OF LANES AS WERE AVAILABLE AT THE START OF THE PROJECT SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS/EVENTS:

HOLIDAYS:

FOURTH OF JULY(OBSERVED) LABOR DAY THANKSGIVING
GENERAL/REGULARELECTION DAY CHRISTMAS(OBSERVED)
NEW YEAR'S(OBSERVED) MEMORIAL DAY

EVENTS:

GRADUATION FOR THE COLUMBUS SCHOOL FOR GIRLS (ONE BLOCK OF DREXEL AVE. WILL BE CLOSED DURING EVENT)
JULY 4TH CELEBRATION IN BEXLEY
THE FOLLOWING JEWISH HOLIDAYS:
ROSH HASHANA 9/25-9/27 2024 STARTS SUNSET ON 9/24
YOM KIPPUR 10/05/2024 STARTS SUNSET ON 10/04
SHEMINI 10/1/2024
COLUMBUS MARATHON OCTOBER 2024

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

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

DURING THE SAME PERIODS, MAINTAIN PEDESTRIAN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION. NO EXTENSIONS OF TIME SHALL BE

GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY WIDE, OR FOR LABOR STRIKES UNLESS SUCH STRIKES ARE AREA WIDE. SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT

ITEM 614 - WORK ZONE LANE LINE, CLASS III, 4", 642 PAINT:

WORK ZONE LANE LINE SHALL BE PLACED TO REFLECT THE PROPOSED LANE LINE AS DETERMINED FROM THE PROPOSED MARKINGS WITHIN THE PROJECT LIMITS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE, AND TYPE OF WORK ZONE MARKINGS NEEDED MEETING THE REQUIREMENTS OF ITEM 614 BEFORE THE REMOVAL OR RESURFACING OBLITERATES THE EXISTING.

ITEM 614 - WORK ZONE LANE LINE, CLASS III, 4", 642 PAINT

LOC	ROUTE	BEG SLM	END SLM	APP	QUANTITY	UNIT
1	US 40	15.27	15.70	2	1.78	MI
TOTAL					1.78	MI

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - WORK ZONE LANE LINE, CLASS III, 4", 642 PAINT = 1.78 MI

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT:

WORK ZONE CHANNELIZING LINE SHALL BE PLACED TO REFLECT THE PROPOSED CHANNELIZING LINE AS DETERMINED FROM THE PROPOSED MARKINGS WITHIN THE PROJECT LIMITS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE, AND TYPE OF WORK ZONE MARKINGS NEEDED MEETING THE REQUIREMENTS OF ITEM 614 BEFORE THE REMOVAL OR RESURFACING OBLITERATES THE EXISTING.

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT

LOC	ROUTE	BEG SLM	END SLM	APP	QUANTITY	UNIT
1	US 40	15.27	15.70	1	1,031	FT
2	US 40	16.00	16.82	1	173	FT
TOTAL					1,204	FT

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 -WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT= 2800 FT

ITEM 614 - WORK ZONE STOP LINE, CLASS III, 642 PAINT:

WORK ZONE STOP LINE SHALL BE PLACED TO REFLECT THE PROPOSED STOP LINE AS DETERMINED FROM THE PROPOSED MARKINGS WITHIN THE PROJECT LIMITS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE, AND TYPE OF WORK ZONE MARKINGS NEEDED MEETING THE REQUIREMENTS OF ITEM 614 BEFORE THE REMOVAL OR RESURFACING OBLITERATES THE EXISTING.

ITEM 614 - WORK ZONE STOP LINE, CLASS III, 642 PAINT

LOC	ROUTE	BEG SLM	END SLM	APP	QUANTITY	UNIT
1	US 40	15.27	15.70	1	39	FT
2	US 40	16.00	16.82	1	0	FT
TOTAL					39	FT

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - WORK ZONE STOP LINE, CLASS III, 642 PAINT = 245 FT

ITEM 614 - WORK ZONE CENTER LINE, CLASS III, 642 PAINT:

WORK ZONE EDGE LINE SHALL BE PLACED TO REFLECT THE PROPOSED CENTER LINE AS DETERMINED FROM THE PROPOSED MARKINGS WITHIN THE PROJECT LIMITS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE, AND TYPE OF WORK ZONE MARKINGS NEEDED MEETING THE REQUIREMENTS OF ITEM 614 BEFORE THE REMOVAL OR RESURFACING OBLITERATES THE EXISTING.

ITEM 614 - WORK ZONE CENTER LINE, CLASS III, 642 PAINT

LOC	ROUTE	BEG SLM	END SLM	APP	QUANTITY	UNIT
1	US 40	15.27	15.70	1	0.34	MI
2	US 40	16.00	16.82	1	0.17	MI
TOTAL					0.51	MI

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - WORK ZONE CENTER LINE, CLASS III, 642 PAINT = 0.69 MILE

MAINTENANCE OF TRAFFIC FOR MARKING PAVEMENT REPAIRS:

PROVIDE LANE CLOSURES AS PER THE MAINTENANCE OF TRAFFIC NOTES IN THESE PLANS A MINIMUM OF 24 HOURS PRIOR TO PERFORMING PAVEMENT REPAIRS TO ALLOW THE ENGINEER TO IDENTIFY AND MARK THE AREAS OF THE PAVEMENT IN NEED OF REPAIRS.

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

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, 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 4 SIGN MONTH (ASSUMING 2 PCMS SIGN(S) FOR 2 MONTH(S)).

DESIGN AGENCY



DESIGNER
DPP

REVIEWER
DKR 12/26/23

PROJECT ID
106274

SHEET TOTAL
P.10 26

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 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 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 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 150 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.

PERMITTED LANE CLOSURES:
 THE EXISTING NUMBER OF LANES IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES EXCEPT DURING PERIODS OF WORK AT WHICH TIME LANES MAY BE CLOSED IN ACCORDANCE WITH THE LANE VALUE CONTRACT TABLE FOR EACH LOCATION UNLESS OTHERWISE SHOWN IN THE PLANS.

ATLEAST ONE LANE OF TRAFFIC SHALL BE MAINTAINED (EACH DIRECTION) AT ALL TIMES.

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.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 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 ITME 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

LANE VALUE CONTRACT :
 THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE FOR EACH UNIT OF TIME A LANE IS CLOSED BY THE CONTRACTORS' ACTION WHILE NOT OTHERWISE PERMITTED BY THE LANE VALUE CONTRACT TABLE BELOW.

LANE VALUE CONTRACT TABLE						
LOCATION	BEGIN SLM	END SLM	LANE CLOSURES ARE NOT PERMITTED			DISINCENTIVE AMOUNTS PER MINUTE
			MON TO FRI	SAT	SUN	
US-40(E BROAD ST) WB	15.27 (NELSON RD)	15.70 (WESTLAND AVE)	7PM - 9AM	NO WORK PERMITTED	NO WORK PERMITTED	\$75
US-40(E BROAD ST) EB	15.27 (NELSON RD)	15.70 (WESTLAND AVE)	4PM -5:30AM	NO WORK PERMITTED	NO WORK PERMITTED	\$75
US-40(DREXEL AVE) PRIOR TO 8/20/24	16.00 (E BROAD ST)	16.16 (POWELL AVE)	5:30PM - 7:30AM	NO WORK PERMITTED	NO WORK PERMITTED	\$75
US-40(DREXEL AVE) AFTER TO 8/20/24	16.00 (E BROAD ST)	16.16 (POWELL AVE)	7AM-8:30AM 3PM-7PM	NO WORK PERMITTED	NO WORK PERMITTED	\$75
US-40 (DREXEL AVE)	16.16 (POWELL AVE)	16.82 (MAIN ST)	5:30PM - 7:30AM	NO WORK PERMITTED	NO WORK PERMITTED	\$75

SATURDAY HOURS MAY BE PERMITTED UPON REQUEST TO THE PROJECT ENGINEER AND CITY OF BEXLEY AT LEAST 2 WEEKS IN ADVANCE OF THE WORK.

DESIGN AGENCY



DESIGNER
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REVIEWER
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PROJECT ID
106274

SHEET TOTAL
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