

SEQUENCE OF CONSTRUCTION

IT IS INTENDED FOR THE MOT SCHEME SHOWN IN THIS SET OF PLANS IS TO BE USED DURING THE FIRST CONSTRUCTION SEASON OF THIS PROJECT. THE FOLLOWING TASKS MUST BE COMPLETED DURING THE MAINTENANCE OF TRAFFIC SETUP SHOWN IN THESE PLANS:

REMOVE THE PAVEMENT IN THE MEDIAN OF US-24 AT THE INTERSECTION OF US-24 AND BANNER SCHOOL ROAD.

CONSTRUCT IMPROVEMENTS IN THE MEDIAN OF US-24 AT THE INTERSECTION OF US-24 AND BANNER SCHOOL ROAD.

CONSTRUCT CENTER PIER OF BRIDGE.

CONSTRUCT THE US-24 ENDS OF EACH RAMP, TO (AT LEAST) A DISTANCE WHERE THE FARTHEST NEAR EDGE OF SHOULDER OF THAT RAMP IS 30' OFF THE NEAREST US-24 SHOULDER.

CONSTRUCT MEDIAN GUARDRAIL PROTECTING CENTER PIER OF BRIDGE.

CONSTRUCT NEW SHOULDERS OF US-24 THROUGH (AT LEAST) INTERMEDIATE COURSE.

CONSTRUCT NEW GUARDRAIL ALONG US-24.

DURING THE PERIOD BETWEEN THE FIRST AND SECOND CONSTRUCTION SEASONS, IT IS INTENDED THAT BOTH LANES OF US-24 IN EACH DIRECTION WILL BE OPENED TO TRAFFIC. SUFFICIENT SIGNAGE, TYPE III BARRICADES, AND DRUMS SHALL BE PLACED ALONG EACH RAMP INTERFACE WITH US-24 SUCH THAT NO TRAFFIC CAN ENTER ANY PARTIALLY CONSTRUCTED RAMPS FROM ANY DIRECTION.

CR-17D SHALL REMAIN CLOSED BETWEEN CONSTRUCTION SEASONS WITH DETOUR SIGNAGE REMAINING IN PLACE. NORTHBOUND BANNER SCHOOL ROAD AT EASTBOUND US-24 SHALL REMAIN CLOSED.

DURING THE SECOND CONSTRUCTION SEASON, THE REMAINDER OF THE PROJECT IS TO BE COMPLETED.

CR-17D SHALL REMAIN CLOSED WITH DETOUR SIGNAGE REMAINING IN PLACE.

NORTHBOUND BANNER SCHOOL ROAD AT EASTBOUND US-24 SHALL REMAIN CLOSED.

FOR PAVING OPERATIONS DURING THIS SEASON, IT IS INTENDED TO USE FLAGGER CLOSING 1 LANE OF 2-LANE HIGHWAY FOR PAVING OPERATIONS (FED) MT-97.12 AND CLOSING RIGHT LANE OF A MULTI-LANE DIVIDED HIGHWAY WITH DRUMS, MT-95.30.

FOR PAVEMENT MARKING OPERATIONS DURING THIS SEASON, IT IS INTENDED TO USE TRAFFIC CONTROL FOR LONG LINE PAVEMENT MARKING OPERATIONS, MT-99.20.

FOR BRIDGE BEAM PLACEMENT, IT INTENDED TO USE SHORT TERM CLOSURE OF MULTI-LANE DIVIDED HIGHWAY, MT-99.60 BETWEEN THE HOURS OF MIDNIGHT AND 5 AM.

IT IS INTENDED THAT THE FINAL CONSTRUCTION ACTIVITY WOULD BE THE REMOVAL OF THE PAVEMENT OF BANNER SCHOOL ROAD, AS INDICATED ON THE ROADWAY SHEETS. THIS IS TO BE DONE USING CLOSING SHOULDER OF A MULTI-LANE DIVIDED HIGHWAY, MT-95.45.

LANE CLOSURES AND LIQUIDATED DAMAGES

IN ADDITION TO THE MANDATES OF THE PLCS, IT IS REQUIRED THAT A MINIMUM OF ONE LANE OF TRAFFIC SHALL BE OPEN ON US-24 IN EACH DIRECTION AT ALL TIMES, EXCEPT FOR TEMPORARY CLOSURES FOR PLACEMENT OF BRIDGE BEAMS BETWEEN THE HOURS OF MIDNIGHT AND 5 AM.

CR-17D ALLOWABLE CLOSURE PERIOD IS 480 CALENDAR DAYS. FOR EACH CALENDAR DAY THAT CR-17 REMAINS CLOSED BEYOND 480 CALENDAR DAYS, THE DEPARTMENT WILL DEDUCT A SUM OF MONEY DUE TO THE CONTRACTOR, NOT AS A PENALTY, BUT AS LIQUIDATED DAMAGES. THE SUM OF MONEY DEDUCTED WILL FOLLOW THE SCHEDULE BELOW:

ORIGINAL CONTRACT AMOUNT (TOTAL AMOUNT OF THE BID)		
FROM MORE THAN	TO AND INCLUDING	
\$0.00	\$500,000	\$500
\$500,000	\$2,000,000	\$1,000
\$2,000,000	\$10,000,000	\$1,500
\$10,000,000	\$50,000,000	\$2,600
OVER \$50,000,000		\$3,200

ITEM 614 MAINTAINING TRAFFIC

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, LATEST REVISION.

LENGTH AND DURATION OF LANE CLOSURE 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.

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 TIMETABLE 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 TIMETABLE

ITEM ROAD CLOSURES	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
> 2 WEEKS	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
< 12 HOURS		7 CALENDAR DAYS PRIOR TO CLOSURE
		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 PHONE NUMBER SHALL BE 419-373-4428.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN THE STANDARD R11-2 (48 X 30 INCH) ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN STANDARD DRAWING MT-101.60 AS DETAILED IN THE PLANS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE 3 BARRICADES OF THE TYPE AND LOCATION AS SHOWN ON THE DETOUR PLAN. SIGNS FURNISHED SHALL BE IN NEW OR LIKE NEW CONDITIONS. LIKE NEW SIGNS SHALL BE SUBJECT TO THE APPROVAL OF THE PROJECT ENGINEER.

THE CONTRACTOR SHALL MAINTAIN ACCESS AT ALL TIMES TO THE RESIDENTIAL PROPERTIES WITHIN THE PROJECT LIMITS.

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. REFER TO SCT MT-101.90 FOR DROP-OFFS IN WORK ZONES.

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 WORKDAY. 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. REFER TO SCT MT-101.90 FOR DROP-OFFS IN WORK ZONES.

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 600 M. GAL.

ITEM 614, MAINTAINING TRAFFIC (ROAD CLOSED SIGN)

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 LOCATIONS SHOWN IN THE PLANS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (BIDIRECTIONAL)

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.

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 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 TAPER 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, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED." PANELS SHALL BE INSTALLED AND SPACED 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 (BI-DIRECTIONAL)	192 EACH
ITEM 614, OBJECT MARKER, TWO-WAY	192 EACH

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

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.

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

ITEM 614, BARRIER REFLECTOR, TYPE 5, ONE-WAY	14 EACH
ITEM 614, OBJECT MARKER, ONE-WAY	14 EACH

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

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 COUNTY 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. 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 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 COUNTY TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE COUNTY 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 ASSUMING 2 PCMS SIGN(S) FOR 8 MONTH(S) ASSUME 2 ADDITIONAL PCMS SIGNS FOR 1 MONTH FOR SHORT-TERM CLOSURES PER MT-99.60 TOTAL 18 SIGN MONTH

ITEM 614, DETOUR SIGNING

THE PAYMENT FOR ALL DETOUR SIGNS SHOWN ON THE DETOUR PLAN SHEETS AND WITHIN THE MAINTENANCE OF TRAFFIC PLAN SHEETS SHALL BE MADE AT THE LUMP SUM AMOUNT FOR ITEM 614, DETOUR SIGNING, AND SHALL INCLUDE THE COST OF PLACING THE SIGNS, HARDWARE, AND SUPPORTS, COVERING, IF NEEDED, AND REMOVAL.

ITEM 614, MAINTAINING TRAFFIC (SIGNS AND BARRICADES)

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 AS SHOWN IN THE MOT PLANS OR AT THE REQUEST OF THE ENGINEER.

PLACEMENT OF ASPHALT CONCRETE

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

DESIGN AGENCY

DESIGNER

GMR

REVIEWER

DWO 10-14-24

PROJECT ID

117712

SHEET

TOTAL

15 | 259

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 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 CALENDAR 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.

MAINTENANCE OF TRAFFIC RESURFACING

THE FOLLOWING ESTIMATED QUANTITIES SHALL BE USED TO MILL THE ASPHALT PAVEMENT AND PLACE A SURFACE COURSE ON US-24 WHERE THE PROPOSED WORK ZONE PAVEMENT MARKING REMOVALS WILL CREATE SCARING WITHIN THE FINAL LANE CONFIGURATION. THESE LIMITS ARE FROM STA 97+00 TO STA 173+00 EASTBOUND AND STA 115+75 TO STA 181+58 WESTBOUND.

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE, 1.5" - 37822 SY

ITEM 407, NON-TRACKING TACK COAT - 3026 GAL.
(0.08 GAL/SY)

ITEM 442, 1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446) - 1576 CY

DRUM REQUIREMENTS

IN ADDITION TO THE REQUIREMENTS OF THE PLANS, SPECIFICATION AND PROPOSAL, DRUMS FURNISHED BY THE CONTRACTOR SHALL BE NEW AND UNUSED AT THE TIME OF ARRIVAL ON THE PROJECT. ANY DRUMS BROUGHT ON THE PROJECT, WHICH HAVE PREVIOUSLY BEEN USED ELSEWHERE, WILL NOT BE ACCEPTED.

PAYMENT FOR DRUMS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

PERMITTED LANE CLOSURE SCHEDULE (PLCS)

LANE CLOSURE(S) SHALL CONFORM TO THE PLCS. PUBLISHED PLCS INFORMATION CAN BE FOUND ON THE ODOT WEBSITE AT: [HTTPS://WWW.TRANSPORTATION.OHIO.GOV/WPS/PORTAL/GOV/ODOT/WORKING/DATA-TOOLS/RESOURCES/PERMITTED-LANE-CLOSURE](https://www.transportation.ohio.gov/wps/portal/gov/odot/working/data-tools/resources/permited-lane-closure)

THE MONTHLY PUBLISHED SCHEDULES REQUIRED TO BE USED, FOR EACH PLCS SEGMENT WITHIN THE PROJECT AREA, ARE THOSE THAT COMPRISE THE CONSECUTIVE 12-MONTH PERIOD BEGINNING 15 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE AND ENDING 4 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE. THESE SAME 12 MONTHS APPLY FOR THE LIFE OF THE PROJECT AND SHALL BE APPLIED TO EACH RESPECTIVE MONTH OF CONSTRUCTION (MONTH OF LANE CLOSURE(S) SHALL MATCH MONTH OF PLCS USED). LANE CLOSURE(S) IN PLACE FOR MULTIPLE MONTHS SHALL ALWAYS COMPLY WITH THE CURRENT RESPECTIVE MONTH.

(FOR EXAMPLE: IF THE SALE DATE FOR THE PROJECT WAS MARCH OF 2021, THE MONTHLY PUBLISHED SCHEDULES FOR EACH APPLICABLE PLCS SEGMENT WOULD BE DECEMBER 2019 TO NOVEMBER 2020. IF THIS WAS A THREE-YEAR PROJECT, YEAR THREE WOULD STILL BE USING THE DECEMBER 2019 TO NOVEMBER 2020 MONTHLY SCHEDULES. IF THE PROJECT DESIRED TO CLOSE TWO LANES IN JUNE 2021, REFERENCE WOULD BE MADE TO THE JUNE 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S). IF THE SAME TWO LANES WERE DESIRED TO BE CLOSED AGAIN IN JULY 2021, REFERENCE WOULD BE MADE TO THE JULY 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S).)

MORE RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE AT THE DISCRETION OF THE ENGINEER IN ORDER TO COMPLY WITH THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

LESS RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE SUBJECT TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)) AND SHALL NOT BE IMPLEMENTED UNTIL, AND UNLESS, APPROVED BY THE PROPER ODOT AUTHORITY. [EXISTING MOT EXCEPTIONS THAT HAVE ALREADY BEEN APPROVED IN ACCORDANCE TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY AND STANDARD PROCEDURE ARE DETAILED IN THE APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S) PLAN NOTE.]

ALLOWABLE LANE CLOSURE HOURS FOR FACILITIES NOT COVERED BY THE PLCS, IF ANY, SHALL BE AS SPECIFIED ELSEWHERE IN THE PLANS.

WORK ZONE MARKINGS AND SIGNS

THE MOT SUBSUMMARY 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, REPLACEMENT SIGN

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 5 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)

R11-H5A-48 SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. SIGNS SHALL BE MOUNTED AT THE APPROPRIATE OFFSETS AND ELEVATIONS AS PRESCRIBED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THEY SHALL BE MAINTAINED ON SUPPORTS MEETING CURRENT SAFETY CRITERIA.

THE SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE CONSECUTIVE CALENDAR DAYS, SUCH AS DURING WINTER SHUT-DOWNS.

(THE SIGNS ON THE MAINLINE SHALL BE DUAL MOUNTED UNLESS NOT PHYSICALLY POSSIBLE. THE FIRST SIGN SHALL BE PLACED BETWEEN THE ROAD WORK AHEAD (W20-1) SIGN AND THE NEXT SIGN IN THE SEQUENCE. SIGNS SHALL BE ERECTED ON EACH ENTRANCE RAMP AND EVERY 2 MILES THROUGH THE CONSTRUCTION WORK LIMITS. SIGNS ON THE MAINLINE SHALL BE R11-H5A-48. SIGNS USED ON THE RAMPS SHALL BE R11-H5A-24. R11-H5A-24 SIGNS MAY BE USED IN THE MEDIAN IN LIEU OF R11-H5A-48 SIGNS IF IT IS NOT PHYSICALLY POSSIBLE TO PROVIDE R11-H5A-48 SIGNS IN THE MEDIAN.)

THE R11-H5A-48 SIGNS SHALL BE MOUNTED ON 2 NO. 3 POSTS WHEN LOCATED WITHIN CLEAR ZONES.

THE FOLLOWING QUANTITIES ARE NOTED FOR USE:

WORK ZONE INCREASED PENALTIES SIGN 8 EA
GROUND MOUNTED SUPPORT, NO. 3 POST 240 FT

WORK ZONE MARKINGS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11. THESE QUANTITIES HAVE BEEN PROVIDED AS A CONTINGENCY FOR PLACEMENT ON THE ASPHALT SURFACE COURSE PRIOR TO APPLICATION OF PERMANENT PAVEMENT MARKINGS.

ITEM 614, WORK ZONE LANE LINE, 6", CLASS III, 642 PAINT 2.69 MILE
 ITEM 614, WORK ZONE EDGE LINE, 6", CLASS III, 642 PAINT, YELLOW 3.88 MILE
 ITEM 614, WORK ZONE EDGE LINE, 6", CLASS III, 642 PAINT, WHITE 4.47 MILE
 ITEM 614, WORK ZONE CENTER LINE, CLASS III, 642 PAINT 0.21 MILE
 ITEM 614, WORK ZONE CHANNELIZING LINE, 12", CLASS III, 642 PAINT 4,982 FEET
 ITEM 614, WORK ZONE DOTTED LINE, 6", CLASS III, 642 PAINT 2,454 FEET

DESIGN AGENCY

DESIGNER
GMR

REVIEWER
DWO 10-14-24

PROJECT ID
117712

SHEET TOTAL
17 | 259

REF NO.	SHEET NO.			STATION TO STATION			SIDE	614	622	614												
								WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	PORTABLE BARRIER, UNANCHORED	WORK ZONE STOP LINE, CLASS I												
								EACH	FT	FT												
IA-9	NOT USED																					
IA-10	27	TO	27	148+17			LT	1														
IA-11	NOT USED																					
IA-12	27	TO	27	154+46			LT	1														
IA-13	27	TO	27	154+61			RT	1														
PB-7	27	TO	27	154+87	TO	172+82	RT		1795													
IA-14	NOT USED																					
PB-8	28	TO	29	155+77	TO	165+81	LT		1004													
IA-15	29	TO	29	165+97			LT	1														
IA-16	NOT USED																					
PB-1A	23	TO	24	109+83	TO	119+00	RT		917													
PB-1B	23	TO	24	115+76	TO	120+50	LT		474													
SL-2	23	TO	24							10												
SL-3	23	TO	24							10												
SL-4	23	TO	24							11												
TOTALS CARRIED TO GENERAL SUMMARY								4	4190	31												

MOT SUBSUMMARY

DESIGN AGENCY



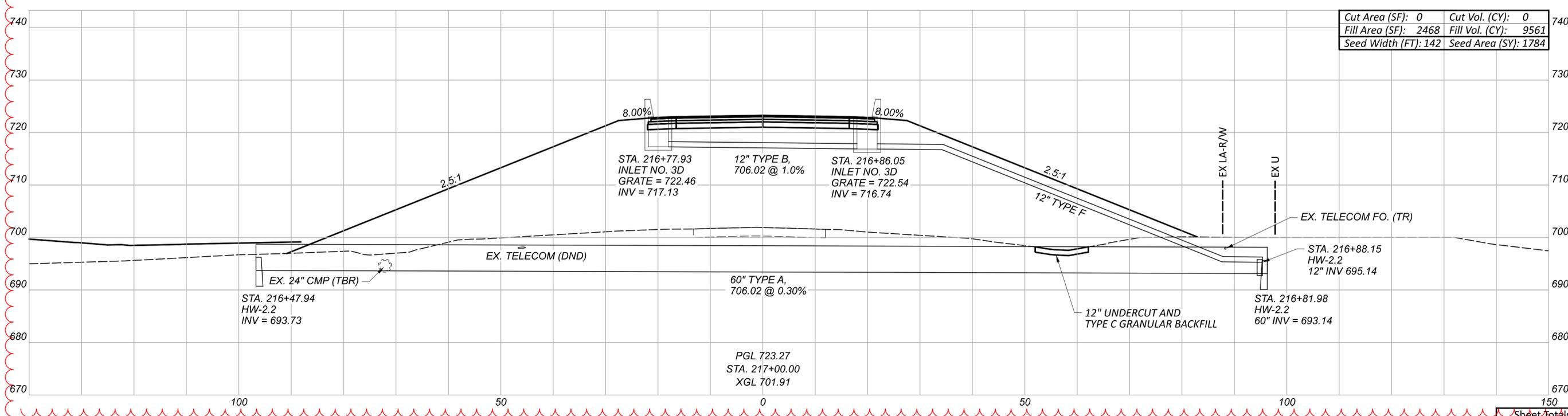
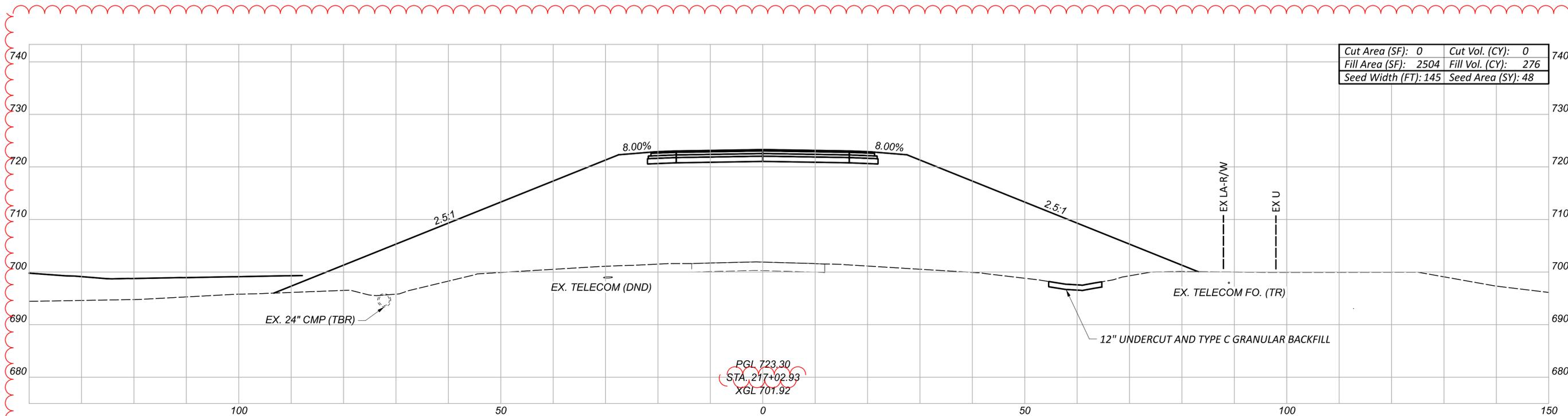
DESIGNER
GMR

REVIEWER

DWO 10-14-24

PROJECT ID
117712

SHEET TOTAL
21 259



CROSS SECTIONS - CR-17D
 STA. 217+00.00 TO STA. 217+02.93

DESIGN AGENCY
B&N
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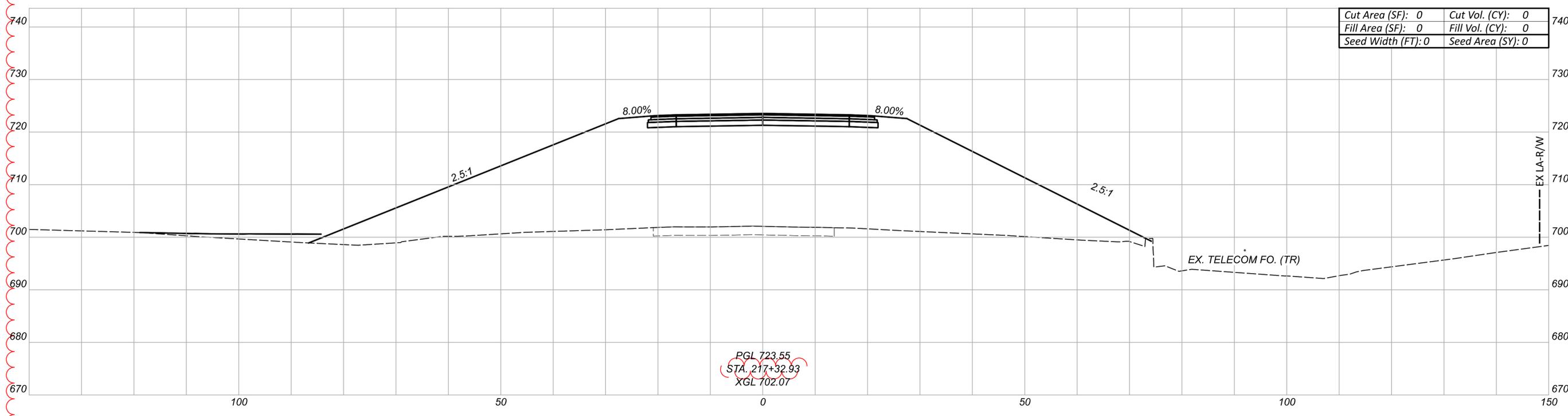
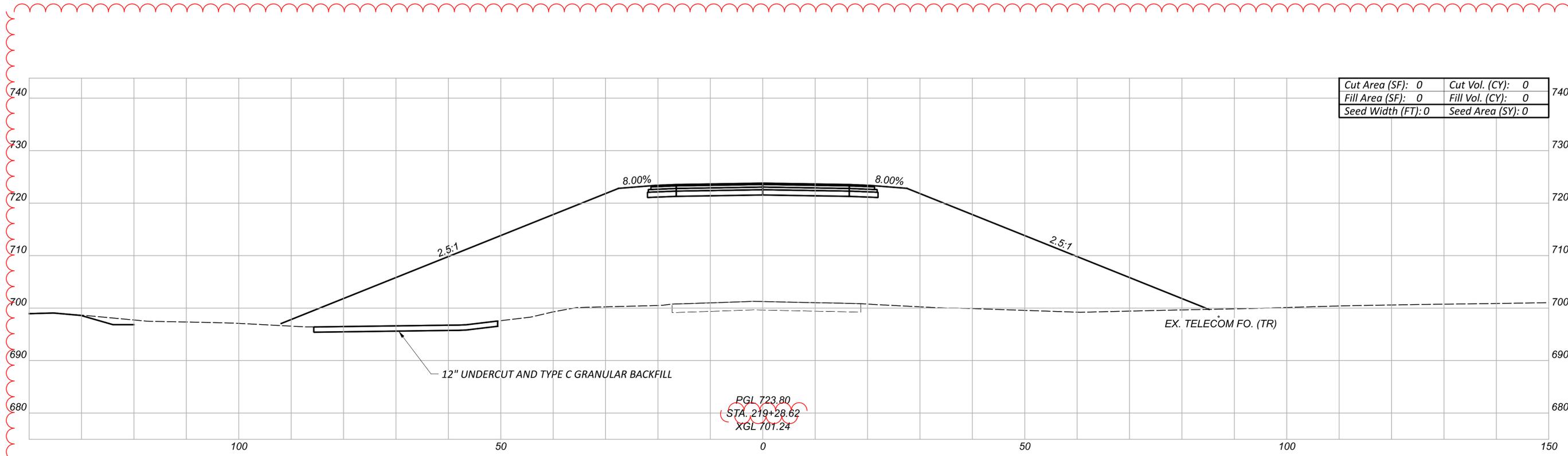
DESIGNER
 NJL

REVIEWER
 MRT 10-14-24

PROJECT ID
 117712

Sheet Totals		
Seeding	Cut	Fill
2417	0	13447

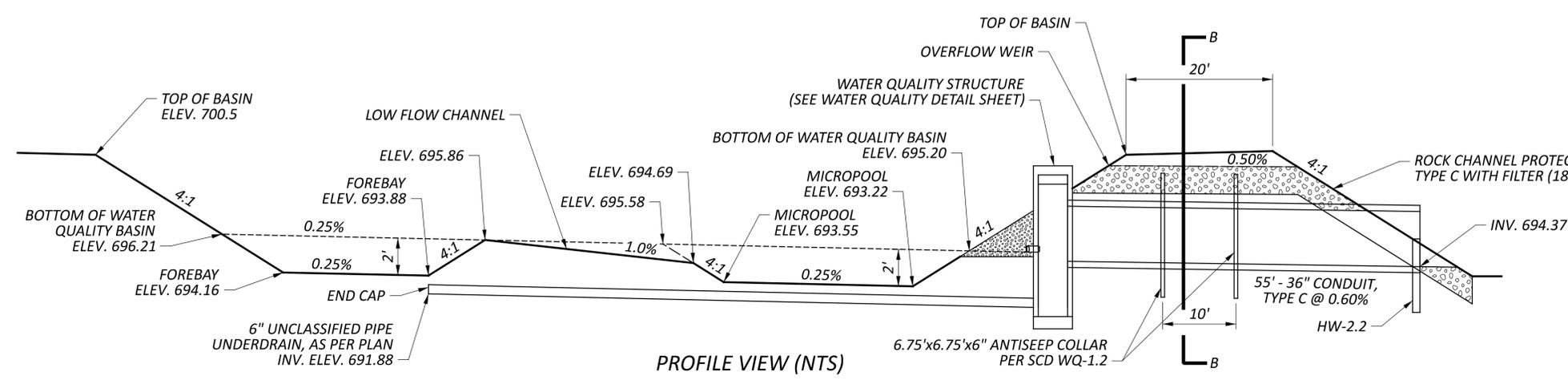
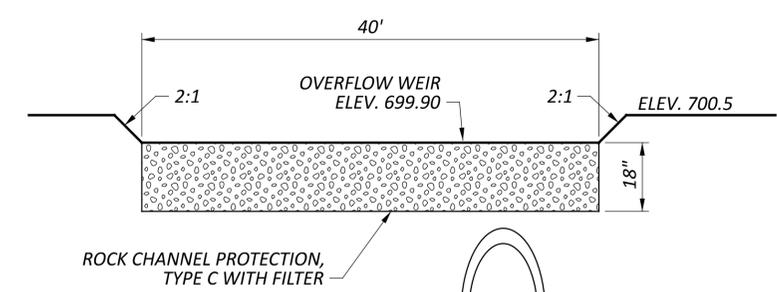
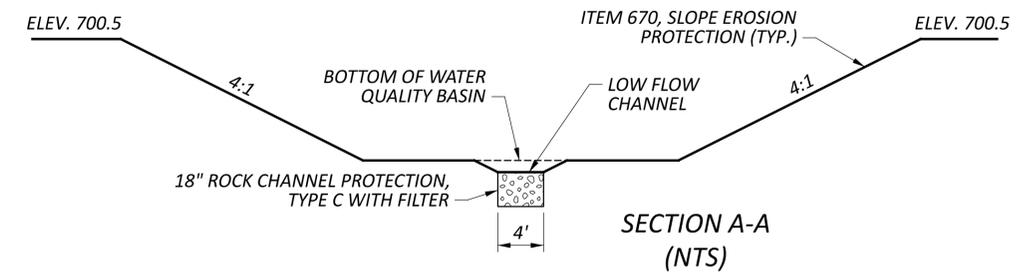
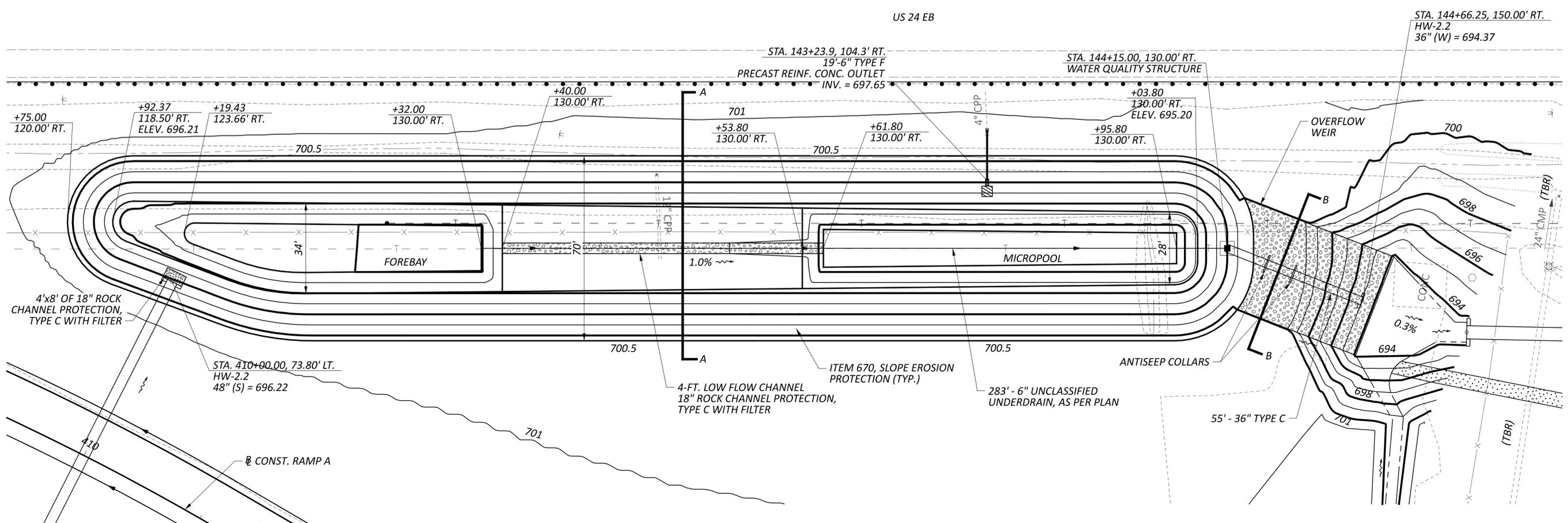
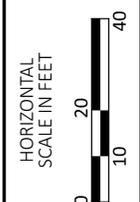
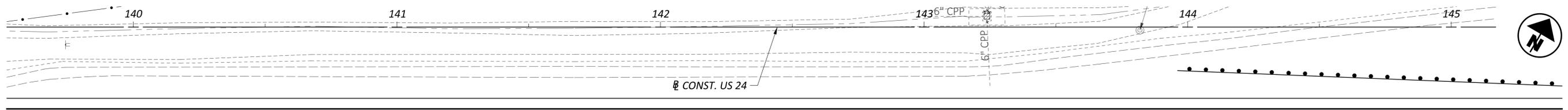
SHEET	TOTAL
105	259



Sheet Totals		
Seeding	Cut	Fill
48	0	276

DESIGN AGENCY	
B&N burgessniple.com	
DESIGNER	NJL
REVIEWER	MRT
PROJECT ID	117712
SHEET	TOTAL
106	259

CROSS SECTIONS - CR-17D
STA. 217+32.93 TO STA. 219+28.62



18" ROCK CHANNEL PROTECTION, TYPE C WITH FILTER

NOTES:
 PROVIDE ITEM 670, SLOPE EROSION PROTECTION ON SLOPES ABOVE THE WATER QUALITY ELEV. WITHIN THE DETENTION BASIN.
 PLACE A 6" THICK LAYER OF ITEM 601 DETENTION BASIN FILTER TO ALL PARTS OF THE FOREBAY AND MICROPOOL THAT ARE BELOW THE BOTTOM OF WATER QUALITY BASIN.
 SEE SHEET 169 FOR WATER QUALITY STRUCTURE DETAILS.

EXTENDED DETENTION DETAIL

DESIGN AGENCY	
DESIGNER	AMD
REVIEWER	ALZ
PROJECT ID	10/08/24
SHEET	117712
TOTAL	168
	259

REF NO.	SHEET NO.		LOCATION	STATION TO STATION		621	621	646	646	644	644	644	644	644	644	644
						RPM, 1-WAY (WHITE)	RPM, 2-WAY (WHITE/RED)	CENTER LINE	CHANNELIZING LINE, 12"	LANE LINE, 6"	CENTER LINE	CHANNELIZING LINE, 12"	TRANSVERSE/DIAGONAL LINE	TRANSVERSE/DIAGONAL LINE, YELLOW	TRANSVERSE/DIAGONAL LINE, WHITE	
						EACH	EACH	MILE	FT	MJLE	MILE	FT	FT	FT	FT	
LL-1	182	TO 187	OH 24 EB	97+00	TO 173+00	65				1.44						
LL-2	183	TO 188	OH 24 WB	115+75	TO 181+58	56				1.25						
CL-1	189	TO 189	County RD 17D NB/SB	207+88	TO 208+88						0.02					
CL-2	190	TO 191	County RD 17D NB/SB	214+04	TO 217+08						0.06					
	191	TO 191	County RD 17D NB/SB	217+08	TO 219+55			0.05			0.06					
	191	TO 192	County RD 17D NB/SB	219+55	TO 222+70						0.06					
CL-3	193	TO 193	County RD 17D NB/SB	229+11	TO 229+96						0.02					
TLY-1	189	TO 190	County RD 17D NB/SB	209+23	TO 212+93									173		
TLY-2	192	TO 193	County RD 17D NB/SB	224+13	TO 228+49									178		
CH-1	184	TO 184	OH 24 WB	129+31	TO 136+32		19						701			
CH-2	184	TO 184	Ramp C	129+31	TO 136+32		19						702			
CH-3	184	TO 184	OH 24 EB	132+59	TO 135+47		9						290			
CH-4	184	TO 184	Ramp A	132+59	TO 135+47		9						290			
CH-5	186	TO 187	OH 24 EB	156+19	TO 163+61		22						801			
CH-6	186	TO 187	Ramp B	156+19	TO 163+61		22						802			
CH-7	186	TO 186	OH 24 WB	157+04	TO 160+43		9						290			
CH-8	186	TO 186	Ramp D	710+74	TO 714+14		9						290			
CH-9	190	TO 191	County RD 17D SB	214+04	TO 217+08		9						304			
	191	TO 191	County RD 17D SB	217+08	TO 218+08				99							
CH-10	191	TO 191	County RD 17D NB	218+57	TO 219+55				98							
	191	TO 192	County RD 17D NB	219+55	TO 222+70							315				
DL-1	183	TO 184	OH 24 WB	121+31	TO 129+31								800			
DL-2	184	TO 184	OH 24 EB	127+77	TO 132+59								482			
DL-3	186	TO 187	OH 24 WB	159+93	TO 164+74								481			
DL-4	187	TO 187	OH 24 EB	164+20	TO 171+11								691			
TLW-1	184	TO 184	OH 24 EB	132+58	TO 135+48									120		
TLW-2	186	TO 186	OH 24 WB	157+04	TO 159+93									115		
TOTALS CARRIED TO GENERAL SUMMARY						121	127	0.05	197	2.69	0.16	4785	2454	351	235	

PAVEMENT MARKING SUBSUMMARY

DESIGN AGENCY
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DESIGNER
 GMR

REVIEWER
 DWO 10-14-24

PROJECT ID
 117712

SHEET TOTAL
 180 | 259