General

It is the responsibility of the Contractor to provide through vehicular access in both directions at all times throughout the project area. The project shall be constructed in phases in order to minimize traffic disruption and inconvenience to the general public. The Contractor shall be responsible for providing all equipment, materials and manpower needed to adequately maintain traffic as provided for in the plans and specifications.

The Contractor is reminded that, in the conduct of this project, the sequence of operations shall be planned in a fashion which minimizes the number of lane reductions and/or lane width reductions required to maintain traffic through the project.

Permitted lane closures shall be followed as shown on the "Schedule of Through Lanes to be Maintained" table and the Published Permitted Lane Closure Schedule (PLCS). The time limits shown in this table and PLCS shall be adhered to or road user costs will be assessed.

Construction Sequence

No permanent maintenance of traffic zones are detailed in these plans. Traffic shall be maintained in accordance to the "Schedule of Through Lanes to be Maintained" and "Permitted Lane Closure Schedule" notes. All work zone closures shall comply with the appropriate Standard Construction Drawings.

Prior to opening all lanes to normal traffic, the Contractor shall ensure that the pavement is in a drivable condition with no potholes or dust and that all longitudinal drop-offs greater that 1-1/2" and transverse drop-offs are ramped as per the "Maintaining Traffic and Sequence of Operations" note.

Maintenance of Traffic Control Zones

The contractor shall be subject to liquidated damages equal to 1% of the original bid amount for Item 614 Maintaining Traffic for any day that a traffic control issue is identified in the field and is not corrected within 24 hours of notification by the Engineer.

Suspension of Work

If the Contractor fails to comply with the provisions for traffic control as set forth in these plans or with provisions of the OMUTCD, the Engineer shall suspend work until the Contractor complies with the necessary requirements.

Lane Closure/Reduction Required

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.

Payment

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 Item 614 – Maintaining Traffic unless separately itemized in the plans.

Construction Traffic

All construction traffic shall use acceptable truck routes to access the construction area. Use of local residential streets is strictly prohibited unless allowed in writing by the local enforcement authorities.

Permitted Lane Closure Schedule (PLCS)

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

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.

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.

Allowable lane closure hours for facilities not covered by the PLCS can be found in the "Schedule of Through Lanes to Be Maintained". Contact Troy Onesti, District 12 Work Zone Traffic Manager, at (216) 379-5337 if there are any questions.

Schedule of Through Lanes to be Maintained

SR-2 Ramps		
Location	Permitted Ramp Closures, Lane Reductions	
	Short Term Closure	Partial Width Closure (maintain one 11' lane)
US 20 EB Exit	Not Permitted; Not Detour Route Readily Nearby	Weekday 8:00 PM to 6:00AM Weekend 8:00 PM to 8:00AM
SR 283, 535	Weekday 8:00 PM to 5:00AM Weekend 8:00 PM Fri to 9:00AM Sat 8:00 PM Sat to 10 AM Sun 8:00 PM Sun to 6:00 AM Mon	Weekday 7:00 PM to 6:00AM Weekend 8:00 PM Fri to 9:00AM Sat 8:00 PM Sat to 11 AM Sun 4:00 PM Sun to 6:00 AM Mon

Each ramp shall be closed for a maximum of two (2) separate times using an approved detour. Any closure shall be as directed by the Engineer.

Ramp Closures for Resurfacing

The Contractor may close one ramp at a time at each location for milling, partial depth pavement repairs, or resurfacing. Closures for ramps scheduled for repairs and resurfacing shall be limited according to the days of the week and hours shown in the "Schedule of Through Lanes to be Maintained" table.

The motoring public shall be given advance warning of closures at least 72 hours in advance through the use of either a ground mounted flat sheet sign or a portable changeable message sign. A LEO with patrol car (paid for separately) shall be used for each ramp closure and be present for the entire closure time.

Freeway entrance ramps shall be closed with a PCMS suggesting a recommended detour.

Freeway exit ramps shall be closed with a PCMS routing traffic to the next exit and a second PCMS indicating a U-turn at the exit, unless directed differently by the Project Engineer.

For ramp closures, one or two additional PCMS units will be needed as described above. These will be in addition to the PCMS units specified in the plans and shall be included for payment in 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 ramps 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 Table		
Item	Duration of Closure	Sign Displayed to Public
Ramp & Road Closures	≥ 2 weeks	14 calendar days prior to closure
	>12 hours & < 2 weeks	7 calendar days prior to closure
	≤ 12 hours	2 business days prior to closure

The sign shall display the date of the closure in MMM-DD format and the number of days of the closure. The last line of the W20-H13 sign lists a phone number which a motorist may call for additional information. This is to be a specific office within the District rather than the general switchboard number.

Alternate Methods

If the Contractor so elects, he may submit alternate methods for the maintenance of traffic, provided the intent of the provisions is followed and no additional inconvenience to the traveling public results there from. No alternate plan shall be placed into effect until approval has been granted, in writing, by the Director.

All items proposed for use under these provisions must comply with current Department standards for their use when the plan detail, Standard Construction Drawing or other bid document governing their use is not provided as part of the bid package.

Lane Value Contract Table

Description of Critical Lane/Ramp to be Maintained	Direction	Lanes	Restricted Time Period	Time Unit	Disincentive (per time unit per lane)
SR-2 Local:					
SR-2	EB	2	As Per the Permitted Lane Closure Schedule	Each Minute	$195
SR-2	WB	2	As Per the Permitted Lane Closure Schedule	Each Minute	$195

The Contractor shall be assessed a disincentive in the amount of the largest disincentive within all sections impacted by the physical lane restriction, including the Transition Area, Activity Area, and Termination Area as defined by the OMUTCD.

DESIGN AGENCY
DESIGNER JDA
REVIEWER DAB 11/29/24
PROJECT ID 99583
SHEET 11 TOTAL 34

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SHEET NUM.										PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
7-10	11-15	18	19	20	21					01/NHS/05						
															ROADWAY	
25										25	203	10000	25	CY	EXCAVATION	
482										482	209	60201	482	STA	LINEAR GRADING, AS PER PLAN	8
															EROSION CONTROL	
										1,000	832	30000	1,000	EACH	EROSION CONTROL	
															DRAINAGE	
3										3	611	98631	3	EACH	CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN	9
1										1	611	98634	1	EACH	CATCH BASIN RECONSTRUCTED TO GRADE	
2										2	611	99655	2	EACH	MANHOLE ADJUSTED TO GRADE, AS PER PLAN	9
1										1	611	99660	1	EACH	MANHOLE RECONSTRUCTED TO GRADE	
5,000										5,000	SPECIAL	61199820	5,000	LB	MISCELLANEOUS METAL	9
															PAVEMENT	
1,000										1,000	251	01021	1,000	SY	PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN A	9
300										300	251	01021	300	SY	PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN B	9
		190,857	22,593							213,450	254	01001	213,450	SY	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, 1-1/2"	9
432										432	255	15001	432	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC MS, AS PER PLAN A	10
27										27	255	15001	27	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC MS, AS PER PLAN B	10
2,032										2,032	255	20000	2,032	FT	FULL DEPTH PAVEMENT SAWING	
25										25	304	20000	25	CY	AGGREGATE BASE	
		16,219	1,922							18,141	407	20000	18,141	GAL	NON-TRACKING TACK COAT	
		5,115	856							5,971	442	00100	5,971	CY	ANTI-SEGREGATION EQUIPMENT	
			958							958	442	10001	958	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M 1-1/2"	10
		7,970								7,970	442	10301	7,970	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN, PG76-22M 1-1/2"	10
147										147	617	10101	147	CY	COMPACTED AGGREGATE, AS PER PLAN	10
18										18	618	40601	18	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN	10
				18.33	9.39					27.72	850	10010	27.72	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
				3,892	762					4,654	850	10110	4,654	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
				2,084	1,354					3,438	850	10130	3,438	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
				1.36	0.26					1.62	850	20010	1.62	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
				581	21					602	850	20110	602	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
			6,468							6,468	872	10000	6,468	FT	VOID REDUCING ASPHALT MEMBRANE (VRAM)	
															TRAFFIC CONTROL	
				224	127					351	620	00500	351	EACH	DELINEATOR, POST GROUND MOUNTED	
				499	232					731	621	00100	731	EACH	RPM	
513										513	621	54000	513	EACH	RAISED PAVEMENT MARKER REMOVED	
					100					100	646	10400	100	FT	STOP LINE	
				400						400	646	10600	400	FT	TRANSVERSE/DIAGONAL LINE	
					92					92	646	10800	92	SF	ISLAND MARKING	
					18					18	646	20300	18	EACH	LANE ARROW	
					4					4	646	20320	4	EACH	WRONG WAY ARROW	
				13.35	6.96					20.31	807	12010	20.31	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6"	
				6.33	2.67					9	807	12110	9	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"	
				1,304	1,354					2,658	807	12310	2,658	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12"	
				2,935	762					3,697	807	12410	3,697	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6"	
				780						780	807	12430	780	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 12"	

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DESIGN AGENCY

DESIGNER JDA

REVIEWER DAB 11/29/24

PROJECT ID 99583

SHEET 16 TOTAL 34

STATION TO STATION		LENGTH	BEGIN WIDTH	ENDING WIDTH	AVERAGE WIDTH	AREA	254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, 1-1/2"	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN, PG76-22M 1-1/2"	442 ANTI-SEGREGATION EQUIPMENT	407 NON-TRACKING TACK COAT	872 VOID REDUCING ASPHALT MEMBRANE (VRAM)	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M 1-1/2"
		FT.	FT.	FT.	FT.	SY	SY	CY	CY	GAL	FT	CY
Ramp C-C												
9+80.68	12+69.49	288.81	27.0	26.0	26.5	850	850		36	72	289	36
10+37.25	12+69.49	232.24	21.0	23.0	22.0	568	568		24	48	233	24
12+69.49	14+28.21	158.72	26.0	50.0	38.0	670	670		28	57	159	28
14+28.21	15+77.69	149.48	26.0	26.0	26.0	432	432		18	37	150	18
15+77.69	19+15.75	338.06	31.0	31.0	31.0	1164	1164		49	99	339	49
Ramp D-D												
10+37.25	12+50.08	212.83	31.0	30.0	30.5	721	721		31	61	213	31
12+50.08	13+43.41	93.33	30.0	25.0	27.5	285	285		12	24	94	12
13+43.41	20+96.00	752.59	25.0	25.0	25.0	2091	2091		88	178	753	88
20+96.00	22+50.98	154.98	25.0	29.0	27.0	465	465		20	40	155	20
Ramp E-E												
9+86.54	11+69.88	183.34	28.0	28.0	28.0	570	570		24	48	184	24
10+35.01	11+69.88	134.87	22.0	25.0	23.5	352	352		15	30	135	15
11+69.88	12+89.69	119.81	57.0	13.0	35.0	466	466		20	40	120	20
12+89.69	15+03.51	213.82	31.0	30.0	30.5	725	725		31	62	214	31
15+03.51	18+60.56	357.05	30.0	30.0	30.0	1190	1190		50	101	358	50
Ramp F-F												
10+35.01	12+03.25	168.24	25.0	24.0	24.5	458	458		20	39	169	20
9+78.23	12+16.41	238.18	22.5	22.5	22.5	595	595		25	51	239	25
12+16.41	13+50.61	134.20	49.0	23.0	36.0	537	537		23	46	135	23
13+50.61	13+91.59	40.98	23.0	24.0	23.5	107	107		5	9	41	5
13+91.59	15+16.32	124.73	22.0	24.0	23.0	319	319		14	27	125	14
15+16.32	20+75.02	558.70	24.0	24.0	24.0	1490	1490		63	127	559	63
Ramp G-G												
11+91.83	18+56.96	665.13	28.0	28.0	28.0	2069	2069		87	176	666	87
18+56.96	19+37.66	80.70	28.0	51.0	39.5	354	354		15	30	81	15
19+37.66	20+42.05	104.39	27.0	30.5	28.8	333	333		14	28	105	14
19+44.43	20+34.69	90.26	22.0	51.0	36.5	366	366		16	31	91	16
Ramp H-H												
16+51.93	21+44.82	492.89	28.0	27.0	27.5	1506	1506		63	128	493	63
21+44.82	22+93.45	148.63	27.0	33.0	30.0	495	495		21	42	149	21
22+93.45	24+43.80	150.35	33.0	34.0	33.5	560	560		24	48	151	24
24+43.80	25+10.95	67.15	34.0	92.0	63.0	470	470		20	40	68	20
Crossover												
661+59.00	666+31.00	CADD AREA					728			62		31
728+97.00	733+15.00	CADD AREA					671			57		28
757+00.00	761+60.00	CADD AREA					355			30		15
793+23.00	796+64.00	CADD AREA					292			25		13
858+24.00	861+94.00	CADD AREA					339			29		15
TOTALS, LEFT COLUMN							22,593		856	1,922	6,468	958

STATION TO STATION		LENGTH	BEGIN WIDTH	ENDING WIDTH	AVERAGE WIDTH	AREA	254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, 1-1/2"	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN, PG76-22M 1-1/2"	442 ANTI-SEGREGATION EQUIPMENT	407 NON-TRACKING TACK COAT	872 VOID REDUCING ASPHALT MEMBRANE (VRAM)	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M 1-1/2"
		FT.	FT.	FT.	FT.	SQ. YD.	SY	CY	CY	GAL	FT	CY
TOTALS, RIGHT COLUMN												
TOTALS, LEFT COLUMN							32,315		1,288	2,747	6,468	1,362
TOTALS CARRIED TO GENERAL SUMMARY							32,315		1,288	2,747	6,468	1,362

Pavement Subsummary

DESIGN AGENCY

DESIGNER JDA

REVIEWER DAB 11/29/24

PROJECT ID 99583

SHEET 19 TOTAL 34

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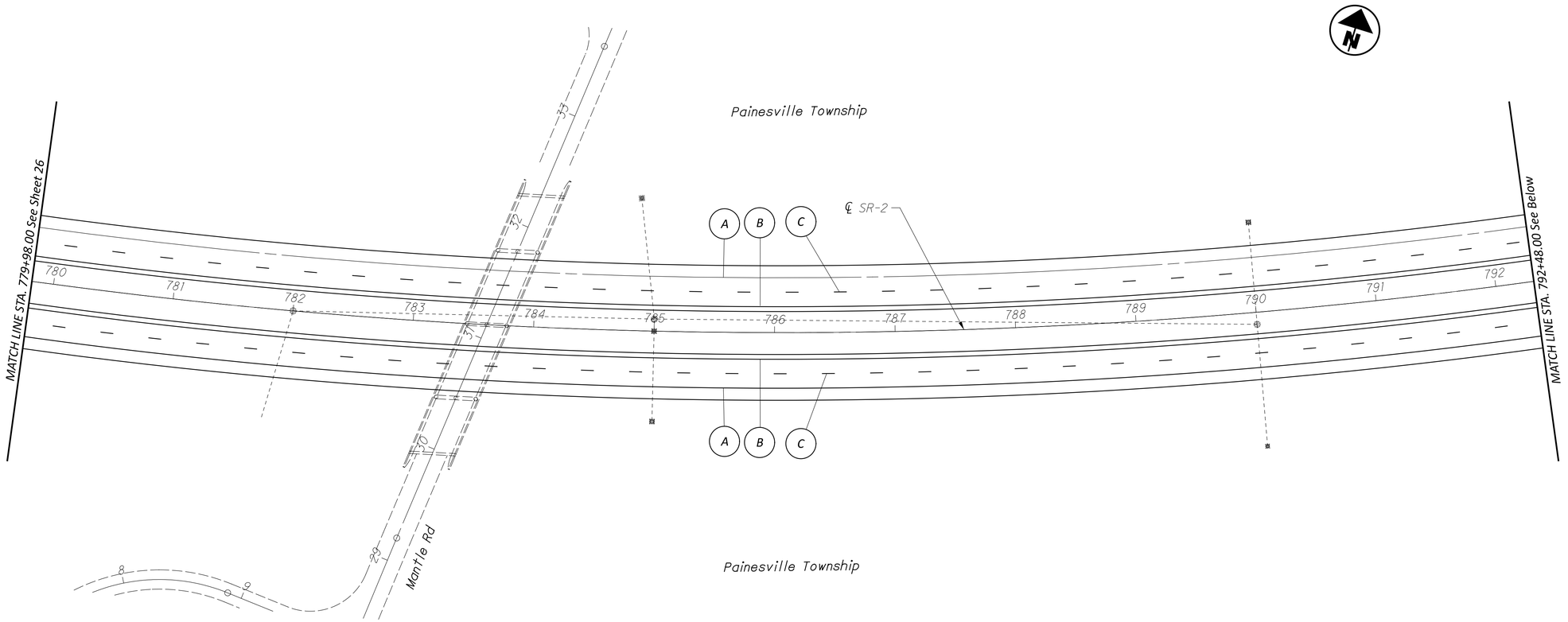

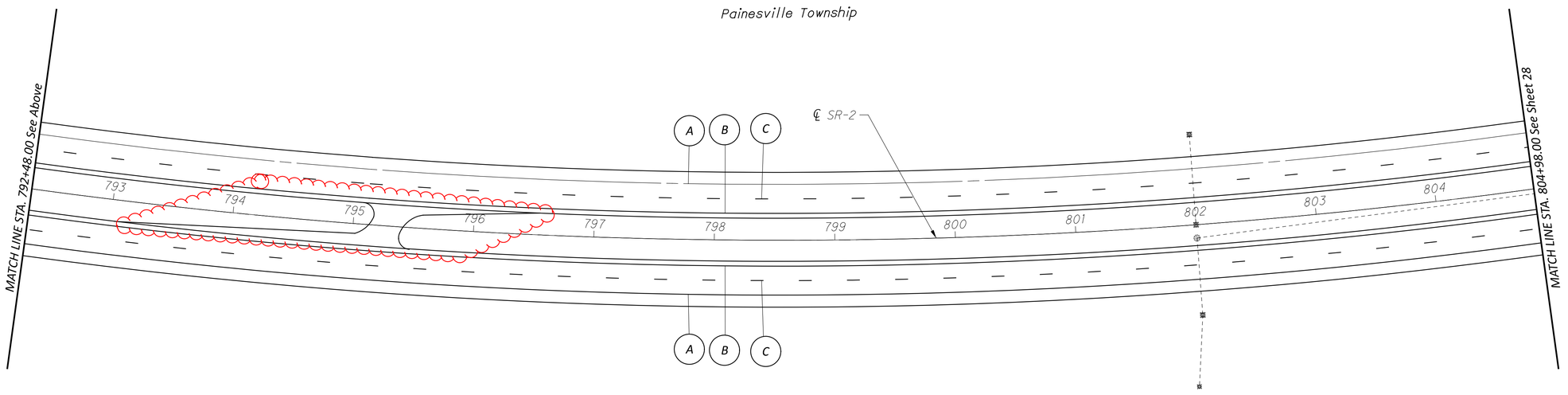

HORIZONTAL SCALE IN FEET
0 25 50 100

Plan Sheet
Sta. 779+98.00 to Sta. 804+98.00

DESIGN AGENCY

DESIGNER JDA

REVIEWER DAB 11/29/24

PROJECT ID 99583

SHEET 27 TOTAL 34

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Painesville Township

Blase Nemeth Rd.

55 56 57 58 59 60 61 62 63 64 65 66 67

℄ SR-2

A B C

MATCH LINE STA. 854+83.00 See Sheet 29

855 856 857 858 859 860 861 862 863 864 865 866 867

TS Sta. 860+10.97

SC Sta. 864+10.97

MATCH LINE STA. 867+33.00 See Below

Painesville Township

Painesville Township

Blase Nemeth Rd.

68 69 70 71 72 73 74 75 76 77 78 79 80

ST Sta. 872+00.00

ST Sta. 874+00.00

℄ SR-2 WB

A B C

MATCH LINE STA. 867+33.00 See Above

868 869 870 871 872 873 874 875 876 877 878 879 880

CS Sta. 874+01.45

℄ SR-2 EB

D

H K

MATCH LINE STA. 880+00.00 SEE SHEET 31

ST Sta. 878+01.45

POT Sta. 878+76.45 (34' Rt. ℄ SR2)

Painesville Township

HORIZONTAL SCALE IN FEET

0 25 50 100

Plan Sheet

Sta. 854+83.00 to End Project

DESIGN AGENCY

DESIGNER JDA

REVIEWER DAB 11/29/24

PROJECT ID 99583

SHEET 30 TOTAL 34

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