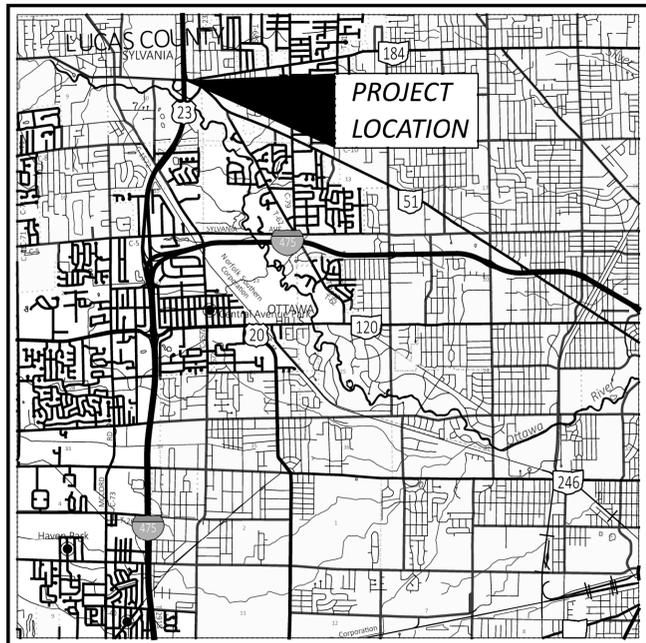


# STATE OF OHIO DEPARTMENT OF TRANSPORTATION LUC-23-11.75

## PART 1

### CITY OF SYLVANIA LUCAS COUNTY

FOR PART 2, SEE LUC-51-11.08



**LOCATION MAP**

LATITUDE: 41°42'55" N LONGITUDE: 83°41'18" W



PORTION TO BE IMPROVED	-----
INTERSTATE HIGHWAY	=====
FEDERAL ROUTES	-----
STATE ROUTES	-----
COUNTY & TOWNSHIP ROADS	-----
OTHER ROADS	-----

**DESIGN DESIGNATION**

	US 23	SR 51 (WEST OF US 23)	SR 51 (EAST OF US 23)
CURRENT ADT (2026)	68,030	45,650	27,430
DESIGN YEAR ADT (2046)	72,790	46,920	28,460
DESIGN HOURLY VOLUME (2046)	4030	4,880	3,040
DIRECTIONAL DISTRIBUTION	0.50	0.54	0.62
TRUCKS (24 HOUR B&C)	21%	3%	3%
DESIGN SPEED	70 MPH	40 MPH	40 MPH
LEGAL SPEED	65 MPH	35 MPH	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	US-23: URBAN FREEWAY SR 51: URBAN PRINCIPAL ARTERIAL		
NHS PROJECT	----- YES		

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**FEDERAL PROJECT NUMBER**

E210244

**RAILROAD INVOLVEMENT**

NONE

**PROJECT DESCRIPTION**

RECONSTRUCTION AND RECONFIGURATION OF THE SR 51 INTERCHANGE AT US 23 IN THE CITY OF SYLVANIA, LUCAS COUNTY. NECESSARY WORK INCLUDES BRIDGE REPLACEMENTS, RAMP RECONSTRUCTION, SECONDARY STREET UPGRADES AND RESURFACING.

**EARTH DISTURBED AREAS**

PROJECT EARTH DISTURBED AREA:	30.07 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	1.00 ACRE
NOTICE OF INTENT EARTH DISTURBED AREA:	31.07 ACRES

**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.

**2023 SPECIFICATIONS**

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN 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 SHEETS 27-32, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

TITLE SHEET

**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:



ENGINEER'S SEAL	STANDARD CONSTRUCTION DRAWINGS												SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS	
 SIGNED: _____ DATE: _____	BP-2.1	1/21/22	MGS-1.1	7/16/21	HL-30.11	7/21/23	MT-98.28	1/17/20	TC-22.20	1/17/14	TC-74.10	7/21/23	800-2023	7/19/24	ASBESTOS 03/07/22
	BP-2.2	1/15/21	MGS-2.1	1/19/18	HL-30.21	4/17/20	MT-98.29	1/17/20	TC-41.10	7/19/13	TC-81.22	7/21/23	804	1/19/24	WATERWAY X/XX/XX
 SIGNED: _____ DATE: _____	BP-2.5	7/19/24	MGS-3.1	1/19/18	HL-30.22	1/15/21	MT-98.30	1/17/20	TC-41.20	10/18/13	TC-83.20	1/19/24	808	7/19/24	
	BP-3.1	1/19/24	MGS-3.2	1/18/13	HL-30.31	7/21/23	MT-99.20	4/19/19	TC-41.30	4/21/23	TC-85.10	1/19/24	807	1/21/22	
	BP-3.2	1/18/19	MGS-4.2	1/18/13	HL-40.20	1/19/24	MT-99.30	1/17/20	TC-41.40	10/18/13	TC-85.20	4/21/23	809	1/19/24	
	BP-4.1	7/19/13	MGS-5.2	7/15/16	HL-50.21	7/15/22	MT-99.60	7/19/24	TC-41.41	7/19/19			813	7/21/23	
	BP-5.1	7/15/22	MGS-5.3	7/15/16	HL-60.11	7/21/17	MT-101.60	4/21/23	TC-41.50	10/18/13	AS-1-15	1/20/23	821	4/20/12	
	BP-6.1	7/19/23	MGS-6.1	1/19/18	HL-60.12	7/21/23	MT-101.70	4/21/23	TC-42.10	10/18/13	AS-2-15	1/20/23	825	4/21/23	
	BP-7.1	1/19/24	MGS-6.2	7/19/19	HL-60.31	7/21/23	MT-101.75	7/21/23	TC-42.20	10/18/13	CPA-1-08	7/18/08	828	1/19/18	
	BP-8.2	1/18/19	HW-2.1	7/15/22	ITS-11.10	1/20/23	MT-101.90	7/17/20	TC-51.10	10/18/13	CS-1-08	1/15/21	832	7/21/23	
	CB-2-2ABC	1/20/23	HW-2.2	7/20/18	ITS-14.10	4/21/23	MT-110.10	7/19/13	TC-51.11	1/15/16	SBR-1-20	1/20/23	836	1/19/24	
	CB-2-4	1/20/23	MH-3	1/19/24	ITS-14.11	1/19/24	MT-120.10	7/21/23	TC-52.20	1/18/13	SICD-1-20	1/15/21	850	7/21/23	
	CB-3	7/16/21	RM-1.1	1/20/23	ITS-15.10	1/20/23	MT-120.20	4/19/19	TC-52.10	10/18/13			878	1/21/22	
	CB-3A	7/16/21	RM-3.1	7/20/19	ITS-30.10	7/15/22	MT-120.30	10/16/15	TC-52.20	1/15/21			894	4/16/21	
	CB-6	1/21/22	RM-4.3	1/21/23	MT-95.30	7/19/19	MT-104.10	1/19/24	TC-61.10	4/21/23			902	7/19/19	
	CB-7	7/16/21	RM-4.5	7/21/17	MT-95.31	7/19/19	MT-105.10	1/17/20	TC-61.30	7/19/19			905	4/17/20	
DM-1.1	7/17/20	RM-5.2	7/21/23	MT-95.32	4/19/19	TC-8.31	7/21/23	TC-64.10	7/21/23			908	10/20/17		
DM-1.2	7/15/21	HL-10.11	7/21/23	MT-95.45	7/21/23	TC-12.31	4/15/22	TC-65.10	1/17/14			909	1/19/24		
DM-4.4	1/15/16	HL-10.12	7/21/23	MT-95.60	4/19/19	TC-16.22	7/21/23	TC-65.11	1/19/24			913	4/16/24		
F-1.1	7/19/13	HL-10.13	1/20/23	MT-98.11	1/17/20	TC-21.11	7/16/21	TC-71.10	4/21/23			921	7/19/24		
F-3.3	7/19/13	HL-20.11	7/21/23	MT-98.20	4/19/19	TC-21.21	1/20/23	TC-72.20	7/21/23			928	1/19/18		
F-3.4	7/19/13	HL-20.14	4/17/20	MT-98.21	7/21/23	TC-22.10	4/21/23	TC-73.20	7/21/23						

 SIGNED: _____ DATE: _____	 SIGNED: _____ DATE: _____	 SIGNED: _____ DATE: _____
 SIGNED: _____ DATE: _____	 SIGNED: _____ DATE: _____	 SIGNED: _____ DATE: _____
 SIGNED: _____ DATE: _____	 Pat McColley, P.E., S.I. District 02 Deputy Director	
 Pamela Boratyn Director, Department of Transportation		

DESIGN AGENCY	ARCADIS
DESIGNER	TB
REVIEWER	SMG 09/13/24
PROJECT ID	105889
SHEET	1
TOTAL	607

LUC-023-11.75

MODEL: Sheet: PAPER: 34x22 (in.) DATE: 1/15/2025 TIME: 1:19:47 PM USER: Tbnunak p:\arcadis-us-pw-bentley.com\arcadis-us-01\Documents\01 Active Projects\30093332\400\_CAD\401-Engineering\_Arcadis\Roadway\Sheets\105889\_GT101.dgn

**UTILITIES**

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

COLUMBIA GAS OF OHIO (TOLEDO) TOLEDO EDISON  
2901 EAST MANHATTAN BLVD 6099 ANGOLA ROAD  
TOLEDO, OH 43611 HOLLAND, OH 43528  
CLINT WELLS RANDY SWOPE  
419-539-6209 419-249-5218  
CLINTWELLS@NISOURCE.COM RRSWOPE@FIRSTENERGYCORP.COM

FIRST ENERGY BUCKEYE CABLE  
5001 NASA BLVD - 2700 OREGON ROAD  
3RD FLOOR ENGINEERING NORTHWOOD, OH 43619  
FAIRMONT, WV 26554 MICHAEL SHEAHAN  
NICK BARMAN 419-724-3713  
216-402-7466 MSHEAHAN@SHAREDSVCS.COM  
NBARMAN@FIRSTENERGYCORP.COM

CHARTER COMMUNICATIONS FRONTIER  
3760 INTERCHANGE DR 1300 COLUMBUS-SANDUSKY RD  
COLUMBUS, OH 43204 MARION, OH 43302  
614-255-6340 740-383-0686

NORTHERN BUCKEYE EDUCATION COUNCIL CITY OF SYLVANIA  
209 NOLAN PARKWAY 6730 MONROE ST  
ARCHBOLD, OH 43502 SYLVANIA, OH 43560  
419-267-2515 419-885-8965

ODOT CO ITS  
1606 W BROAD ST  
COLUMBUS, OH 43223  
614-387-4113  
CEN.ITS.LAB@DOT.OHIO.GOV

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C

**ITEM 201 - CLEARING AND GRUBBING, AS PER PLAN**

PRIOR TO THE COMMENCEMENT OF THIS CONTRACT, ODOT FORCES HAVE CUT DOWN ALL THE TREES WITHIN THE PROJECT EXCEPT FOR THE MARKED TREES IN THE ISLAND BORDER BY MONROE STREET AND ALEXIS ROAD AND THE TRIANGLE ISLAND BORDERED BY MONROE STREET, ALEXIS ROAD AND ACRES ROAD WHICH SHALL BE REMOVED BY THE CONTRACTOR. THE CONTRACTOR SHALL ALSO REMOVE THE STUMPS, LOGS, MULCH AND DEBRIS OF THE CUT DOWN TREES COMPLETED BY OTHERS. A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING AS PER PLAN.



**SURVEYING PARAMETERS**

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET 21 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

**PROJECT CONTROL**

POSITIONING METHOD: ODOT VRS SURVEYS  
MONUMENT TYPE: TYPE B

**VERTICAL POSITIONING**

ORTHOMETRIC HEIGHT DATUM: ORTHOMETRIC HEIGHT DATUM: NAVD 88  
GEOID: 12B

**HORIZONTAL POSITIONING**

REFERENCE FRAME: NAD83 (2011)  
ELLIPSOID: GRS 80  
COORDINATE SYSTEM: OHIO STATE PLANE, NOTH ZONE  
COMBINED SCALE FACTOR: 0.99997466  
ORIGIN OF COORDINATE SYSTEM: (0,0)

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

**ROUNDING**

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLIES TO ALL CROSS-SECTIONS, EVEN THOUGH OTHERWISE SHOWN.

**WORK LIMITS**

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

**CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL**

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

**CONSTRUCTION NOISE**

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 9PM AND 7AM UNLESS WORK IN THE PLANS IS SPECIFIED TO OCCUR BETWEEN THOSE HOURS. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT



**ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE B**

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND, THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

THE FACE OF THE TYPE B IMPACT HEAD SHALL BE COVERED WITH REBOUNDABLE RETROREFLECTIVE SHEETING, PER CMS 730.191.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE B, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING REFLECTIVE SHEETING AND ALL RELATED HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

**ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016**

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH REBOUNDABLE RETROREFLECTIVE SHEETING, PER CMS 730.191.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

**ITEM 606 - IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL)**

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE TYPE 2 IMPACT ATTENUATORS AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE (REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS). WHEN BI-DIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE 2 (70 MPH), HAZARD WIDTH (XXXXXX"), UNIDIRECTIONAL, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS/BACKSTOPS, TRANSITIONS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

**ITEM 606 - IMPACT ATTENUATOR, TYPE 3 (UNIDIRECTIONAL)**

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE TYPE 3 IMPACT ATTENUATORS AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE (REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS). WHEN BI-DIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE 3 (70 MPH), HAZARD WIDTH (XXXXXXX), (UNIDIRECTIONAL), EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS/BACKSTOPS, TRANSITIONS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

**CONTRACTION AND/OR EXPANSION JOINTS**

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN CONTRACTION AND EXPANSION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. IN ALL CASES, THE PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES INCLUDING THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS IS IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS.

**CONTRACTION JOINTS IN CONCRETE PAVEMENT OR BASE WIDENING**

WHERE NEW CONCRETE IS PLACED ADJACENT TO EXISTING CONCRETE, PROVIDE CONTRACTION JOINTS IN THE NEW CONCRETE TO FORM CONTINUOUS JOINTS WITH THOSE IN THE EXISTING CONCRETE.

THE MAXIMUM DISTANCE BETWEEN THE JOINTS IN THE NEW CONCRETE ARE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2, IF NECESSARY, ADDITIONAL JOINTS MAY BE PROVIDED IN THE NEW CONCRETE AT APPROXIMATELY EQUAL INTERVALS BETWEEN EXISTING JOINTS THAT EXCEED THE MAXIMUM SPACING.

**PART-WIDTH CONSTRUCTION**

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.

DESIGN AGENCY	
ARCADIS	
1111 SUPERIOR AVENUE SUITE 1300 CLEVELAND, OH 44114 (216) 781-6177 www.arcadis.com	
DESIGNER	TB
REVIEWER	SMG 09/13/24
PROJECT ID	105889
SHEET	TOTAL
17	607

**ASBESTOS ABATEMENT**

THE ASBESTOS INSPECTION DETERMINED THAT ASBESTOS (CHRYSOTILE) IS PRESENT ON THE STRUCTURE (LUC-51-12.850 L SFN 4805224) IN EXCESS OF THE REGULATORY LIMITS AND REQUIRES ABATEMENT. ODOT WILL PROVIDE THE ASBESTOS INSPECTION REPORT CONTAINING THE QUANTITIES AND LOCATIONS OF THE ASBESTOS CONTAINING MATERIALS AT THE PRE-CONSTRUCTION MEETING. A LICENSE HAZARD EVALUATION SPECIALIST WILL PROVIDE A PARTIALLY COMPLETED NOTIFICATION OF DEMOLITION AND RENOVATION FORM (NDRF) WITH THE ASBESTOS INSPECTION REPORT. THE ABATEMENT CONTRACTOR SHALL COMPLETE THE NDRF.

ABATE, TRANSPORT, AND DISPOSE ALL ASBESTOS CONTAINING MATERIAL ABOVE THE ALLOWABLE REGULATORY LIMITS IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL REGULATIONS. DISPOSE THE ASBESTOS CONTAINING MATERIALS IN A LANDFILL LICENSED BY THE LOCAL HEALTH DEPARTMENT AND PERMITTED BY THE OHIO ENVIRONMENTAL PROTECTION AGENCY - DIVISION OF AIR POLLUTION CONTROL TO ACCEPT ASBESTOS CONTAINING MATERIAL. THE REMOVAL AND DISPOSAL OF ALL ASBESTOS CONTAINING MATERIAL MUST COMPLY WITH THE OHIO ADMINISTRATIVE CODE (OAC) REGULATIONS AND THE NATIONAL EMISSION STANDARD FOR HAZARDOUS AIR POLLUTANTS (NESHA) STANDARD FOR ASBESTOS.

**ELECTRONIC SUBMISSION:**  
SUBMIT A COMPLETED ELECTRONIC NOTIFICATION OF DEMOLITION AND RENOVATION FORM (NDRF), APPLICABLE FEES, AND THE ASBESTOS INSPECTION REPORT TO THE OEPA AT LEAST 10 DAYS PRIOR TO ANY DEMOLITION ACTIVITY, RENOVATION ACTIVITY, OR BOTH. SUBMIT THE NDRF AND PAYMENT ALONG WITH THE ASBESTOS INSPECTION REPORT USING THE OEPA EBUSINESS CENTER. SUBMIT ONE ELECTRONIC PDF COPY AND ONE HARD COPY OF THE NDRF TO THE ENGINEER. THE ENGINEER WILL PROVIDE ONE COPY TO THE ODOT DISTRICT ENVIRONMENTAL STAFF.

**HARD COPY SUBMISSION:**  
THE CONTRACTOR MAY SUBMIT A HARD COPY OF THE COMPLETED NDRF AND PAYMENT ALONG WITH THE ASBESTOS INSPECTION REPORT. FOLLOW MAILING INSTRUCTIONS ON THE NDRF. CHECK WITH LOCAL HEALTH DEPARTMENT, PAUL J. KOMISAREK AT (419) 841-8845, TO DETERMINE IF THEY REQUIRE A HARD COPY SUBMITTAL. SUBMIT THE COMPLETED NDRF TO OEPA AT LEAST 10 DAYS PRIOR TO DEMOLITION ACTIVITY, RENOVATION ACTIVITY, OR BOTH. RETAIN TWO HARD COPIES OF THE NDRF AND SUBMIT ONE COPY TO THE ENGINEER AND ONE COPY TO ODOT DISTRICT ENVIRONMENTAL STAFF, PHOENIX GOLNICK, ODOT D-2, (419) 373-4329.

**BASIS OF PAYMENT:**  
SUBMIT ALL DOCUMENTATION RELATED TO THE ABATEMENT, TRANSPORT, AND DISPOSAL OF ASBESTOS CONTAINING MATERIALS TO THE ENGINEER WITHIN TWO WEEKS OF COMPLETION. THE ENGINEER WILL PROVIDE A COPY OF THE DOCUMENTATION TO THE DISTRICT ENVIRONMENTAL STAFF. PAYMENT FOR THIS WORK SHALL BE MADE AT THE BID PRICE OF LUMP SUM. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

ITEM 690-WORK INVOLVING ASBESTOS CONTAINING MATERIALS - LUMP SUM

**WATERWAY PERMITTING**

ODOT WILL OBTAIN ALL APPROPRIATE WATERWAY PERMITS PRIOR TO ANY WORK WITHIN THE JURISDICTIONAL BOUNDARY OF ANY WATERWAY, INCLUDING WETLANDS, AND ALL WATERWAY PERMIT SPECIAL PROVISIONS WILL BE NOTED UNDER SPECIAL PROVISIONS IN THE PLANS AND ADHERED TO DURING CONSTRUCTION.

**ECOLOGICAL**

ENSURE IMPACTS TO THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT AND THE STATE LISTED AND PROTECTED LITTLE BROWN BAT AND TRICOLORED BAT ARE AVOIDED AND MINIMIZED. DO NOT REMOVE TREES FROM APRIL 1 THROUGH SEPTEMBER 30. PERFORM ALL NECESSARY TREE REMOVAL FROM OCTOBER 1 THROUGH MARCH 31. DEMARCATÉ CLEARING LIMITS IN THE FIELD TO AVOID ANY UNAUTHORIZED TREE CLEARING. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

NO IN-WATER WORK IN THE OTTAWA RIVER WILL OCCUR FROM APRIL 15TH THROUGH JUNE 30TH TO PROTECT SPAWNING SEASON FOR STATE LISTED THREATENED AND ENDANGERED FISH SPECIES, UNLESS THE APPROPRIATE WAIVER IS OBTAINED FROM ODNR.

ECOLOGICAL STUDIES IDENTIFIED SWALLOW NESTS ON THE LUC-184-00210 R, LUC-23-11650 R, LUC-23-11650 L STRUCTURES. IF CONSTRUCTION ACTIVITIES WILL OCCUR BETWEEN MAY 1 AND AUGUST 31 ON THIS STRUCTURE, INSPECT THE STRUCTURE FOR EVIDENCE OF AN ACTIVE BIRD NEST CONTAINING AN EGG OR CHICK PRIOR TO STARTING WORK. PROVIDE WRITTEN CONFIRMATION OF THE INSPECTION, INCLUDING A STATEMENT WHETHER AN ACTIVE NEST WAS FOUND, TO THE ENGINEER. IF NO NESTS ARE ENCOUNTERED DURING THE INSPECTION, OR IF ONLY INACTIVE NESTS THAT DO NOT CONTAIN AN EGG OR CHICK ARE ENCOUNTERED, PROCEED WITH CONSTRUCTION ACTIVITIES. THE CONTRACTOR MAY REMOVE AND DESTROY INACTIVE NESTS. THE CONTRACTOR MAY INSTALL EXCLUSION MEASURES BETWEEN AUGUST 31 AND MAY 1 TO PREVENT MIGRATORY BIRDS FROM NESTING ON THE STRUCTURE. PROJECTS PERFORMING CONSTRUCTION ACTIVITIES BETWEEN THE DATES OF SEPTEMBER 1 AND APRIL 30 DO NOT REQUIRE AN INSPECTION FOR MIGRATORY BIRDS OR AVOIDANCE MEASURES. IF AN ACTIVE NEST CONTAINING AN EGG OR CHICK IS ENCOUNTERED, AVOID IMPACTS TO THE NEST UNTIL ALL DEVELOPING BIRDS ARE ABLE TO INDEPENDENTLY FLY FROM THE NEST. IF AN ACTIVE NEST CONTAINING AN EGG OR CHICK CANNOT BE AVOIDED, CONTACT THE ENGINEER AT LEAST 4 WEEKS PRIOR DESTROYING AN ACTIVE NEST SO THE ODOT CAN OBTAIN A DEPREDATION PERMIT FROM THE U.S. FISH AND WILDLIFE SERVICE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COSTS AND COMPLETING ALL TASKS RELATED TO OBTAINING THE DEPREDATION PERMIT EXCEPT FOR DIRECT COORDINATION WITH THE MIGRATORY BIRD REGIONAL PERMIT OFFICE. DO NOT PROCEED WITH ACTIVITIES THAT WILL IMPACT AN ACTIVE NEST UNTIL ODOT CONFIRMS THE DEPREDATION PERMIT IS RECEIVED.

**SECTION 4(F)- RECREATIONAL PROTECTION**

APPROPRIATE SIGNAGE SHALL BE INSTALLED TO ALERT USERS OF THE RIVER TRAIL OF CONSTRUCTION ACTIVITIES, ACCESS RESTRICTIONS OR CLOSURES, AND TO DIRECT USERS TO SECONDARY ACCESS POINTS.

THE CONTRACTOR SHALL BE REQUIRED TO CLOSELY COORDINATE THE CONSTRUCTION SCHEDULE WITH ODOT, THE CITY OF SYLVANIA, AND THE CITY OF SYLVANIA'S PARKS AND FORESTRY DIVISION PRIOR TO THE START OF CONSTRUCTION ACTIVITIES

ACCESS TO THE RIVER TRAIL WILL BE RESTRICTED FOR A PERIOD OF TIME THAT IS ANTICIPATED TO LAST NO LONGER THAN 10 NONCONSECUTIVE MONTHS AND WILL NOT BE FOR THE DURATION OF CONSTRUCTION.

TEMPORARY CONSTRUCTION FENCING SHALL BE INSTALLED ALONG PROPOSED CONSTRUCTION LIMITS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES TO PROTECT THE EXISTING SECTION 4(F) PROPERTY AND THE PUBLIC.

THE RIVER TRAIL SHALL NOT BE CLOSED WHILE THE MONROE STREET BRIDGE IS CLOSED IN ORDER TO MAINTAIN PEDESTRIAN TRAFFIC

**ITEM 619 – FIELD OFFICE, TYPE C, AS PER PLAN**

THIS ITEM SHALL BE IN ACCORDANCE WITH ITEM 619 OF THE 2019 OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS EXCEPT AS MODIFIED BY THE FOLLOWING:

1. A CONFERENCE ROOM SHALL BE SUPPLIED WITH A MINIMUM OF 1000 SQUARE FEET OF FLOOR SPACE. THE ROOM SHALL BE SUPPLIED WITH CONFERENCE TABLES AND PADDED CHAIRS CAPABLE OF SEATING MINIMUM OF 30 ATTENDEES. THE ROOM SHALL INCLUDE A DATA CONNECTION PORT AND TWO WALL MOUNTED 80" OR LARGER HD FLAT SCREEN TV'S. TWO 25' OR LONGER HDMI CABLES ARE TO BE INCLUDED WITH THE TV'S. A PROJECTOR AND SCREEN WOULD BE AN ACCEPTABLE ALTERNATIVE TO THE TWO TV'S.
2. THE SPACE SHALL BE CONTINUOUS AND WITHING THE SAME BUILDING. A MINIMUM OF TWO BATHROOMS SHALL BE DEDICATED FOR THE FIELD OFFICE. ONE MENS AND ONE WOMENS. NO PORTABLE FACILITIES WILL BE ACCEPTED. BATHROOM FACILITIES SHALL BE HANDICAP ACCESSIBLE. THE CONTRACTOR SHALL PROVIDE CLEANING SERVICES FOR THE FIELD OFFICE A MINIMUM OF 1 TIME/WEEK.
3. THE REQUIREMENT OF ONE SEPARATE ROOM SHALL BE INCREASED TO A MINIMUM OF SIX. SEPARATE ENCLOSED ROOMS OF 150 SQUARE FEET MINIMUM PER ROOM. EACH ROOM SHALL BE SUPPLIED WITH A MINIMUM OF TWO ELECTRICAL OUTLETS AND ONE DATA CONNECTION PORT. IN ADDITION, 5 CUBICLES AND/OR OFFICES OF 100 SQUARE FEET MINIMUM PER OFFICE SHALL BE SUPPLIED WITH A MINIMUM OF ONE ELECTRICAL OUTLETS EACH AND ONE DATA PORT EACH.
4. THE ALL-WEATHER PARKING SPACES PROVIDED SHALL BE INCREASED TO 2 PARKING SPACES PER DESK SPACE AND INCLUDE SNOW REMOVAL. SNOW REMOVAL FOR THE ENTIRE PARKING AREA AND WALKS WILL BE COMPLETED NO LATER THAN 6:30 AM EACH DAY.
5. PROVIDE INTERNET CONNECTION CAPABLE OF 500 Mbps DOWNLOAD AND 30 Mbps UPLOAD.
6. SECURITY SHALL BE PROVIDED FOR THE FIELD OFFICE AND SURROUNDING FACILITIES BY ILLUMINATING ALL SIDES OF THE FIELD OFFICE AND PARKING AREA.
7. THE FIELD OFFICE REQUIREMENTS FOR MOISTURE AND DENSITY CONTROL OF MATERIALS SHALL BE SATISFIED, HOWEVER WITH THE FOLLOWING MODIFICATIONS: THE FACILITY SHALL BE CAPABLE OF STORING UP TO 2 NUCLEAR DENSITY GUAGES IN 2 SEPARATE BOXES. THE AREA TO BE DESIGNATED NUCLEAR GUAGE STORAGE MUST BE A MINIMUM OF 15' AWAY FROM ANY OFFICES OR OTHER CONTINUALLY OCCUPIED SPACES OF THE OFFICE. A CURE BOX SHALL BE PROVIDED CAPABLE OF HOLDING AT LEAST FIVE 3 GALLON SIZE BUCKETS OR EIGHTEEN 4X8 CONCRETE CYLINDERS. OTHER ARRANGEMENTS FOR THE NUCLEAR GAUGE AND CURE BOX NOT LOCATED IN THE FIELD OFFICE WILL BE CONSIDERED WITH THE APPROVAL OF THE ENGINEER.

NO ADDITIONAL COMPENSATION WILL BE GRANTED FOR ADDITIONAL REQUIREMENTS STATED ABOVE. THE DEPARTMENT WILL MEASURE FIELD OFFICE TYPE C APP BY THE NUMBER OF MONTHS THE OFFICE IS MAINTAINED

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**PETROLEUM CONTAMINATED SOILS**

ENVIRONMENTAL STUDIES INDICATED THAT PETROLEUM CONTAMINATED SOIL (PCS) WILL BE ENCOUNTERED DURING EXCAVATIONS WITHIN THE PROJECT LIMITS AT THE PROPERTY LOCATED AT 6127 MONROE ST. THE CONTRACTOR MUST DETERMINE APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT FOR THOSE WHO CONDUCT WORK WITHIN THE LIMITS OF THE PCS.

ALL EXCAVATED PCS THAT CANNOT BE REUSED AS PROJECT FILL PER CMS 203.03(J), SHALL BE MANAGED AND DISPOSED OF AT A LICENSED LANDFILL. THE ENGINEER MAY PERMIT THE CONTRACTOR TO DIRECT LOAD THE EXCAVATED PCS INTO TRUCKS FOR TRANSPORT AND DISPOSAL. AS AN ALTERNATE, THE ENGINEER MAY PERMIT THE CONTRACTOR TO TEMPORARILY STOCKPILE THE EXCAVATED PCS ON AN IMPERMEABLE MEMBRANE, IN AN AREA PROVIDE BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE STOCKPILE SHOULD BE SURROUNDED BY STRAW BALES TO REDUCE RUNOFF. THE CONTRACTOR WILL PROVIDE COMPLETED LOG FORMS AND MANIFESTS FOR TRANSPORT AND DISPOSAL TO THE ENGINEER FOR SIGNATURE. THE CONTRACTOR IS RESPONSIBLE FOR ANY ADDITIONAL TESTING THAT THE LANDFILL MAY REQUIRE FOR DISPOSAL.

IF EXCAVATIONS WITHIN THE PCS REQUIRE DEWATERING FOR CONSTRUCTION PURPOSES, THE CONTRACTOR SHALL DEWATER, CONTAINERIZE AND DISPOSE OF WATERS BY METHOD APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL OBTAIN ALL THE NECESSARY PERMITS NEEDED TO STORE, TRANSPORT AND DISPOSE OF WATER IN ACCORDANCE WITH APPLICABLE LOCAL, STATE AND FEDERAL REGULATIONS. THE CONTRACTOR IS RESPONSIBLE FOR ANY ADDITIONAL TESTING REQUIRED FOR DISPOSAL.

ALL EXCAVATED AREAS SHALL BE BACKFILLED WITH SUITABLE MATERIAL IN ACCORDANCE WITH PROJECT PLANS, APPLICABLE ODOT SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ALL THE LABOR, EQUIPMENT AND MATERIALS NECESSARY TO PROPERLY MANAGE, STORE (IF NECESSARY), TEST FOR DISPOSAL, TRANSPORT AND DISPOSE OF REGULATED MATERIALS, INCLUDING ANY REQUIRED PERMITS OR FEES WITHIN THE IDENTIFIED LIMITS. PAYMENT FOR THIS WORK SHALL BE MADE AT THE CONTRACT PRICE BID. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY.

ITEM 690 – WORK INVOLVING PCS 50 TON

DESIGN AGENCY	
ARCADIS	
1111 SUPERIOR AVENUE SUITE 1300 CLEVELAND OHIO 44114 (216) 781-6177 www.arcadis.com	
DESIGNER	TB
REVIEWER	SMG
PROJECT ID	09/13/24
SHEET	105889
TOTAL	20
	607

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ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF 1 LANE OF TRAFFIC ON MONROE STREET (EB) AND 2 LANES ON MONROE STREET (WB) WEST OF GLASGOW ROAD AND EAST OF ACRES ROAD, 1 LANE ON ALEXIS ROAD IN EACH DIRECTION, 2 LANES ON US-23 IN EACH DIRECTION BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 410 AND 614 WILL BE MAINTAINED AT ALL TIMES. MONROE STREET SHALL HAVE ALL EXISTING LANES OPEN TO TRAFFIC THROUGHOUT THE FIRST CONSTRUCTION SEASON. US-23 MAY BE REDUCED TO A SINGLE LANE OVERNIGHT FOR TRAFFIC SHIFTS AND TO INSTALL TEMPORARY PAVEMENT. LANE CLOSURES SHALL FOLLOW THE PERMITTED LANE CLOSURE SCHEDULE FOR ANY OVERNIGHT LANE CLOSURES. US-23 MAINLINE MAY ALSO BE CLOSED FOR SHORT PERIODS FOR BRIDGE WORK AS PER MT-99.60. TRAFFIC ALONG MONROE STREET BETWEEN GLASGOW ROAD AND ACRES ROAD SHALL BE MAINTAINED AT ALL TIMES, EXCEPT AS NOTED IN THE A+B NOTE ON SHEET 26. TRAFFIC ALONG ALEXIS ROAD BETWEEN MONROE STREET AND ACRES ROAD SHALL BE MAINTAINED AT ALL TIMES, EXCEPT AS NOTED IN THE A+B NOTE ON SHEET 26. TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET 31. A DISINCENTIVE/INCENTIVE SHALL BE ASSESSED IN THE AMOUNT AS NOTED IN THE A+B NOTE ON SHEET 26.

A MINIMUM OF 1 LANE OF TRAFFIC ON THE US-23 RAMPS MUST BE MAINTAINED AT ALL TIMES. WEEKEND CLOSURES OF THE US-23 SOUTHBOUND ON-RAMPS ARE ALLOWABLE TO MAKE PHASE CHANGES. TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET 29. A CLOSURE PER THE ALLOWABLE CLOSURE TABLE IS ALLOWED TO CONSTRUCT SEGMENTS OF THE US-23 NORTHBOUND OFF-RAMPS DURING PHASE 5A. TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET 30. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$1,000 PER 15 MINUTES THE RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

ITEM 614, MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN (WITH EXCEPTION TO MONROE STREET BETWEEN GLASGOW ROAD AND ACRES ROAD) TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

Table with 2 columns: Holiday/Event and General/Regular Election (Nov) Memorial Day. Rows include New Year's (Observed), Thanksgiving, Christmas (Observed), Labor Day, Easter, and Fourth of July (Observed).

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

DAY OF EVENT TIME ALL LANES MUST BE OPEN TO TRAFFIC

Table with 2 columns: Day of Event and Time All Lanes Must Be Open to Traffic. Rows list days from Sunday to Saturday with corresponding time ranges.

DURING THE DANA OPEN (THURS-SUNDAY) THE CONTRACTOR MAY CONTINUE TO WORK WITHIN CLOSED WORK ZONES, HOWEVER THE CONTRACTOR SHALL NOT RESTRICT OPEN LANES OF TRAFFIC (INCLUDING FLAGGING OPERATIONS). NO ADDITIONAL LANE OR RAMP CLOSURES WILL BE ALLOWED DURING THIS PERIOD.

DURING NIS RACE CAR EVENTS AT MICHIGAN INTERNATIONAL SPEEDWAY THE CONTRACTOR SHALL NOT BLOCK LANES OF TRAFFIC ON SB US-23 DURING THE 24 HOURS AFTER THE RACE IS COMPLETE. (USUALLY ONE OR TWO WEEKEND EVENTS PER SEASON. THESE EVENTS MAY EXTEND TO MONDAYS IF RAINED OUT ON SUNDAYS.

DURING THE SAME PERIODS, MAINTAIN PEDESTRIAN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE ALLOWABLE LANE CLOSURE/LANE VALUE CONTRACT TABLE (PN127) ON SHEET 25

ITEM 614, MAINTAINING TRAFFIC (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.

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.

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.

Table titled 'NOTICE OF CLOSURE SIGN TIME TABLE' with columns: ITEM, DURATION OF CLOSURE, SIGN DISPLAYED TO PUBLIC. Rows specify durations like >= 2 WEEKS, > 12 HOURS & < 2 WEEKS, and <= 12 HOURS with corresponding sign display times.

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.

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 OR MAINTAIN A 3:1 SLOPE.

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 WORK DAY. 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 OR MAINTAIN A 3:1 SLOPE.

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 672 M GAL.

WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR 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.

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.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN IN THE PLANS. 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 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 8 PCMS SIGNS FOR 24 MONTHS 192 SIGN MNTH

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 (2, 3, 4, OR 5) (ONE-WAY) 39 EACH
ITEM 614, OBJECT MARKER, 1-WAY 13 EACH

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

ITEM 614, REPLACEMENT DRUM

DRUMS 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 DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 100 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614, 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.

DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

INCREASED BARRIER DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL PB AND PERMANENT CONCRETE BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE UNDER EITHER OF THE FOLLOWING CONDITIONS: ALONG TAPERS AND TRANSITION AREAS; OR ALONG CURVES (OUTSIDE ONLY) WITH DEGREE OF CURVATURE GREATER THAN OR EQUAL TO 3 DEGREES.

THE INCREASED BARRIER DELINEATION SHALL CONSIST OF EITHER DELINEATION PANELS OR THE TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.

DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED." PANELS SHALL BE INSTALLED AND SPACED PER TRAFFIC SCD MT-101.70.

TRIPLE-STACKED BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTOR WOULD BE OTHERWISE ATTACHED. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TRIPLE-STACKED BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THEY SHALL BE SPACED AND ALIGNED PER TRAFFIC SCD MT-101.70.

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

ALONG RUNS OF INCREASED BARRIER DELINEATION WHERE THIS ITEM IS PROVIDED, THE QUANTITY SHALL BE MEASURED AS THE ENTIRE LENGTH OF THE RUN OF INCREASED BARRIER DELINEATION, INCLUDING THE SPACES BETWEEN THE INDIVIDUAL DELINEATION PANELS OR STACKS OF BARRIER REFLECTORS.

Table with project details: DESIGN AGENCY (ARCADIS), DESIGNER (EJT), REVIEWER (TJR), PROJECT ID (105889), SHEET (22), TOTAL (607).

**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 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 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) 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:
  - ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
  - AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
  - 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 300 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.

IF CITY OF SYLVANIA POLICE ARE USED FOR ANY MAINTENANCE OF TRAFFIC OPERATIONS, THE FOLLOWING REQUIREMENTS APPLY:

1. LEO SCHEDULING REQUIRES MINIMUM 72 HOUR NOTICE.
2. CONTRACTORS SHALL CALL CAPTAIN DOUG HUBAKER (567-455-0805), CAPTAIN BILL HAASE (567-455-0800, EXT. 50853), OR ON-DUTY SERGEANT PHONE (419-913-8460).

**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 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 BUSINESS 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 CLOSURE

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

**TEMPORARY RAMPING OF VERTICAL SURFACES AT DRIVEWAYS**

IN ORDER TO PROVIDE FOR LOCAL ACCESS, LONGITUDINAL VERTICAL FACES ABUTTING DRIVES SHALL BE TEMPORARILY RAMPED WITH A MAXIMUM SLOPE OF 12:1. TRANSVERSE VERTICAL FACES SHALL BE TEMPORARILY RAMPED A MINIMUM OF TEN FEET IN LENGTH AND TRAFFIC SHALL BE WARNED WITH W8-1 "BUMP" SIGNS IN ADVANCE OF THE RAMPED AREAS. THE GRADE BREAK SHALL NOT EXCEED A MAXIMUM OF 8% AT EITHER END OF THE WEDGE.

ALL TEMPORARY RAMPING SHALL BE INSTALLED, AT THE DIRECTION OF THE ENGINEER, USING ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY:

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 10 CY

**TEMPORARY TRAFFIC SIGNALS**

TEMPORARY TRAFFIC SIGNALS SHALL BE INSTALLED IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (OMUTCD), AND THE SPECIFICATIONS, CURRENT EDITION, LATEST REVISIONS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE WOOD POLES, PROVIDING AND INSTALLING SIGNALS AS SHOWN IN THE PLAN, PROVIDING AND INSTALLING A CONTROLLER AND CABINET, TEMPORARY SIDE STREET DETECTION, COORDINATING WITH THE POWER COMPANY FOR POWER SERVICE, WIRING, RELOCATING THE SIGNALS FOR DIFFERENT PHASES, MAINTAINING AND SUBSEQUENTLY REMOVING THE SIGNAL INSTALLATION.

THE CONTRACTOR SHALL FIELD ADJUST PHASING AND TIMING TO MAINTAIN BACKUPS TO A MINIMUM WITH THE APPROVAL OF THE ENGINEER.

TRAFFIC SIGNAL CLEARANCE SHALL BE 16' MINIMUM AND 18' MAXIMUM.

THE COST FOR ALL MATERIALS, LABOR, TOOLS, EQUIPMENT, AND INCIDENTALS TO PROVIDE TEMPORARY SIGNALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT BID PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

**TEMPORARY SIGNAL ADJUSTMENTS**

THE CONTRACTOR IS RESPONSIBLE FOR ADJUSTING THE LATERAL LOCATION OF SIGNAL HEADS AND FOR PROVIDING TEMPORARY SIDE STREET AND MAINLINE TURNING PHASE DETECTION FOR EACH PHASE OF CONSTRUCTION AS DIRECTED BY THE ENGINEER.

ANCILLARY ITEMS NEEDED TO ADJUST TO THE SIGNAL HEAD LOCATIONS AND ALL OTHER LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO PERFORM THE ABOVE WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 614, MAINTAINING TRAFFIC.

**CONSTRUCTION TO ADJACENT DRIVES**

ACCESS TO COMMERCIAL PROPERTY SHALL BE MAINTAINED AT ALL TIMES AT THE APPROVAL/DIRECTION OF THE ENGINEER. THE CONTRACTOR SHALL SCHEDULE THE DRIVEWAY CONSTRUCTION SUCH THAT ACCESS IS MAINTAINED BY MEANS OF THE EXISTING DRIVE, A TEMPORARY DRIVE OF MATERIAL APPROVED BY THE ENGINEER, OR THE PROPOSED DRIVE.

FOR PROPERTIES WITH TWO DRIVEWAYS WHERE INGRESS AND EGRESS IS AVAILABLE FOR BOTH OF THE DRIVEWAYS, THE CONTRACTOR SHALL PROVIDE ACCESS AT ALL TIME TO ONE OF THE DRIVEWAYS WHILE THE OTHER DRIVEWAY IS RECONSTRUCTED. FOR PROPERTIES WITH ONE DRIVEWAY, THE CONTRACTOR SHALL PROVIDE ACCESS AT ALL TIMES BY USING PART WIDTH CONSTRUCTION.

THE CONTRACTOR MAY REQUEST SHORT-TERM CLOSURE NOT TO EXCEED ONE (1) CONSTRUCTION DAY AT A TIME, OF NARROW DRIVEWAYS AND DRIVEWAYS ADJACENT TO AREAS OF SIGNIFICANT GRADE CHANGES WHERE ACCESS WOULD BE DIFFICULT OR UNREALISTIC TO MAINTAIN. APPROVAL SHALL ONLY BE GRANTED BY THE ENGINEER FOLLOWING SEVEN (7) DAYS NOTICE TO THE PROPERTY OWNER PRIOR TO THE REQUESTED CLOSURE DATE.

THE CONTRACTOR SHALL PLAN/STAGE ALL WORK TO MAINTAIN SAFE ACCESS TO COMMERCIAL AND RESIDENTIAL PROPERTY AT ALL TIMES. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT A PLAN FOR THE APPROVAL OF THE ENGINEER WHICH OUTLINES THE STRATEGY FOR THE MAINTENANCE OF SAFE ACCESS TO COMMERCIAL PROPERTY. THE PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED TO MAINTAIN COMMERCIAL ACCESS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

**MANHOLES AND VALVES**

ALL CASTINGS ENCOUNTERED SHALL BE SET TO GRADE AND PAID FOR UNDER VARIES ITEMS DESCRIBED ELSEWHERE IN THE ROADWAY GENERAL NOTES AND SPECIFICATIONS. ANY CASTINGS EXPOSED TO TRAFFIC HAVING AN ELEVATION DIFFERENTIAL GREATER THAN 1 1/4" SHALL HAVE A TEMPORARY WEDGE OF ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

**ITEM 614, MAINTAINING TRAFFIC, MISC.: MULTI-USE PATH REPAIR**

THE CONTRACTOR SHALL MAKE ANY REPAIRS TO THE MULTI-USE PATH THAT MAY BE DAMAGED DURING CONSTRUCTION. THE SECTION OF PATH THAT CROSSES UNDER SFN 4805137 TO THE EXISTING US-23 NORTHBOUND OFF RAMP BRIDGE MAY NEED TO HAVE THESE REPAIRS. THE CONTRACTOR SHALL RETURN THE PATH TO THE ORIGINAL CONDITION IT WAS IN PRIOR TO STARTING CONSTRUCTION. IF FULL DEPTH REPLACEMENT IS REQUIRED, THE CONTRACTOR SHALL FIELD VERIFY THE EXISTING PAVEMENT BUILDUP AND MATCH. THE REPAIRS, IF NECESSARY, SHALL BE MADE AFTER PHASE 2 AND AFTER PHASE 5A WHEN THE EXISTING NORTHBOUND US-23 OFF RAMP BRIDGE HAS BEEN REMOVED AND TRAFFIC IS SHIFTED ONTO THE NEW NORTHBOUND US-23 OFF RAMP BRIDGE (SFN: 4805136).

SEE MORE INFORMATION FOR THE PROTECTION OF THE EXISTING PATH AND RETAINING WALLS ON SHEET 498

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

**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.

**FLOODLIGHTING**

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.

**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/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.

(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.

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

INSTALLATION AND/OR REMOVAL OF ALL MAINTENANCE OF TRAFFIC OPERATIONS, PHASE SWITCHES, PAVEMENT MARKING INSTALLATION/REMOVAL, INCLUDING TRAFFIC SIGNAL AND SIGN WORK SHALL BE LIMITED TO OVERNIGHT HOURS OF 8 PM TO 6 AM.

EARTHWORK FOR MAINTAINING TRAFFIC

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE PLAN FOR INFORMATION ONLY.

EMBANKMENT FOR MAINTAINING TRAFFIC	237 CY
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WHEN UNDERCUTS ARE NECESSARY FOR MAINLINE PAVEMENT OR EMBANKMENT CONSTRUCTION, EVALUATE THE NEED FOR TEMPORARY ROAD UNDERCUTS IF WITHIN A CLOSE PROXIMITY TO THE MAINLINE UNDERCUTS. A GEOTECHNICAL EVALUATION SHOULD BE CONSIDERED TO DETERMINE IF THE EXISTING SOIL CONDITIONS ARE ADEQUATE TO SUPPORT THE TEMPORARY ROAD. ADDITIONAL SOIL BORINGS ALONG THE TEMPORARY ROAD ARE NOT NORMALLY REQUIRED.

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

ITEM 615, ROADS FOR MAINTAINING TRAFFIC	LUMP SUM
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WORK ZONE SPEED ZONES (WZSZS)

THE FOLLOWING WORK ZONE SPEED ZONE (WZSZ) SPEED LIMIT REVISIONS HAVE BEEN APPROVED FOR USE ON THIS PROJECT WHEN WORK ZONE CONDITIONS AND FACTORS ARE MET AS DESCRIBED BELOW:

WZSZ REVISION NUMBERS	COUNTY-ROUTE-SECTIONS	DIRECTION
WZ-15246	LUC-23-(10.81-12.20)	NB/SB

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRE-CONSTRUCTION) POSTED SPEED LIMIT OF 55 MPH OR GREATER, A QUALIFYING WORK ZONE CONDITION OF AT LEAST 0.5 MILE IN LENGTH, AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS, AND A WORK ZONE CONDITION IN PLACE THAT REDUCES THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS (I.E., LANE CLOSURE, LANE SHIFT, CROSSOVER, CONTRAFLOW AND/OR SHOULDER CLOSURE). THE LENGTH OF THE WORK ZONE CONDITION IS MEASURED FROM THE BEGINNING OF THE TAPER FOR THE SUBJECT WORK ZONE CONDITION IMPACTING THE TRAVEL LANES AND/OR SHOULDER TO THE END OF THE DOWNSTREAM TAPER, WHERE DRIVERS ARE RETURNED TO TYPICAL ALIGNMENT. AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS IS REQUIRED TO BALANCE THE ADDITIONAL EXPOSURE CREATED BY INSTALLING AND REMOVING WZSZ SIGNING WITH THE TIME NEEDED TO COMPLETE THE WORK.

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

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

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

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

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

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

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

ORIGINAL POSTED SPEED LIMIT	WITH POSITIVE PROTECTION		WITHOUT POSITIVE PROTECTION	
	WORKERS PRESENT	WORKERS NOT PRESENT	WORKERS PRESENT	WORKERS NOT PRESENT
70	60	65	55	65
65	55	60	50	60
60	55	60	50	60
55	50	55	45	55

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

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY ASSUMING 2 DSL SIGN ASSEMBLIES FOR 24 MONTHS	48 SIGN MNTH
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ITEM 614, WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN

WORK ZONE RAISED PAVEMENT MARKERS, AS PER PLAN, AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614 OR C&MS 621 AS SPECIFIED HEREIN.

- RAISED PAVEMENT MARKERS IN USE DURING SNOW-PLOWING SEASON SHALL CONFORM TO 621.
- RAISED PAVEMENT MARKERS IN USED DURING THE NON-SNOW-PLOW SEASON SHALL CONFORM TO EITHER 614 OR 621.

THE SNOW-PLOWING SEASON SHALL RUN FROM OCTOBER 15 THROUGH APRIL 1.

IF PROJECT DELAYS, NOT THE FAULT OF ODOT, CAUSE THE WORK TO EXTEND INTO THE SNOW-PLOWING SEASON, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING WORK ZONE RAISED PAVEMENT MARKERS (WZRPMS) CONFORMING TO C&MS 614, WITH RAISED PAVEMENT MARKERS CONFORMING TO 621, AS DETERMINED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

THIS ITEM SHALL INCLUDE PURCHASE, INSTALLATION AND REMOVAL OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN, INCLUDING FILLING OF ANY DEPRESSIONS CREATED IN THE PAVEMENT AS PER C&MS 621.08.

RESURFACING OF THE TRANSITION AREAS SHALL BE PERFORMED AT THE TIME THAT THE SURFACE COURSE IS BEING APPLIED TO THE ENTIRE PROJECT. PRIOR TO APPLICATION OF THE SURFACE COURSE ON THE PROJECT, THE EXISTING PAVEMENT WITHIN THE TRANSITION AREA SHALL BE REMOVED TO A DEPTH NECESSARY TO REACH THE LEVEL OF THE INTERMEDIATE COURSE OF THE PAVEMENT, AS DETERMINED BY THE ENGINEER.

PAYMENT FOR RESURFACING WITHIN THE TRANSITION AREA SHALL BE PAID FOR WITH THE FOLLOWING BID ITEMS:

ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE (T=1.5")	8955 SY
ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446)	373 CY

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 CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE RETROREFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF C&MS 730.19.

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVAL OF THE SIGN AND SUPPORT.

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN	4 EACH
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US-23 RUMBLE STRIPE REMOVAL

PRIOR TO MAINTENANCE OF TRAFFIC PHASE 5A, WHEN THE INSIDE NORTHBOUND US-23 LANE IS SHIFTED ONTO THE EXISTING SHOULDER, THE EXISTING RUMBLE STRIPES SHALL BE REMOVED AND FILLED IN WITH PAVEMENT FOR MAINTAINING TRAFFIC. THE CONTRACTOR SHALL PLANE OFF 1.5" OF PAVEMENT AND REPLACE WITH PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A THE ENTIRE LENGTH THAT THE LANES ARE SHIFTED TOWARDS THE MEDIAN, INCLUDING THE TAPER AREAS.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, AND REMOVAL, AND REHABILITATION OF THE EXISTING RUMBLE STRIPES.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 254, PAVEMENT PLANING, AS PER PLAN (T=1.5")	196 SY
ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	196 SY

642-32 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:

PERMITTED LANE CLOSURE EXCEPTION FOR US-23 SB INSIDE LANE CLOSURE DURING PHASE 1 FOR 1 WEEKEND (9PM FRIDAY TO 5 AM MONDAY)

PERMITTED LANE CLOSURE EXCEPTION FOR US-23 SB INSIDE LANE CLOSURE DURING PHASE 2 FOR 1 WEEKEND (9PM FRIDAY TO 5 AM MONDAY)

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 07/25/24 FOR PID 105889" 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.

SEQUENCE OF CONSTRUCTION

SEASON 1

PREPHASE

OVER A PERIOD OF ONE WEEKEND FROM 9 PM FRIDAY TO 5 AM MONDAY, THE CONTRACTOR SHALL CLOSE THE INSIDE LANE OF SOUTHBOUND US-23. THIS LANE CLOSURE WILL ALLOW FOR THE INSTALLATION OF TEMPORARY PAVEMENT THAT IS REQUIRED DURING PHASE 1 AND 2. THE LANE CLOSURE SHALL BE INSTALLED AS PER SCD MT-95.30.

PHASE 1

DURING THE FIRST PHASE OF CONSTRUCTION, US-23 SOUTHBOUND MAINLINE TRAFFIC SHALL BE SHIFTED EAST TOWARDS THE MEDIAN ONTO TEMPORARY PAVEMENT. THE US-23 SOUTHBOUND ON-RAMP SHALL BE CONSTRUCTED, INCLUDING THE PROPOSED STRUCTURE (SFN: 4805137). THE SOUTHBOUND RAMP SHALL BE SHIFTED TO THE NORTH AND EAST WHILE REMAINING ON EXISTING PAVEMENT TO ALLOW SPACE FOR CONSTRUCTION. AS MUCH OF THE NORTHBOUND OFF-RAMP AS POSSIBLE SHALL BE CONSTRUCTED THAT IS OUTSIDE OF THE EXISTING PAVEMENT AREAS. THIS INCLUDES THE PROPOSED NORTHBOUND US-23 OFF-RAMP STRUCTURE (SFN: 4805136). PEDESTRIANS FROM THE RIVER TRAIL SHALL BE DETOURED AS SHOWN ON SHEET 27. NO DAYTIME LANE CLOSURES ARE ALLOWED ALONG MONROE STREET OR ALEXIS ROAD DURING THIS PHASE. SINGLE LANE OVERNIGHT LANE CLOSURES ALLOWED FROM 8 PM TO 6 AM ALONG MONROE STREET AND ALEXIS ROAD. DURING THIS TIME FRAME, THE OUTSIDE WESTBOUND LANE OF ALEXIS ROAD SHALL BE CLOSED IN THE VICINITY OF ELLIOTT DRIVE. CONSTRUCT THE PROPOSED PAVEMENT ON THE NORTH SIDE OF ALEXIS ROAD (ROUGHLY STA. 46+00 TO STA. 47+50). THIS WILL ALLOW FOR U-TURNS IN FUTURE MOT PHASES. CLOSE THE OUTSIDE AND INSIDE SHOULDERS OF US-23 IN THE VICINITY OF THE MONROE STREET BRIDGE. THESE SHOULDER CLOSURES SHALL REMAIN IN PLACE THROUGHOUT THE PROJECT DURATION. THESE SHOULDER CLOSURES WILL ALLOW FOR A MAXIMUM AMOUNT OF SPACE FOR THE CONTRACTOR TO WORK ON THE BRIDGE.

PHASE 2

DURING THE SECOND PHASE OF CONSTRUCTION, US-23 SOUTHBOUND MAINLINE TRAFFIC SHALL BE IN THE SAME LOCATION AS PHASE 1 UNTIL IT CROSSES THE OTTAWA RIVER BRIDGE WHERE IT WILL SHIFT BACK TO THE ORIGINAL LOCATION. THE EASTERN PORTION OF THE US-23 SOUTHBOUND RAMP SHALL BE CONSTRUCTED. WORK ON THE NORTHBOUND RAMP AND PROPOSED NORTHBOUND US-23 OFF-RAMP STRUCTURE (SFN: 4805136) SHALL CONTINUE FROM PHASE 1. THE PEDESTRIAN DETOUR FROM PHASE 1 SHALL REMAIN IN PLACE. NO DAYTIME LANE CLOSURES ARE ALLOWED ALONG MONROE STREET OR ALEXIS ROAD DURING THIS PHASE. SINGLE LANE OVERNIGHT LANE CLOSURES ALLOWED FROM 8 PM TO 6 AM ALONG MONROE STREET AND ALEXIS ROAD. WHEN SOUTHBOUND US-23 WORK IS COMPLETE, THE CONTRACTOR SHALL CLOSE THE INSIDE LANE OVER THE COURSE OF ONE WEEKEND FROM 9 PM FRIDAY TO 5 AM MONDAY TO REMOVE THE TEMPORARY PAVEMENT THAT WAS USED PHASE 1 AND 2. THE LANE CLOSURE SHALL BE AS PER SCD MT-95.30.

SEASON 2

PHASE 3

DURING THE THIRD PHASE OF CONSTRUCTION, MONROE STREET BETWEEN HARROUN ROAD AND GLASGOW ROAD SHALL BE SHIFTED TO THE NORTH. THE SOUTHERN HALF OF MONROE STREET INCLUDING ALL ROADWAY LAYERS EXCEPT FOR THE SURFACE COURSE, CURB AND GUTTER, SIDEWALKS, AND DRIVES SHALL BE CONSTRUCTED. PROPOSED WATERLINE WORK ON THE NORTH SIDE OF MONROE STREET BETWEEN GLASGOW ROAD TO THE EAST SIDE OF US-23 SHALL BE INSTALLED. WATERLINE WORK ALONG ACRES ROAD TO THE SOUTHWEST CORNER OF MONROE STREET AND THE EXISTING NORTHBOUND RAMP SHALL ALSO BE INSTALLED. MONROE STREET IS TO BE CLOSED FROM GLASGOW ROAD TO ACRES ROAD. THE PROPOSED STRUCTURE (SFN:4805224) SHALL BE CONSTRUCTED. ALEXIS ROAD IS TO BE CLOSED FROM MONROE STREET TO ACRES ROAD. MONROE STREET TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET 31 THE SOUTH HALF OF ALEXIS ROAD, FROM ACRES ROAD TO THE END OF THE PROJECT, SHALL BE CONSTRUCTED DURING THIS PHASE. MONROE STREET AND ALEXIS ROAD PEDESTRIAN TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET 28 . RAMP B SHALL BE CONSTRUCTED.

PHASE 3A

US-23 SOUTHBOUND ON-RAMP TRAFFIC SHALL BE SHIFTED ONTO THE FINISHED PAVEMENT AREA ON MONROE STREET BEGINNING AT STATION 170+00. THE FINISHED RAMP CURVE SHALL BE IMPLEMENTED. ALL OTHER WORK AREAS AND TRAFFIC LANE LOCATIONS REMAIN UNCHANGED FROM PHASE 3. THE CONTRACTOR SHALL MOVE TO PHASE 3A WITHIN 21 DAYS OF ESTABLISHING PHASE 3 MOT WEST OF GLASGOW INTERSECTION.

PHASE 4

DURING THE FOURTH PHASE OF CONSTRUCTION, MONROE STREET BETWEEN HARROUN ROAD AND GLASGOW ROAD SHALL BE SHIFTED TO THE SOUTH. THE NORTHERN HALF OF MONROE STREET INCLUDING ALL ROADWAY LAYERS EXCEPT FOR THE SURFACE COURSE, CURB AND GUTTER, SIDEWALKS, AND DRIVES SHALL BE CONSTRUCTED. MONROE STREET IS TO REMAIN CLOSED FROM GLASGOW ROAD TO ACRES ROAD. WORK ON THE PROPOSED STRUCTURE (SFN:4805224) SHALL CONTINUE. ALEXIS ROAD IS TO REMAIN CLOSED FROM MONROE STREET TO ACRES ROAD. THE NORTH HALF OF ALEXIS ROAD, FROM ACRES ROAD TO THE END OF THE PROJECT, SHALL BE CONSTRUCTED DURING THIS PHASE. THE NORTH LEG OF THE ACRES ROAD AND ALEXIS ROAD INTERSECTION SHALL BE CLOSED. ACRES ROAD SHALL BE DETOURED AS SHOWN ON SHEET 31. THE PEDESTRIAN DETOUR FROM PHASE 3 SHALL REMAIN IN PLACE. THE NORTHERN-MOST SECTION OF THE US-23 SOUTHBOUND OFF-RAMP SHALL BE CONSTRUCTED. PROPOSED TRAFFIC SIGNAL POLES, HEADS, AND CORRESPONDING SIGNAL ITEMS WILL BE ERECTED AND UTILIZED FOR THIS PHASE OF CONSTRUCTION. THE PHASE 4 MAINTENANCE OF TRAFFIC TEMPORARY SIGNAL MODIFICATIONS FOR GLASGOW ROAD AND MONROE STREET ARE SHOWN ON SHEET 106 THE CONTRACTOR WILL ENSURE THE PROPOSED TRAFFIC SIGNAL INSTALLATION IS CONSTRUCTED AS PER THE CURRENT ODOT CONSTRUCTION AND MATERIAL SPECIFICATIONS. THE EAST DRIVE TO THE CEMETARY OFF OF MONROE STREET SHALL BE CLOSED. ALL CEMETARY TRAFFIC SHALL ENTER AND EXIT AT THE SIGNAL AT THE INTERSECTION OF MONROE STREET AND HARROUN ROAD.

PHASE 4A

DURING THIS SUBPHASE, TRAFFIC ON MONROE STREET WILL REMAIN UNCHANGED. RAMP C AND RAMP D LANES ARE TO BE SHIFTED TO THE EAST ONCE THE PROPOSED RAMP WORK IS COMPLETE IN PHASE 4. THE TRAFFIC OPERATION TO AND FROM GLASGOW ROAD SHALL BE CHANGED TO A ONE LANE TWO WAY FLOW.

PHASE 5A

PHASE 5A IS A SUBPHASE OF PHASE 4. MONROE STREET BETWEEN HARROUN ROAD AND GLASGOW ROAD IS MOSTLY UNCHANGED, HOWEVER THE NORTHERN INTERSECTION AREA OF MONROE STREET AND GLASGOW ROAD SHALL BE CONSTRUCTED WHILE ALLOWING A SINGLE TWO-WAY LANE TO TRAVEL TO AND FROM GLASGOW ROAD. THE TWO-WAY SINGLE LANE OPERATION SHALL BE IN PLACE FOR A MAXIMUM OF 10 DAYS. MONROE STREET IS TO REMAIN CLOSED FROM GLASGOW ROAD TO ACRES ROAD. WORK ON THE PROPOSED STRUCTURE (SFN: 4805224) SHALL CONTINUE. PROPOSED RAMP B IS TO BE OPENED TO TRAFFIC. THE NORTHERN HALF OF THE MONROE STREET AND ACRES ROAD INTERSECTION AREA SHALL BE CONSTRUCTED. THE SOUTHERN HALF OF THE ALEXIS ROAD AND ACRES ROAD INTERSECTION AREA SHALL BE CONSTRUCTED. ACRES ROAD BETWEEN ALEXIS ROAD AND MONROE STREET SHALL BE REMOVED. THE PROPOSED US-23 SOUTHBOUND RAMP CONCRETE MEDIAN SEPARATING THE ON AND OFF-RAMP SHALL BE CONSTRUCTED. THE US-23 NORTHBOUND OFF-RAMP IS TO BE CLOSED DURING THIS PHASE AS PER MT-98.29 AND ALL OVERLAPPING PROPOSED PAVEMENT AREAS WITH EXISTING PAVEMENT AREAS ARE TO BE CONSTRUCTED AND COMPLETED BEFORE IMPLEMENTING THE NEXT PHASE. THE PEDESTRIAN DETOUR FROM PHASE 3 SHALL REMAIN IN PLACE. THE PHASE 5A MAINTENANCE OF TRAFFIC TEMPORARY SIGNAL MODIFICATIONS FOR US-23 OFF RAMP AND MONROE STREET ARE SHOWN ON SHEET 106 THE CONTRACTOR WILL ENSURE THE PROPOSED TRAFFIC SIGNAL INSTALLATION IS CONSTRUCTED AS PER THE CURRENT ODOT CONSTRUCTION AND MATERIAL SPECIFICATIONS.

PHASE 5B

PHASE 5B IS A SUBPHASE OF PHASE 4. MONROE STREET BETWEEN HARROUN ROAD AND GLASGOW ROAD IS MOSTLY UNCHANGED FROM PHASE 5A, THE ONLY EXCEPTION BEING THAT THE NORTH LEG OF GLASGOW IS ALLOWED TO HAVE TWO LANE TWO WAY TRAFFIC. THE PROPOSED RAISED MEDIAN ON MONROE STREET FROM ROUGHLY STATION 170+42 TO STATION 175+18 SHALL BE INSTALLED DURING THIS PHASE. TRAFFIC SHALL BE MAINTAINED BY LANE CLOSURES AS PER MT-95.32. MONROE STREET IS TO REMAIN CLOSED FROM GLASGOW ROAD TO ACRES ROAD. WORK ON THE PROPOSED STRUCTURE (SFN: 4805224) SHALL CONTINUE. THE SOUTHERN HALF OF MONROE STREET FROM THE EXISTING US-23 NORTHBOUND RAMP INTERSECTION TO THE END OF THE PROJECT SHALL BE CONSTRUCTED. THE RAISED MEDIAN ALONG ALEXIS ROAD SHALL BE CONSTRUCTED. THE US-23 NORTHBOUND MAINLINE SHOULDER SHALL BE RECONSTRUCTED AND TRAFFIC SHALL BE SHIFTED ONTO THE EXISTING SHOULDER. THE PEDESTRIAN DETOUR FROM PHASE 3 SHALL REMAIN IN PLACE. THE WATERLINE WORK STARTED IN PHASE 3 IN THE SOUTHWEST QUADRANT OF MONROE STREET AND THE OLD US-23 NORTHBOUND RAMP SHALL BE FINISHED. THE SECTION THAT IS TO BE COMPLETED CROSSES THROUGH THE AREA OF WHERE THE NOW CLOSED AND DEMOLISHED US-23 NORTHBOUND RAMP WERE PREVIOUSLY LOCATED.



POST PHASE

THE WORK TO BE PERFORMED DURING THIS PHASE WILL INCLUDE THE FOLLOWING: CONSTRUCTION OF THE REMAINING SURFACE COURSE OF PAVEMENT, FINAL PAVEMENT MARKINGS, FINAL SIGNAGE, LIGHTING, AND LANDSCAPING ITEMS. ALL MAINTENANCE OF TRAFFIC ITEMS THAT WERE PREVIOUSLY PLACED SHALL BE REMOVED. AT THE COMPLETION OF THE 180 DAY BRIDGE CLOSURE PERIOD ALL LANES OF TRAFFIC ON MONROE, ALEXIS, US-23, AND ALL RAMPS SHALL BE OPEN TO TRAFFIC. ANY REMAINING WORK SHALL BE COMPLETED WITH OVERNIGHT LANE CLOSURES FROM 8 PM TO 6 AM. EXISTING STRUCTURE SFN 4805135 LUC 00184-00.030R CANNOT BE DEMOLISHED UNTIL PEDESTRIAN TRAFFIC CAN SAFELY TRAVERSE ACROSS THE NEWLY CONSTRUCTED MONROE STREET BRIDGE. THE PEDESTRIAN DETOUR FROM PHASES 1 & 2 SHALL BE IN EFFECT WHILE THE EXISTING STRUCTURE IS DEMOLISHED.

CONSTRUCTION COORDINATION KROGER PARCEL

CONTRACTOR IS TO COORDINATE OPERATIONS AND SCHEDULE WITH A KROGER STORE MANAGER (419-885-5027), RELATED TO THE WORK AT THE DRIVEWAY FOR KROGER ON MONROE STREET. CONTRACTOR IS TO PERFORM WORK SO AS NOT TO INTERFERE WITH THE OPERATIONS OF THE KROGER PHARMACY DRIVE-THRU. WORK THAT WILL TEMPORARILY IMPACT THE PHARMACY DRIVE-THRU MAY ONLY BE PERFORMED WHEN THE PHARMACY IS CLOSED AND IN COORDINATION WITH KROGER.

ALLOWABLE CLOSURE TABLE			
LOCATION	MOT PHASE	DURATION	DAMAGES
SHORT TERM CLOSURES OF US-23 FOR MONROE STREET BRIDGE WORK AS PER MT-99.60	PHASES 1 - 5B	15 MINUTES BETWEEN HOURS OF MIDNIGHT AND 5 AM	\$1000/15 MIN
OVERNIGHT RAMP CLOSURES	PHASE CHANGES	9PM FRI - 5AM MON	\$1000/15 MIN
US-23 SB INSIDE LANE CLOSURE FOR TEMPORARY PAVEMENT INSTALLATION	PREPHASE	ONE WEEKEND FROM 9 PM FRIDAY TO 5 AM MONDAY	\$1000/15 MIN
ALEXIS ROAD U-TURN AT ELLIOTT DRIVE RIGHT LANE CLOSURE	PHASE 1	10 DAYS	\$1000/DAY
US-23 SB INSIDE LANE CLOSURE FOR TEMPORARY PAVEMENT REMOVAL	PHASE 2	ONE WEEKEND FROM 9 PM FRIDAY TO 5 AM MONDAY	\$1000/15 MIN
MONROE STREET & ALEXIS ROAD BETWEEN GLASGOW ROAD AND ACRES ROAD	PHASES 3 - 5B	A+B DURATION	A+B INCENTIVE/ DISINCENTIVE
ACRES ROAD NORTH OF ALEXIS ROAD	PHASE 3	14 DAYS	\$1000/DAY
WEEKEND RAMP CLOSURES US-23 NB	PHASE 5A	14 DAYS	\$1000/15 MIN
EAST CEMETARY DRIVE NORTH OF MONROE STREET	PHASE 4	14 DAYS	\$1000/DAY
GLASGOW ROAD ONE LANE TWO WAY	PHASE 4A	10 DAYS	\$3000/DAY
LANE CLOSURES ON MONROE/ ALEXIS	PHASE 1-2 AND POST PHASE	8 PM TO 6 AM	\$1000/15 MIN

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**A+B BIDDING CONTRACT TABLE**

**DESCRIPTION.** BID THE TIME IN CALENDAR DAYS THAT THE BIDDER PROPOSES TO USE TO SUBSTANTIALLY COMPLETE THE PROJECT, SUBJECT TO ANY MINIMUM AND MAXIMUM NUMBER OF DAYS THAT MAY BE SPECIFIED FOR THE PROJECT.

INCENTIVE/DISINCENTIVE (I/D) VALUES ARE LISTED FOR THE PROJECT IN THE **A+B CONTRACT TABLE**. THE **A+B CONTRACT TABLE** IS LOCATED IN THE PLAN GENERAL NOTES.

THE DEPARTMENT WILL ADJUST BIDS, FOR BID COMPARISON PURPOSES ONLY; TO INCLUDE CONSIDERATION OF THE DAYS BID AND THE I/D VALUE FOR THE PROJECT.

**CONTRACT SEGMENTS, INCENTIVES/DISINCENTIVES.** FOR THIS PROJECT, THE MINIMUM AND MAXIMUM NUMBER OF DAYS THAT MAY BE BID, AND THE CORRESPONDING I/D AMOUNTS ARE AS SHOWN IN THE **A+B CONTRACT TABLE**.

**DEFINITIONS.** THE FOLLOWING TERMS ARE DEFINED:

**MINIMUM DAYS:** THIS IS THE MINIMUM NUMBER OF CALENDAR DAYS THAT THE BIDDER MAY BID FOR THE SUBJECT PROJECT.

**MAXIMUM DAYS:** THIS IS THE MAXIMUM NUMBER OF CALENDAR DAYS THAT THE BIDDER MAY BID FOR THE SUBJECT PROJECT.

**UNRESTRICTED TRAFFIC:** THE AFFECTED LANES ARE OPEN TO UNRESTRICTED TRAFFIC FLOW WITH THE SPECIFIED STRIPING AND SAFETY FEATURES IN PLACE.

**SUBSTANTIAL COMPLETION:** THE PROJECT IS IN ITS FINAL CONFIGURATION IN ACCORDANCE WITH THE PLANS AND OPEN TO UNRESTRICTED TRAFFIC.

**CONSIDERATION OF PROPOSALS.** WHEN A+B BIDDING IS SPECIFIED, AFTER PROPOSALS ARE OPENED AND READ, THE DEPARTMENT WILL COMPARE THE PROPOSALS BASED ON THE ADJUSTED BID, WHICH IS DETERMINED AS FOLLOWS:

ADJUSTED BID =  $A + [B \times (I/D)]$  WHERE:  
**A** = SUM OF THE ESTIMATED UNIT QUANTITIES MULTIPLIED BY THE RESPECTIVE UNIT PRICES BID;  
**B** = NUMBER OF CALENDAR DAYS BID TO COMPLETE THE PROJECT (I/D) = THE LISTED I/D VALUE FOR THE PROJECT

BIDS THAT INCLUDE LESS THAN THE MINIMUM NUMBER OF DAYS, OR MORE THAN THE MAXIMUM NUMBER OF DAYS WILL BE CONSIDERED NON-RESPONSIVE. BIDS THAT INCLUDE PARTIAL DAYS WILL HAVE THE "NUMBER OF CALENDAR DAYS BID" ROUNDED UP TO THE NEXT WHOLE DAY FOR AWARD DETERMINATION.

THE DEPARTMENT WILL ONLY USE ADJUSTED BIDS TO COMPARE PROPOSALS AND TO DETERMINE THE LOW BIDDER.

THE DEPARTMENT WILL MAKE PAYMENT FOR WORK PERFORMED ACCORDING TO THE PAY PROVISIONS OF THE SPECIFIED ITEMS OF WORK. THE DEPARTMENT WILL MAKE PAYMENT FOR INCENTIVES AND DISINCENTIVES AS SPECIFIED IN THE **A+B CONTRACT TABLE**.

IN C&MS 624, MOBILIZATION, SUBSECTION 624.04, BASIS OF PAYMENT, THE TOTAL ORIGINAL CONTRACT AMOUNT WILL BE ONLY THE TOTAL OF THE A PART. THE SUBCONTRACTING LIMITATION WILL BE BASED ON THE TOTAL OF PART A. ANY OTHER REFERENCE IN THE PLANS AND SPECIFICATIONS TO THE TOTAL CONTRACT AMOUNT WILL BE CONSIDERED THE TOTAL OF ONLY PART A AND WILL NOT INCLUDE THE SUM OF THE B PARTS.

**INCENTIVE/DISINCENTIVE FOR EARLY COMPLETION.** IT IS IN THE PUBLIC'S INTEREST THAT THE PROJECT BE SUBSTANTIALLY COMPLETED AT THE EARLIEST POSSIBLE DATE. THE CONTRACT PROVIDES AN INCENTIVE/DISINCENTIVE TO ENCOURAGE THE EARLY COMPLETION OF THE PROJECT DESCRIBED IN THE **A+B CONTRACT TABLE**.

THE BEGINNING DATE FOR CHARGING CALENDAR DAYS TO A PROJECT WILL BE THE DAY WHEN TRAFFIC ON THE PROJECT IS IMPACTED BY THE CONSTRUCTION, UNLESS THE BEGINNING DATE IS OTHERWISE STATED IN THE PLAN NOTES OR SPECIFICATIONS. CALENDAR DAYS WILL CONTINUE TO BE CHARGED UNTIL THE SEGMENT IS DETERMINED TO BE SUBSTANTIALLY COMPLETE.

FOR THE PROJECT THAT IS SUBSTANTIALLY COMPLETED IN FEWER DAYS THAN BID BY THE CONTRACTOR, THE CONTRACTOR WILL EARN AN INCENTIVE. THE DEPARTMENT WILL CALCULATE THIS INCENTIVE PAYMENT BY MULTIPLYING THE LISTED I/D VALUE BY THE DIFFERENCE IN THE NUMBER OF DAYS USED BY THE CONTRACTOR TO SUBSTANTIALLY COMPLETE THE PROJECT AND THE NUMBER OF DAYS BID FOR THE PROJECT.

CORRESPONDINGLY, FOR THE PROJECT THAT IS NOT SUBSTANTIALLY COMPLETED WITHIN THE DAYS BID BY THE CONTRACTOR, THE DEPARTMENT WILL CHARGE THE CONTRACTOR A DISINCENTIVE. THE DEPARTMENT WILL CALCULATE THIS DISINCENTIVE BY MULTIPLYING THE LISTED I/D VALUE FOR THE PROJECT BY THE DIFFERENCE IN THE NUMBER OF DAYS USED BY THE CONTRACTOR TO SUBSTANTIALLY COMPLETE THE PROJECT AND THE NUMBER OF DAYS BID FOR THE PROJECT.

THE DEPARTMENT WILL PAY INCENTIVES OR DEDUCT DISINCENTIVES, AS APPROPRIATE, IN THE PROGRESS PAYMENT AFTER THE PROJECT IS SUBSTANTIALLY COMPLETE.

TOTAL INCENTIVES PAID WILL NOT EXCEED FIVE PERCENT OF THE AMOUNT OF THE TOTAL CONTRACT UNLESS THE DIRECTOR OR HIS DESIGNEE DETERMINES THAT THE WORK IS SO CRITICAL THAT A HIGHER PERCENTAGE IS WARRANTED. THERE IS NO LIMIT ON THE AMOUNT OF DISINCENTIVES DEDUCTED.

IF THE CONTRACTOR FAILS TO COMPLETE THE PROJECT BY FINAL PROJECT COMPLETION, LIQUIDATED DAMAGES WILL BE ASSESSED IN ACCORDANCE WITH SECTION 108.07 OF THE C&MS. HOWEVER, IF A DISINCENTIVE PERIOD EXTENDS BEYOND FINAL PROJECT COMPLETION, THE CONTRACTOR WILL BE ASSESSED EITHER THE DISINCENTIVE AMOUNT OR THE LIQUIDATED DAMAGES SPECIFIED IN SECTION 108.07, WHICHEVER IS GREATER, BUT SHALL NOT BE ASSESSED THE SUM OF BOTH.

IN THE EVENT THE CONTRACTOR IMPEDES THE FLOW OF UNRESTRICTED TRAFFIC SUBSEQUENT TO THE SUBSTANTIAL COMPLETION OF ANY CONTRACT SEGMENT, THE CONTRACTOR SHALL BE ASSESSED THE DAILY DISINCENTIVE AMOUNT OF ANY CONTRACT SEGMENT FOR EACH DAY TRAFFIC IS RESTRICTED.

CM&S 108.06 C SHALL BE MODIFIED TO THE FOLLOWING AND SHALL BE APPLICABLE ONLY TO THE CRITICAL WORK (AS DEFINED IN THE A+B BIDDING CONTRACT TABLE):

**108.06 C EXTENSION TO THE COMPLETION DATE FOR WEATHER OR SEASONAL CONDITIONS.** A WEATHER DAY FOR CRITICAL WORK IS DEFINED AS A WORKDAY THAT WEATHER REDUCED PRODUCTION BY MORE THAN 50 PERCENT ON ITEMS OF WORK ON THE CRITICAL PATH. SUBMIT A REQUEST FOR AN EXTENSION OF TIME FOR A LOST DAY DUE TO WEATHER WITHIN 2 DAYS OF OCCURRENCE. THE ENGINEER WILL EXTEND THE CALENDAR DAYS TO COMPLETE BY 1 CALENDAR DAY FOR EACH LOST DAY CAUSED DUE TO WEATHER.

THE ENGINEER WILL NOT CONSIDER WEEKENDS AND HOLIDAYS AS LOST WORKDAYS UNLESS THE CONTRACTOR NORMALLY WORKS THOSE DAYS OR UNLESS THE ENGINEER DIRECTS THE CONTRACTOR TO WORK THOSE DAYS.

THE CONTRACTOR WILL BID THE NUMBER OF CALENDAR DAYS TO COMPLETE THE CRITICAL WORK AS LISTED IN THE PROPOSAL.

A+B BIDDING CONTRACT TABLE				
DESCRIPTION OF CRITICAL WORK	MINIMUM DAYS	MAXIMUM DAYS	I/D \$ PER DAY	MAXIMUM INCENTIVE
COMPLETE CLOSURE OF MONROE ST./ALEXIS ROAD BETWEEN STATIONS 176+00 ± TO STATION 191+00 ±, ALONG WITH PART WIDTH CLOSURE OF MONROE ST./ALEXIS ROAD FROM START OF THE PROJECT TO STATION 176+00 AND FROM STATION 191+00 TO END OF THE PROJECT (PART 1). CRITICAL WORK INCLUDES RECONSTRUCTION OF THE LUC-51-1285 BRIDGE OVER US 23, ALL PAVEMENT WORK UP THROUGH INTERMEDIATE COURSE OF ASPHALT, ALL SAFETY ITEMS INCLUDING, BUT NOT LIMITED TO, GUARDRAIL, BARRIER, TRAFFIC CONTROL SIGNS, TRAFFIC SIGNALS, PAVEMENT MARKINGS, AND VANDAL PROTECTION FENCE.	90	150	\$10,000	\$200,000
PART TWO OF THIS PROJECT (RESURFACING OF MONROE ST.) SHALL BE INCLUDED IN THIS A+B TIMEFRAME UP THROUGH INTERMEDIATE COURSE OF ASPHALT.				
THE COMPLETE CLOSURE OF MONROE ST./ALEXIS RD. SHALL BEGIN NO SOONER THAN 2/1/26 AND SHALL BE OPENED TO ALL PROPOSED LANES OF TRAFFIC BY 8/15/2026.				

WORK ON MONROE ST. AND/OR ALEXIS RD. SHALL BE COMPLETED WITH OVERNIGHT LANE CLOSURES BETWEEN 8:00 PM AND 6:00 AM, FROM START OF THE PROJECT UNTIL THE COMPLETE MONROE ST. CLOSURE SPECIFIED IN THE A+B TABLE ABOVE.

ANY REMAINING WORK THAT IS NOT PART OF THE A+B TABLE ABOVE AND REQUIRING LANE CLOSURES/RESTRICTIONS SHALL BE COMPLETED BETWEEN THE HOURS 8:00 PM AND 6:00 AM.

RAMPS TO AND FROM US-23 TO MONROE ST./ALEXIS RD. SHALL REMAIN OPEN UNLESS CLOSURES ARE OTHERWISE PERMITTED IN THESE PLANS.

UNSUITABLE SOILS AT LOCATIONS OF PAVEMENT FOR MAINTAINING TRAFFIC

AT LOCATIONS DETERMINED BY THE ENGINEER, THE CONTRACTOR SHALL UNDERCUT THE EXISTING SOIL, PERFORM CHEMICAL STABILIZATION OR REPLACE WITH GRANULAR MATERIAL AND PLACE SUITABLE THICKNESS OF AGGREGATE BASE AS DETERMINED BY THE ENGINEER PRIOR TO THE PLACEMENT OF PAVEMENT FOR MAINTAINING TRAFFIC.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

ITEM 204 - GRANULAR MATERIAL, TYPE B	411 CY
ITEM 204 - EXCAVATION OF SUBGRADE	411 CY
ITEM 204 - GEOTEXTILE FABRIC	827 SY
ITEM 206 - CEMENT STABILIZED SUBGRADE, 12 INCHES DEEP	827 SY

SHEET	REF. NO.	LOCATION	STATION		SIDE	PARTICIPATION	614	614	614	614	614	614	614	614	614	614	614	614	614	615	622	622													
			INCREASED BARRIER DELINEATION	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS (UNIDIRECTIONAL)			BARRIER REFLECTOR, TYPE I	WORK ZONE RAISED PAVEMENT MARKER	OBJECT MARKER, ONE WAY	WORK ZONE LANE LINE, CLASS I	WORK ZONE CENTER LINE, CLASS I	WORK ZONE EDGE LINE, CLASS I	WORK ZONE CHANNELIZING LINE, CLASS I	WORK ZONE DOTTED LINE, CLASS I	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I	WORK ZONE STOP LINE, CLASS I	WORK ZONE CROSSWALK LINE, CLASS I	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, (YELLOW)	WORK ZONE ARROW, CLASS I	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	PORTABLE BARRIER, UNANCHORED	DUAL PORTABLE BARRIER TRANSITION/TERMINATION	FT	EACH	EACH	EACH	EACH	MI	MI	MI	FT	FT	FT	FT	FT
PHASE 2																																			
55	WEW-7	RAMP C-D	11+25	15+50	RT.	01/NHS/21																													
55	WEW-8	RAMP C-D	12+21	15+50	RT.	01/NHS/21																													
55	TP-7	RAMP C-D	11+21	12+26	RT.	01/NHS/21																279													
57	WCH-14	R/W US-23	937+16	945+50	LT.	01/NHS/21																													
57	WCH-15	R/W US-24	940+16	945+50	LT.	01/NHS/21																													
57	WEY-9	R/W US-25	940+16	945+50	LT.	01/NHS/21																													
57	PB-10	R/W US-23	945+06	945+50	LT.	01/NHS/21																44													
57	WEY-10	R/W US-23	944+87	945+50	LT.	01/NHS/21																													
57	WEW-9	R/W US-23	944+12	945+50	LT.	01/NHS/21																													
57	WEW-10	R/W US-23	944+87	945+50	LT.	01/NHS/21																													
57	WL-1A	R/W US-23	935+50	937+16	LT.	01/NHS/21																													
58	WEY-10	RAMP D	15+50	26+38	LT.	01/NHS/21																													
58	WEW-10	RAMP D	15+50	26+38	RT.	01/NHS/21																													
58	WIA-9	RAMP D	16+77		LT.	01/NHS/21																													
58	PB-12	RAMP D	15+50	16+77	LT.	01/NHS/21	130															130													
58	WEW-13	RAMP D	15+50	15+77	RT.	01/NHS/21																													
58	WIA-10	RAMP C	17+48		LT.	01/NHS/21																													
58	TP-3	RAMP C	15+96	17+85	RT.	01/NHS/21																													
58	WEY-11	RAMP C	15+50	17+73	RT.	01/NHS/21																													
58	WEW-12	RAMP C	15+50	17+85	RT.	01/NHS/21																													
58	WEW-9	R/W US-23	945+50	947+31	LT.	01/NHS/21																													
58	PB-10	R/W US-23	945+50	952+38		01/NHS/21	140															688													
58	TP-2	R/W US-23	945+50	947+32	LT.	01/NHS/21																													
58	WIA-8	R/W US-23	952+38		LT.	01/NHS/21																													
58	PB-11	RAMP C	15+50	17+48	RT.	01/NHS/21																198													
56	WL-1A	R/W US-23	920+05	935+50	LT.	01/NHS/21																													
PHASE 3																																			
59	WCH-16	SR-51	160+59	162+34	RT.	02/S>2/04																													
59	WA-2	SR-51	160+86		RT.	02/S>2/04																2													
59	WA-3	SR-51	161+52		RT.	02/S>2/04																2													
59	WCH-17	SR-51	161+53	162+34	RT.	02/S>2/04																													
59	WCH-18	SR-51	161+68	162+34	RT.	02/S>2/04																													
59	WA-4	SR-51	162+18		RT.	02/S>2/04																2													
59	WDL-3	SR-51	162+34	162+95	RT.	02/S>2/04																													
59	WDL-4	SR-51	162+61	163+35	LT./RT.	02/S>2/04																													
59	WA-5	HARROUN RD.	47+38		RT.	02/S>2/04																2													
59	WA-6	HARROUN RD.	46+71		RT.	02/S>2/04																2													
59	WA-7	HARROUN RD.	46+00		RT.	02/S>2/04																2													
59	WEW-14	HARRIUN RD./SR-51	47+40	166+50	LT./RT.	02/S>2/04																													
59	WCL-1	SR-51	163+80	164+33	LT.	02/S>2/04																													
<b>TOTALS THIS SHEET CARRIED TO SHEET 46</b>																																			
							270	3	53	71	18	0.32	0.00	0.83	1368	0	0	0	0	0	0	0	0												
							0	0	0	14	0	0.00	0.01	0.07	322	166	0	0	0	0	0	12	0												



MAINTENANCE OF TRAFFIC SUBSUMMARY

DESIGN AGENCY  
**ARCADIS**  
 1111 SUPERBAVENS SUITE 1000  
 GLENVIEW, IL 60048  
 (630) 784-6777  
 www.arcadis.com

DESIGNER  
**EJT**

REVIEWER  
**TJR** 09/13/24

PROJECT ID  
**105889**

SHEET TOTAL  
 39 | 607

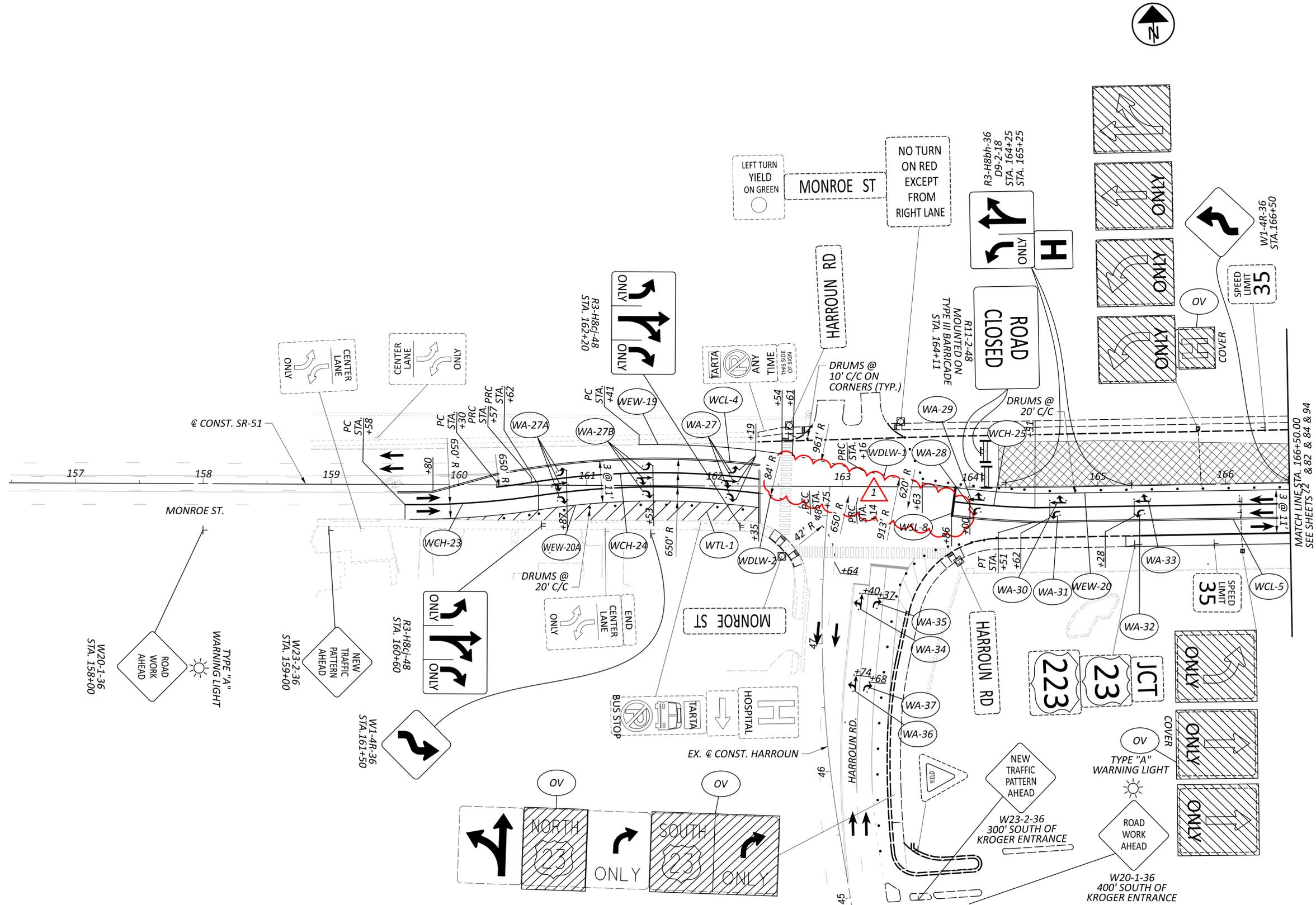
SHEET	REF. NO.	LOCATION	STATION		SIDE	PARTICIPATION	614	614	614	614	614	614	614	614	614	614	614	614	614	615	622	622																				
			INCREASED BARRIER DELINEATION	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS (UNIDIRECTIONAL)			BARRIER REFLECTOR, TYPE I	WORK ZONE RAISED PAVEMENT MARKER	OBJECT MARKER, ONE WAY	WORK ZONE LANE LINE, CLASS I	WORK ZONE CENTER LINE, CLASS I	WORK ZONE EDGE LINE, CLASS I	WORK ZONE CHANNELIZING LINE, CLASS I	WORK ZONE DOTTED LINE, CLASS I	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I	WORK ZONE STOP LINE, CLASS I	WORK ZONE CROSSWALK LINE, CLASS I	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, (YELLOW)	WORK ZONE ARROW, CLASS I	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	PORTABLE BARRIER, UNANCHORED	DUAL PORTABLE BARRIER TRANSITION/TERMINATION	FT	EACH	EACH	EACH	EACH	MI	MI	MI	FT	FT	FT	FT	FT	FT	EACH	SY	FT	EACH		
			FROM	TO																																						
<b>PHASE 3</b>																																										
62	WA-22	SR-51	194+26		LT.	01/NHS/21																																				
62	WSL-7	TEMP NB RAMPS	801+18		LT.	01/NHS/21																																				
62	WA-23	TEMP NB RAMPS	801+28		LT.	01/NHS/21																																				
62	WA-24	TEMP NB RAMPS	801+95		LT.	01/NHS/21																																				
64	WEW-17	SR-184	37+40	42+35	LT./RT.	01/NHS/21																																				
64	WCL-3	SR-184	37+62	39+92	LT.	02/S>2/04																																				
64	WEY-14	SR-184	39+92	42+35	LT.	02/S>2/04																																				
64	WEY-15	SR-184	39+92	45+67	LT./RT.	02/S>2/04																																				
64	WDL-5	SR-184	42+97	45+67	LT.	02/S>2/04																																				
68	WEW-15	RAMP D	15+50	16+89	LT.	01/NHS/21																																				
68	WEY-12	RAMP D	15+50	16+89	LT.	01/NHS/21																																				
68	PB-12	RAMP D	15+50	16+89	LT.	01/NHS/21																																				
68	WEW-16	RAMP C	15+50	16+60	RT.	01/NHS/21																																				
68	WEY-13	RAMP C	15+50	16+60	RT.	01/NHS/21																																				
69	PB-14	RAW US-23	963+50	971+18	RT.	01/NHS/21																																				
<b>PHASE 3A</b>																																										
70	WEW-18	SR-51/RAMP C-D	170+00	14+12	LT./RT.	02/S>2/04																																				
70	WEY-36	SR-51/RAMP C-D	17+50	12+90	LT./RT.	01/NHS/21																																				
70	WDL-5	RAMP C-D	12+90	14+12	LT./RT.	01/NHS/21																																				
70	WA-25	SR-51	174+75		LT./RT.	02/S>2/04																																				
70	WA-26	SR-51	175+41		LT./RT.	02/S>2/04																																				
70	WEY-35	SR-51	170+00	174+15	RT.	02/S>2/04																																				
70	WTLY-1	SR-51	173+20	175+57	LT.	02/S>2/04																																				
70	WCL-3A	SR-51	173+20	175+57	LT.	02/S>2/04																																				
<b>PHASE 4</b>																																										
71	WCH-23	SR-51	159+58	162+35	RT.	02/S>2/04																																				
71	WEW-20A	SR-51	159+58	162+35	RT.	02/S>2/04																																				
71	WTL-1	SR-51	159+58	162+35	RT.	02/S>2/04																																				
71	WCH-24	SR-51	160+30	162+35	RT.	02/S>2/04																																				
71	WA-27A	SR-51	160+87		LT./RT.	02/S>2/04																																				
71	WA-27B	SR-51	161+53		LT./RT.	02/S>2/04																																				
71	WCL-4	SR-51	159+80	162+54	LT.	02/S>2/04																																				
71	WEW-19	SR-51	161+41	162+54	LT.	02/S>2/04																																				
71	WA-27	SR-51	162+19		RT.	02/S>2/04																																				
71	WEW-20	SR-51	163+63	166+50	LT./RT.	02/S>2/04																																				
71	WSL-8	SR-51	163+86		RT.	02/S>2/04																																				
71	WCL-5	SR-51	163+86	166+50	RT.	02/S>2/04																																				
71	WA-28	SR-51	164+00		RT.	02/S>2/04																																				
71	WA-29	SR-51	164+00		RT.	02/S>2/04																																				
71	WA-30	SR-51	164+62		RT.	02/S>2/04																																				
71	WA-31	SR-51	164+62		RT.	02/S>2/04																																				
<b>TOTALS THIS SHEET CARRIED TO SHEET 46</b>						01/NHS/21	0	0	84	16	23	0.00	0.00	0.30	0	122	1	0	24	0	0	6	0	957	0	0																
						02/S>2/04	0	0	0	38	0	0.00	0.19	0.49	482	270	295	22	0	270	17	0	0	0																		

MAINTENANCE OF TRAFFIC SUBSUMMARY

DESIGN AGENCY	
<b>ARCADIS</b>	1111 SUPERIOR AVENUE SUITE 1300 CLERHAMPTON NJ 07004 TEL: (201) 781-6177 www.arcadis.com
DESIGNER	
EJT	
REVIEWER	
TJR 09/13/24	
PROJECT ID	
105889	
SHEET	TOTAL
41	607



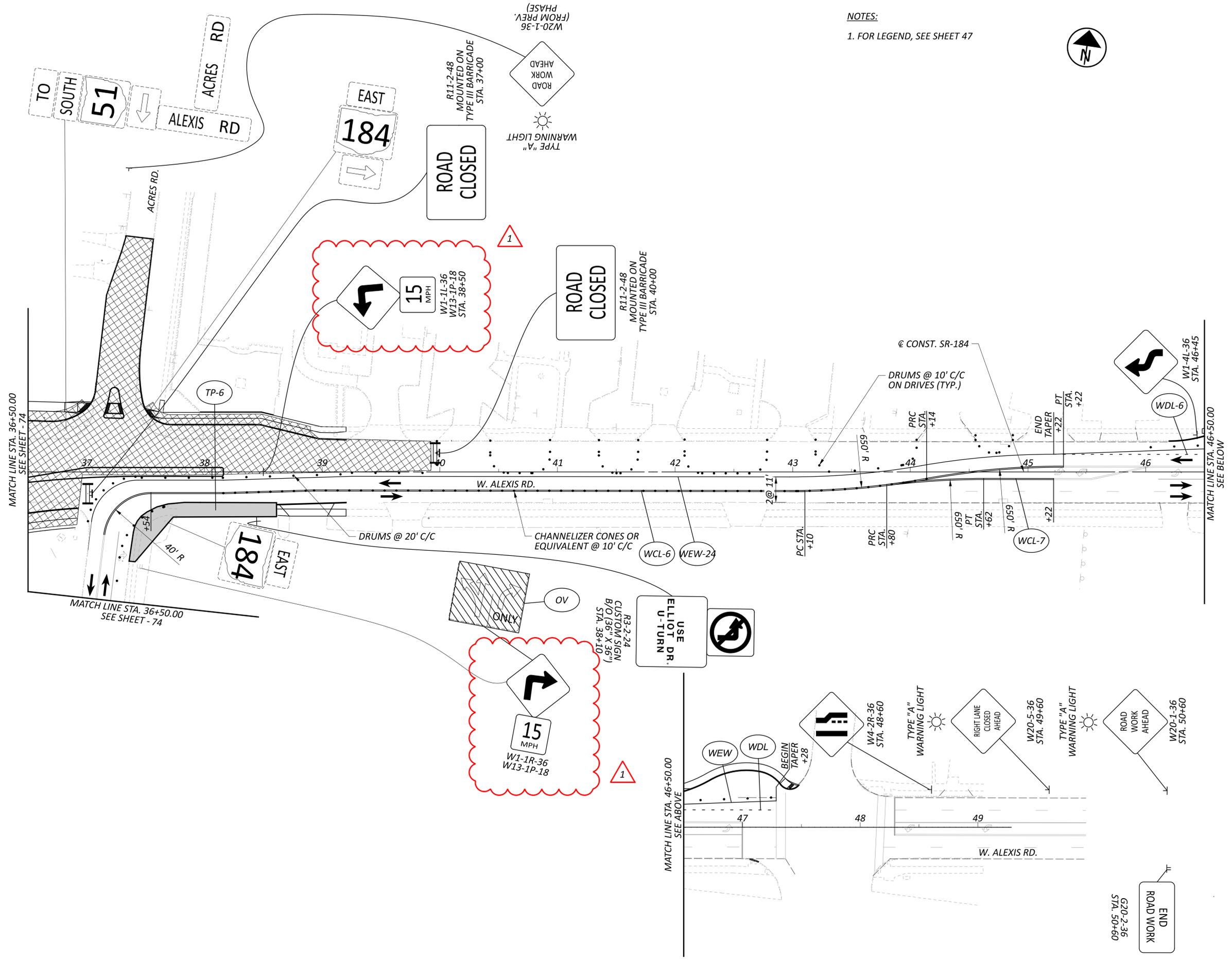
NOTES:  
1. FOR LEGEND, SEE SHEET 47



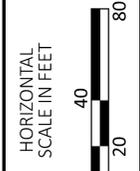
MAINTENANCE OF TRAFFIC PLAN - PHASE 4  
BEGIN PROJECT TO STA. 166+50.00



DESIGN AGENCY	
1111 SUPERIOR AVENUE SUITE 1300 CLEVELAND OH 44114 (216) 781-6777 www.arcadis.com	
DESIGNER	EJT
REVIEWER	TJR
PROJECT ID	105889
SHEET	TOTAL
71	607



NOTES:  
1. FOR LEGEND, SEE SHEET 47



MAINTENANCE OF TRAFFIC PLAN - PHASE 4  
STA. 36+50.00 TO END PROJECT

DESIGN AGENCY	
 1111 SUPERIOR AVENUE SUITE 1300 CLERHAMPTON NJ 07014 TEL: (201) 781-6777 www.arcadis.com	
DESIGNER	
EJT	
REVIEWER	
TJR 09/13/24	
PROJECT ID	
105889	
SHEET	TOTAL
76	607

SHEET NUM.										PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
17	18	121	122	127	128	139	415	26		Office Calc	01/NHS/21	02/S>2/04						
LS											LS	LS	201	11001	LS		ROADWAY CLEARING AND GRUBBING, AS PER PLAN	17
		2									2		202	20010	2	EACH	HEADWALL REMOVED	
		21,917					861			52,338	40,346	12,853	202	23000	53,199	SY	PAVEMENT REMOVED	
		11									11,740	10,177	202	30000	21,917	SF	WALK REMOVED	
		278									6	5	202	30200	11	FT	STEPS REMOVED	
											246	32	202	30600	278	SY	CONCRETE MEDIAN REMOVED	
		490									490		202	30700	490	FT	CONCRETE BARRIER REMOVED	
		7,071					125				4,082	3,114	202	32000	7,196	FT	CURB REMOVED	
		112									112		202	32800	112	SY	CONCRETE SLOPE PROTECTION REMOVED	
		2,379									1,345	1,034	202	35100	2,379	FT	PIPE REMOVED, 24" AND UNDER	
		630									160	470	202	35200	630	FT	PIPE REMOVED, OVER 24"	
		4,346									4,346		202	38000	4,346	FT	GUARDRAIL REMOVED	
		11									11		202	42206	11	EACH	ANCHOR ASSEMBLY REMOVED	
		2									2		202	42210	2	EACH	ANCHOR ASSEMBLY REMOVED, BARRIER DESIGN	
		6									6		202	47000	6	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
		1									1		202	47800	1	EACH	IMPACT ATTENUATOR REMOVED	
		12									4	8	202	58000	12	EACH	MANHOLE REMOVED	
		29									15	14	202	58100	29	EACH	CATCH BASIN REMOVED	
		22										22	SPECIAL	20270000	22	FT	FILL AND PLUG EXISTING CONDUIT, 10"	18
		124										124	SPECIAL	20270000	124	FT	FILL AND PLUG EXISTING CONDUIT, 12"	18
			1,367								1,367		202	75000	1,367	FT	FENCE REMOVED	
		2										2	202	98100	2	EACH	REMOVAL MISC.: BOLLARD	
		22									14	8	202	98100	22	EACH	REMOVAL MISC.: SPRINKLER HEAD	18
		191									145	46	202	98200	191	FT	REMOVAL MISC.: DECORATIVE WALL	18
			73,650								69,681	3,969	203	10000	73,650	CY	EXCAVATION	
			92,033								91,077	956	203	20000	92,033	CY	EMBANKMENT	
											137		203	98000	137	CY	ROADWAY, MISC.:SOIL MIX A	19
											33		203	98000	33	CY	ROADWAY, MISC.:SOIL MIX B	19
							451				27,435	13,221	204	10000	27,886	SY	SUBGRADE COMPACTION	
			4,388					411			1,880	4,799	204	13000	6,679	CY	EXCAVATION OF SUBGRADE	
			1,464					411				1,875	204	30010	1,875	CY	GRANULAR MATERIAL, TYPE B	
												2,926	204	30030	2,926	CY	GRANULAR MATERIAL, TYPE D	
			2,926								1,880	1,880	204	30020	1,880	CY	GRANULAR MATERIAL, TYPE C	
		20									10	28	204	45000	30	HOUR	PROOF ROLLING	
								827			2,819	827	204	50000	3,646	SY	GEOTEXTILE FABRIC	
											2,819	2,819	204	51000	2,819	SY	GEOGRID	
											789	789	206	10500	789	TON	CEMENT	
											30,490	30,490	206	11000	30,490	SY	CURING COAT	
								827			30,490	31,317	206	15010	31,317	SY	CEMENT STABILIZED SUBGRADE, 12 INCHES DEEP	
											LS	LS	206	30000	LS		MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	
											3,434	3,434	606	15050	3,434	FT	GUARDRAIL, TYPE MGS	
											1,000		606	15150	1,000	FT	GUARDRAIL, TYPE MGS HALF POST SPACING	
											3		606	26050	3	EACH	ANCHOR ASSEMBLY, MGS TYPE B	17
											8		606	26150	8	EACH	ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016	17
											7		606	26550	7	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
											11		606	35002	11	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
											3		606	35102	3	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
											1		606	60022	1	EACH	IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL) (70 mph) (28" WIDE)	17
											2		606	60040	2	EACH	IMPACT ATTENUATOR, TYPE 3 UNIDIRECTIONAL (70 mph) (90" WIDE)	17
							530				530		607	23000	530	FT	FENCE, TYPE CLT	
							311				311		607	23001	311	FT	FENCE, TYPE CLT, AS PER PLAN	17
							841				841		607	70000	841	FT	FENCELINE SEEDING AND MULCHING	
											40		607	98000	40	FT	FENCE, MISC.:WOOD FENCE, WITH 5' RAILS	18
											4,096	12,113	608	10000	16,209	SF	4" CONCRETE WALK	
											14,013		608	13000	14,013	SF	6" CONCRETE WALK	
											571	1,068	608	52000	1,639	SF	CURB RAMP	
											1,297	173	609	24000	1,470	FT	CURB, TYPE 4-A	

GENERAL SUMMARY

1

DESIGN AGENCY  
**ARCADIS**  
 1975 HUNTINGTON PARK BLVD, STE 100  
 COLUMBIA, MO 65205  
 644 9882100  
 www.arcadis.com

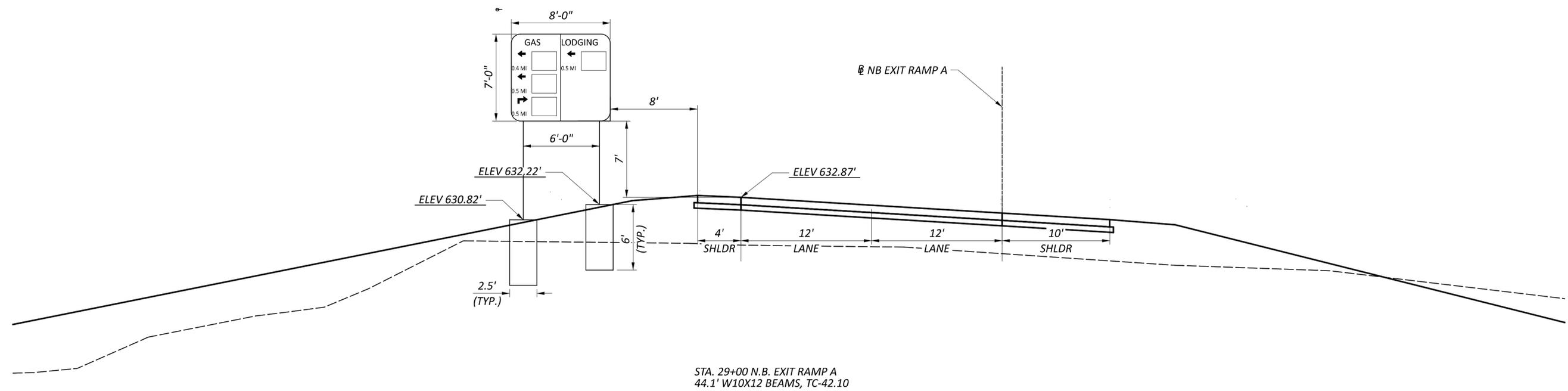
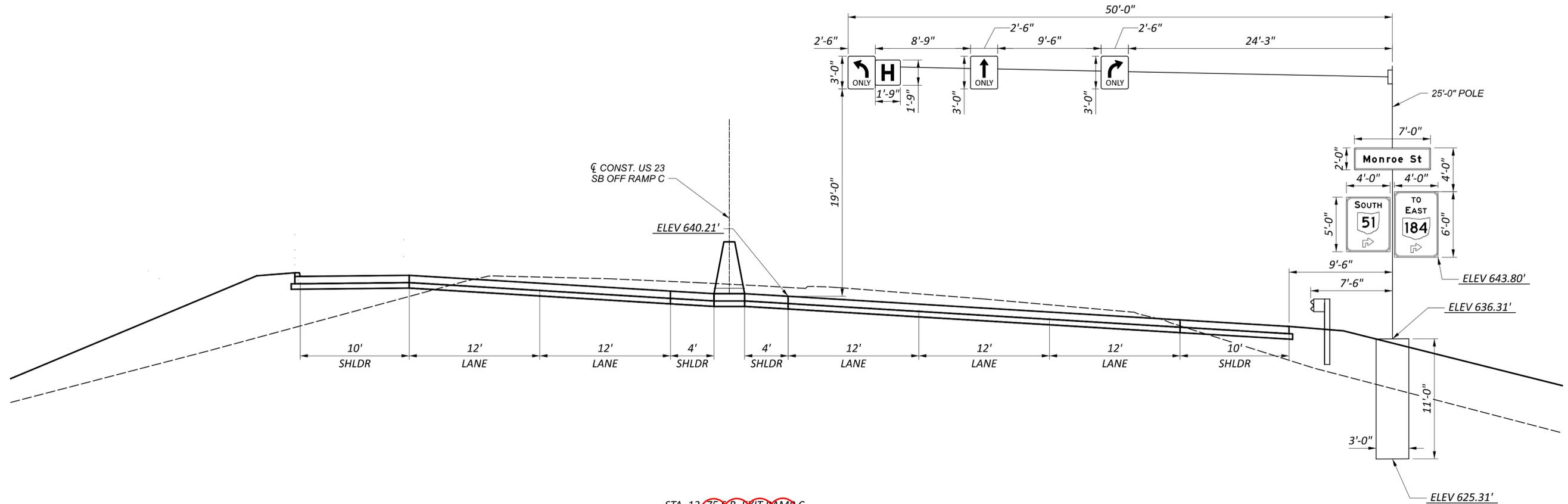
DESIGNER  
 TT

REVIEWER  
 SMG 09/13/24

PROJECT ID  
 105889

SHEET TOTAL  
 108 607





SIGN SUPPORT DETAILS  
 N.B. EXIT RAMP A & S.B. EXIT RAMP C

DESIGN AGENCY	
<b>BERGMANN</b> ARCHITECTS ENGINEERS PLANNERS 340 BRIMFIELD BLVD, STE. C, HAMMILL, OH 43037	
DESIGNER	JTO
REVIEWER	XF 09/13/24
PROJECT ID	105889
SHEET TOTAL	378   607

PARTICIPATION			ESTIMATED QUANTITIES											AS PER PLAN	
06/NHS/13	07/NHS/31	05/NHS/13	ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	SUPER	ABUT'S	PIERS	GENERAL	STR. SHT. NO.			
		1	202	11203	1	LS	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN				1	3			
		300	202	22900	300	SY	APPROACH SLAB REMOVED	300							
		1	503	11100	1	LS	COFFERDAMS AND EXCAVATION BRACING				1				
		494	503	21300	494	CY	UNCLASSIFIED EXCAVATION, AS PER PLAN				494	4			
		1	505	11100	1	LS	PILE DRIVING EQUIPMENT MOBILIZATION				1				
		700	507	00200	700	FT	STEEL PILES HP12X53, FURNISHED		700						
		600	507	00250	600	FT	STEEL PILES HP12X53, DRIVEN		600						
		250067	509	10001	233,061	LB	EPOXY COATED STEEL REINFORCEMENT, AS PER PLAN	194,442	17,666	20,953		4			
		500	509	20001	500	LB	CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN				500	5			
		356	510	10001	356	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN		356			4			
		4	511	33500	4	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE		4						
		123	511	34413	123	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE, AS PER PLAN	123				5			
		735	511	34446	735	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK	735							
		165	511	42012	165	CY	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS			165					
		86	511	43812	86	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING		86						
		73	511	46013	73	CY	CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL NOT INCLUDING FOOTING, AS PER PLAN		73			4, 23			
		3659	511	71200	3,659	SF	CONCRETE, MISC.: MOLDED BRICK SURFACE	3,659				5			
		3659	511	71200	3,659	SF	CONCRETE, MISC.: STAINING CONCRETE SURFACES	3,659				5			
		6	511	81300	6	EACH	CONCRETE, MISC.: MOCKUP, MOLDED BRICK SURFACE	6				5			
		407	512	10051	407	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY), AS PER PLAN	407				5			
		1340	512	10101	1,340	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	1340				5			
		50	512	10601	50	FT	CONCRETE REPAIR BY EPOXY INJECTION, AS PER PLAN				50	3			
		16	512	33000	16	SY	TYPE 2 WATERPROOFING		16						
		230855	513	10260	230,855	LB	STRUCTURAL STEEL MEMBERS, LEVEL 3	230,855							
		14070	513	20000	14,070	EACH	WELDED STUD SHEAR CONNECTORS	14,070							
		31451	514	00050	31,451	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	31,451							
		31451	514	00056	31,451	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	31,451							
		45773	514	00060	45,773	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	45,773							
		45773	514	00067	45,773	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT, AS PER PLAN	45,773				4			
		69	514	00504	69	MNHR	GRINDING FINIS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	69							
		25	514	10000	25	EACH	FINAL INSPECTION REPAIR	25							
		764	514	27700	764	SF	FIELD PAINTING, MISC.: COATING OF BEAM ENDS	764				4			
		182	516	10010	182	FT	ARMORLESS PREFORMED JOINT SEAL	182							
		11	516	13600	11	SF	1" PREFORMED EXPANSION JOINT FILLER	11							
		145	516	13900	145	SF	2" PREFORMED EXPANSION JOINT FILLER		145						
		184	516	14020	184	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL		184						
		42	516	44100	42	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), (13" x 20" x 2.773" BEARING WITH 14" x 21" x 1.5" LOAD PLATE)	42							
		28	516	44101	28	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN, (12" x 15" x 2.773" BEARING WITH 13" x 16" x 1.5" LOAD PLATES AND HP10x42 PEDESTAL)	28				27			
		1	516	47001	1	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	1				3			
996			517	70001	996	FT	RAILING (CONCRETE PARAPET WITH TWIN STEEL TUBE RAILING), AS PER PLAN	996				5			
		200	518	20000	200	SY	PREFABRICATED GEOCOMPOSITE DRAIN		200						
		116	518	21200	116	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC		116						
		440	518	40000	440	FT	6" PERFORATED CORRUGATED PLASTIC PIPE		440						
		55	518	40010	55	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS		55						
		100	519	11101	100	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN				100	3			
		1792	520	10001	1,792	SF	PNEUMATICALLY PLACED CONCRETE SHOTCRETE, AS PER PLAN		1,792			4, 23			
		75	524	94802	75	FT	DRILLED SHAFTS, 42" DIAMETER, ABOVE BEDROCK			75					
		40	524	94804	40	FT	DRILLED SHAFTS, 36" DIAMETER, INTO BEDROCK			40					
		506	526	25010	506	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15")				506				
		182	526	90030	182	FT	TYPE C INSTALLATION				182				
		159	530	00400	159	EACH	SPECIAL - STRUCTURES - RETAINING WALL, SOIL NAIL		159			4			
		13	530	00400	13	EACH	SPECIAL - STRUCTURES - RETAINING WALL, SOIL NAIL VERIFICATION TEST		13			4			
		10	530	00400	10	EACH	SPECIAL - STRUCTURES - RETAINING WALL, SOIL NAIL PROOF TEST		10			4			

ESTIMATED QUANTITIES  
 BRIDGE NO. LUC-51-1285  
 OVER US 23

SFN  
**4805224**

DESIGN AGENCY  
**ARCADIS**  
 222 SOUTH MAIN STREET, SUITE 200  
 ARLINGTON, VA 22201  
 (703) 434-6855  
 www.arcadis.com

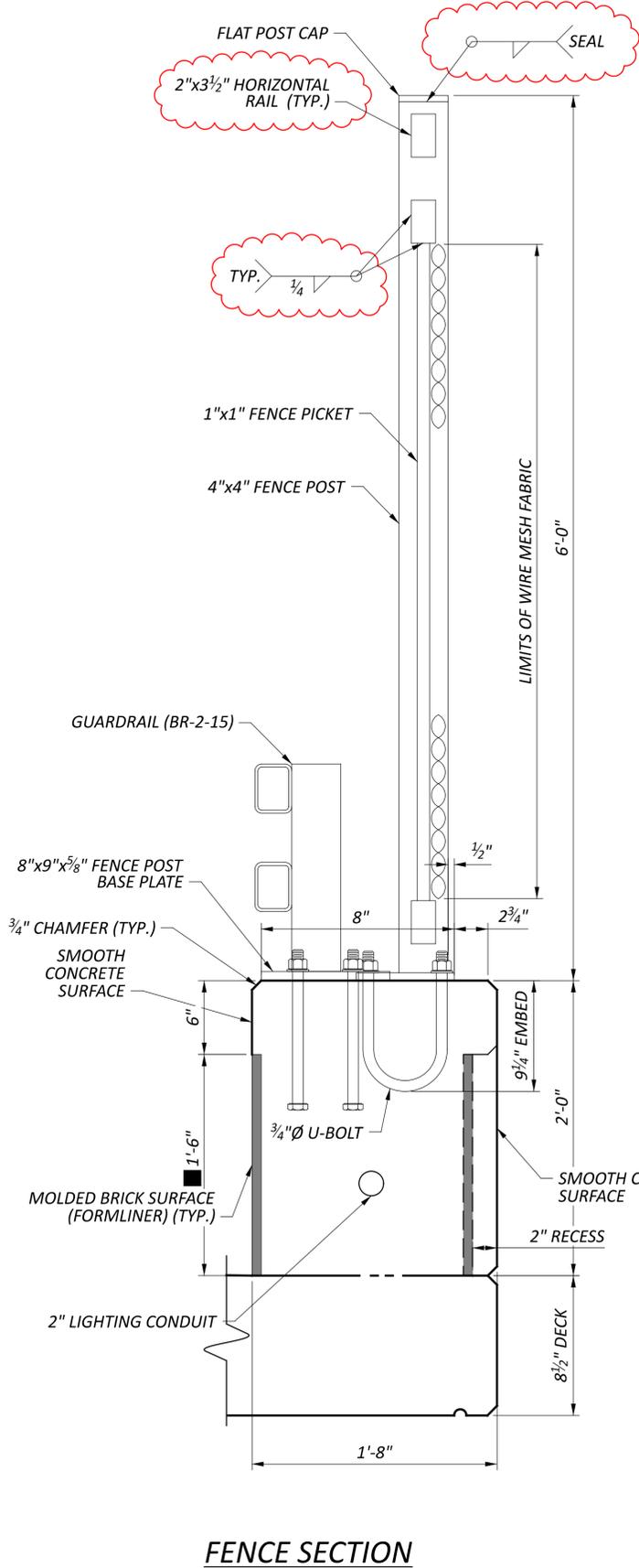
DESIGNER: **NES** CHECKER: **CMD**

REVIEWER  
**FIG 09-13-24**

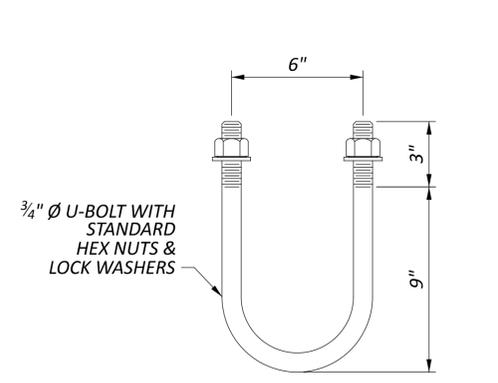
PROJECT ID  
**105889**

SUBSET TOTAL  
**6 66**

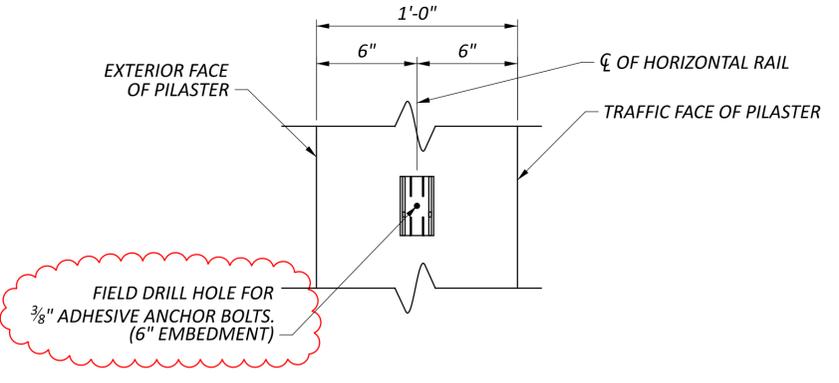
SHEET TOTAL  
**421 607**



**FENCE SECTION**

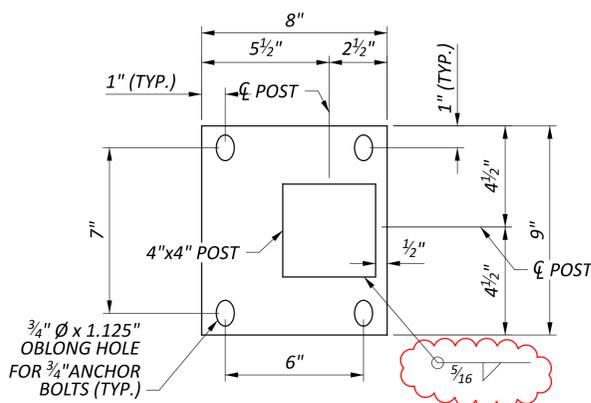


**FENCE POST ANCHOR BOLT**

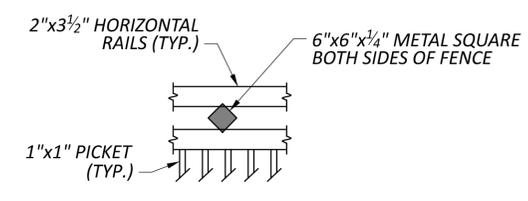


**TYPICAL WALL BRACKET CONNECTION**

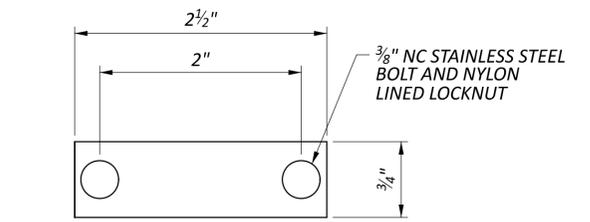
LOOKING AT INSIDE FACE OF PILASTER



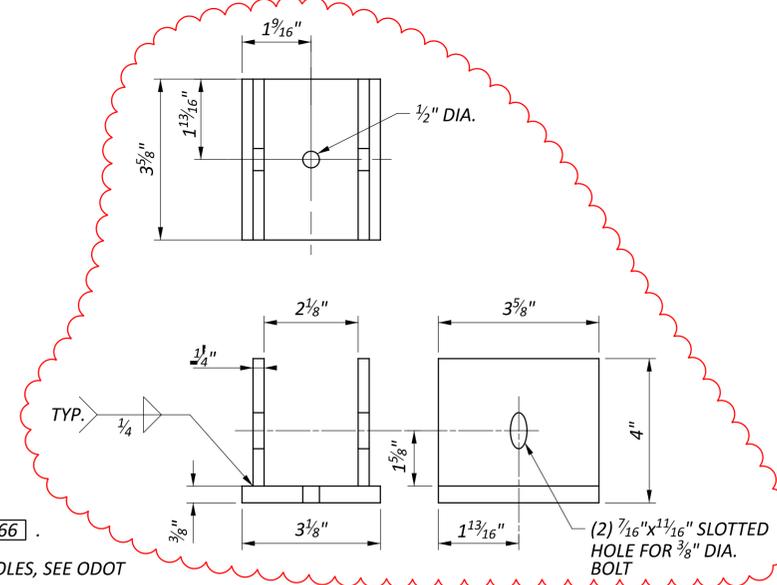
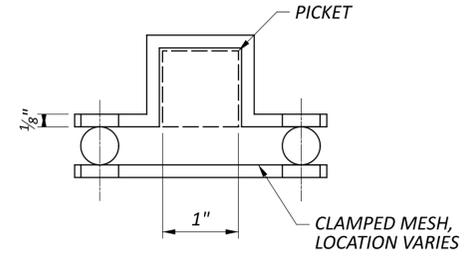
**FENCE POST BASE PLATE**



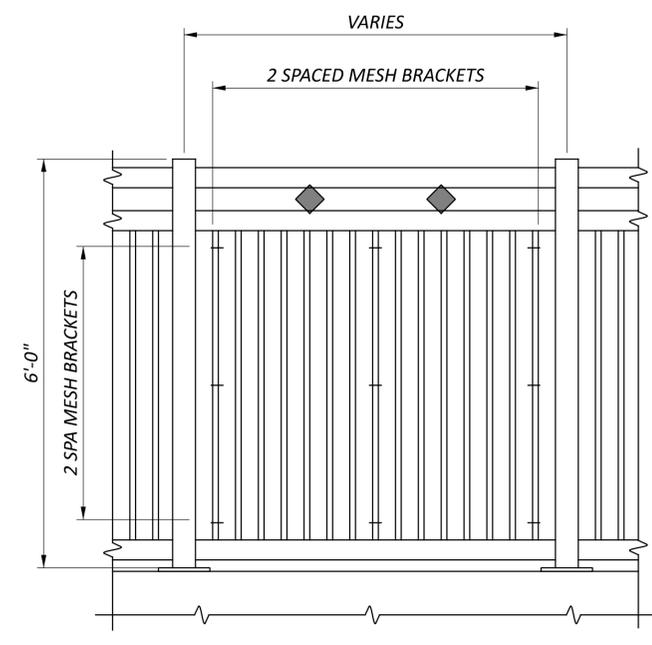
**TYPICAL FENCE ORNAMENT DETAIL**



**MESH BRACKET DETAIL**



**TYPICAL WALL BRACKET/BRIDGE RAIL FLANGE DETAIL**



**MESH BRACKET LAYOUT**

**NOTES**

1. FOR GUARDRAIL POST SPACING, SEE SHEET 44 | 66 .
2. FOR FENCE ACCESS OPENING DETAILS AT LIGHT POLES, SEE ODOT STD. DRAWING VPF-1-24.
3. SIZE/MATERIAL FOR FENCE COMPONENTS ARE AS FOLLOWS:  
 BASE PLATES: 8"x9"x5/8" PL (ASTM 709, GRADE 36 OR 50)  
 POSTS: HSS 4"x4"x3/8" (ASTM A500, GRADE B)  
 HORIZONTAL RAILS: HSS 3 1/2"x2"x1/4" (ASTM A500, GRADE B)  
 PICKETS: 1" SQ. BAR (ASTM 709, GRADE 36 OR 50)  
 POST CAPS: 3/4" PL (ASTM 709, GRADE 36 OR 50)  
 MESH BRACKETS: 3/8" PL OR BAR (ASTM 709, GRADE 36 OR 50)  
 WALL BRACKETS: 3/8" OR 1/4" PL OR BAR (ASTM 709, GRADE 36 OR 50)  
 SQUARE ORNAMENTS: 1/4" PL (ASTM 709, GRADE 36 OR 50)
4. THE LENGTHS OF FABRICATED FENCE SECTIONS SHALL BE DETERMINED BY CONTRACTOR. USE WELDED BUTT SPLICES FOR JOINING ADJACENT FENCE SECTIONS.

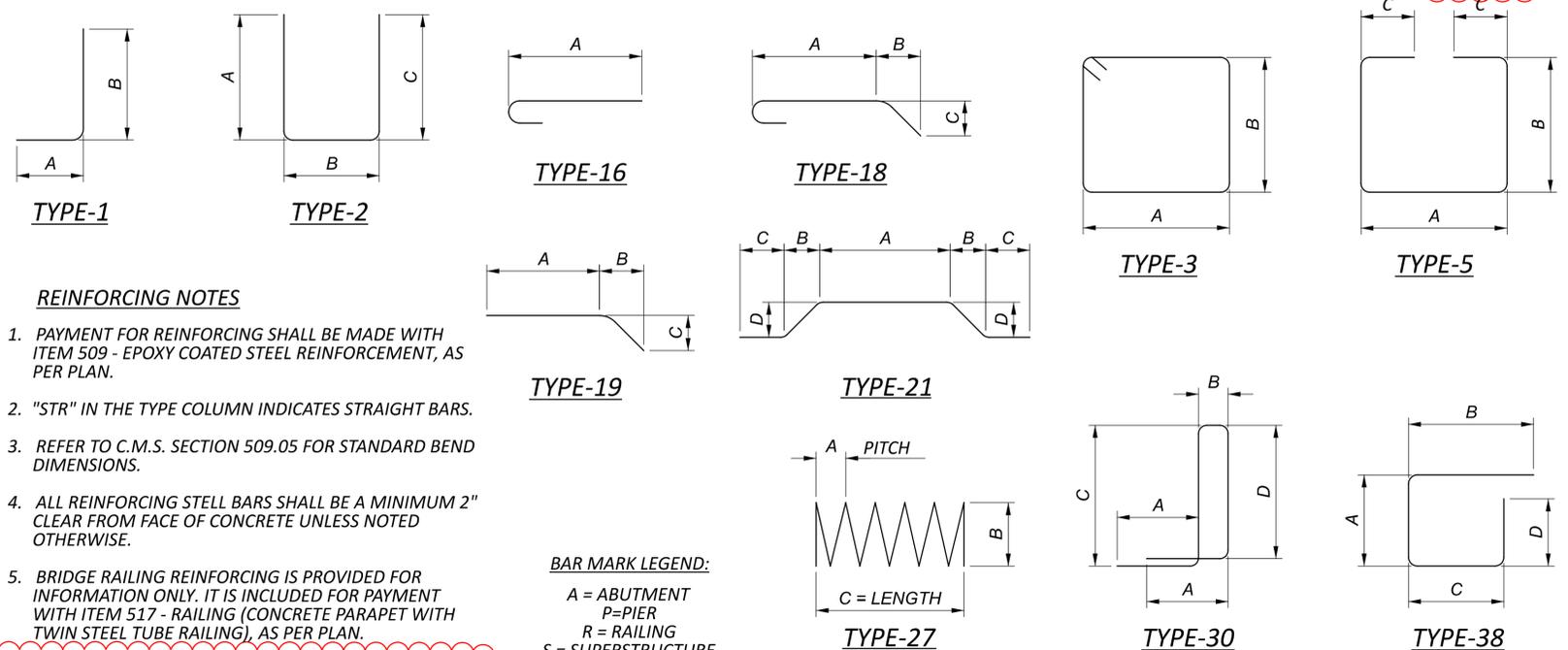
SFN 4805224	
DESIGN AGENCY	
ARCADIS	
222 SOUTH MAIN STREET, SUITE 200 ARLINGTON, VA 22201 (703) 434-6855 www.arcadis.com	
DESIGNER	CHECKER
NES	CMD
REVIEWER	
FIG 09-13-24	
PROJECT ID	
105889	
SUBSET	TOTAL
62	66
SHEET	TOTAL
477	607

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS					
					A	B	C	D	E	R
<b>DECK (EPOXY COATED STEEL REINFORCEMENT - ECSR)</b>										
S401	792	30'-0"	15,872	STR						
S402	88	31'-5"	1,847	STR						
S501	882	30'-0"	27,598	STR						
S502	98	38'-11"	3,978	STR						
S503	2204	30'-0"	68,963	STR						
S504	522	24'-9"	13,475	STR						
S505	551	6'-10"	3,927	16	6'-3"					
S506	551	7'-3"	4,167	16	6'-8"					
S507	1102	36'-10"	42,335	STR						
S508	550	1'-6"	860	STR						
S801	24	30'-0"	1,922	STR						
S802	8	20'-8"	441	STR						
<b>DECK ECSR SUBTOTAL</b>			<b>183,022</b>							
<b>BRIDGE RAILINGS (EPOXY COATED STEEL REINFORCEMENT - ECSR) (SEE NOTE 5)</b>										
R501	10	11'-5"	119	30	1'-6"	1'-4"	3'-11"	3'-9"		
R502	96	13'-0"	1302	2	6'-4"	0'-7"	6'-4"			
R503	38	8'-5"	334	30	1'-6"	1'-4"	2'-5"	2'-3"		
R504	96	6'-4"	634	2	3'-0"	0'-7"	3'-0"			
R505	386	8'-3"	3288	30	1'-6"	1'-1"	2'-5"	2'-3"		
R506	48	6'-11"	346	STR						
R507	24	24'-7"	615	STR						
R508	16	16'-0"	267	STR						
R509	8	9'-2"	76	STR						
R510	16	10'-1"	168	STR						
R511	16	5'-3"	88	STR						
R512	8	5'-6"	46	STR						
R513	64	5'-4"	356	STR						
R514	16	9'-0"	150	STR						
R515	32	11'-0"	367	STR						
R516	16	10'-9"	179	STR						
R517	128	6'-2"	823	STR						
R518	152	5'-8"	898	2	2'-8"	0'-7"	2'-8"			
R519	48	6'-5"	321	2	2'-8"	1'-4"	2'-8"			
R520	56	10'-6"	613	2	5'-1"	0'-7"	5'-1"			
R521	12	11'-3"	141	2	5'-1"	1'-4"	5'-1"			
R522	40	4'-3"	177	STR						
R523	152	5'-9"	912	STR						
R524	8	9'-4"	78	STR						
R525	10	11'-1"	116	30	1'-6"	0'-11"	3'-11"	3'-9"		
R526	48	5'-8"	284	2	2'-6"	0'-11"	2'-6"			
R527	38	8'-1"	320	30	1'-6"	0'-11"	2'-5"	2'-3"		
R528	12	10'-10"	136	2	5'-1"	0'-11"	5'-1"			
R529	766	7'-10"	6258	30	1'-6"	0'-8"	2'-5"	2'-3"		
R530	108	30'-0"	3,379	STR						
R531	8	10'-4"	86	STR						
R532	8	9'-11"	83	STR						
R533	16	5'-2"	86	STR						
R534	8	5'-5"	45	STR						
R535	8	18'-1"	151	STR						
R536	24	10'-5"	261	STR						
R537	40	12'-8"	529	STR						
R538	40	9'-8"	403	3	2'-1"	2'-5"				
R539	40	2'-7"	108	STR						
R540	60	8'-1"	506	21	1'-4"	2'-1"	0'-6"	2'-1"		
R541	8	3'-1"	26	STR						
<b>BRIDGE RAILINGS ECSR SUBTOTAL</b>			<b>25,075</b>							

MARK	NUMBER				LENGTH	WEIGHT	TYPE	DIMENSIONS					
	PIER NO. 1	PIER NO. 2	PIER NO. 3	TOTAL				A	B	C	D	E	INC
<b>PIER (EPOXY COATED STEEL REINFORCEMENT - ECSR)</b>													
P501	2	2	2	6	45'-0"	282	STR						
P502	2	2	2	6	43'-3"	271	STR						
P503	20	0	0	20	15'-6"	323	3	2'-8"	4'-9"				
P504	20	0	0	20	16'-0"	334	3	2'-8"	5'-0"				
P505	20	0	0	20	16'-6"	344	3	2'-8"	5'-3"				
P506	12	0	0	12	16'-10"	211	3	2'-8"	5'-5"				
P507	16	16	16	48	14'-6"	726	3	2'-8"	4'-3"				
P508	20	20	20	60	14'-0"	876	3	2'-8"	4'-0"				
P509	16	16	16	48	12'-10"	642	3	2'-8"	3'-5"				
P510	24	24	24	72	12'-6"	939	3	2'-8"	3'-3"				
P511	10	10	10	30	12'-4"	386	3	2'-8"	3'-2"				
P512	0	20	0	20	15'-8"	327	3	2'-8"	4'-10"				
P513	0	20	0	20	16'-2"	337	3	2'-8"	5'-1"				
P514	0	20	0	20	16'-8"	348	3	2'-8"	5'-4"				
P515	0	12	0	12	17'-0"	213	3	2'-8"	5'-6"				
P516	0	0	20	20	15'-4"	320	3	2'-8"	4'-8"				
P517	0	0	20	20	15'-10"	330	3	2'-8"	4'-11"				
P518	0	0	20	20	16'-2"	337	3	2'-8"	5'-1"				
P519	0	0	12	12	16'-6"	207	3	2'-8"	5'-3"				
P1001	5	5	5	15	45'-11"	2964	1	1'-3"	45'-0"	1'-3"			
P1002	5	5	5	15	44'-2"	2851	1	1'-3"	43'-3"	1'-3"			
P1003	5	5	5	15	45'-0"	2905	STR						
P1004	5	5	5	15	43'-3"	2792	STR						
SP501	2	0	0	2	282'-2"	589	27	0'-5"	2'-9"	12'-7"			
SP502	0	2	2	4	263'-5"	1,099	27	0'-5"	2'-9"	11'-8"			
SP503	2	0	0	2	350'-8"	731	27	0'-4 1/2"	2'-4"	17'-2"			
SP504	0	2	0	2	379'-0"	791	27	0'-4 1/2"	2'-4"	18'-8"			
SP505	0	0	2	2	414'-0"	864	27	0'-4 1/2"	2'-4"	20'-6"			
DS1101	20	0	0	20	16'-0"	1,700	STR						
DS1102	0	20	20	40	15'-1"	3,206	STR						
DS1103	20	20	20	60	11'-8"	3,720	STR						
DS1104	20	0	0	20	17'-2"	1,824	STR						
DS1105	0	20	0	20	18'-8"	1,984	STR						
DS1106	0	0	20	20	20'-7"	2,186	STR						
<b>PIER ECSR SUBTOTAL</b>						<b>37,959</b>							

SUBTOTAL = 20,953 LBS.

SUBTOTAL = 17,006 LBS.



REINFORCING BEND DIAGRAMS

**ESTIMATED QUANTITIES (04/NHS/10)**

Designer: JAH Date: 9/6/2024  
 Checker: JBM Date: 9/6/2024

ITEM	EXT.	QUANTITY	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GENERAL	SEE SHT.
203	02000	117	CY	EMBANKMENT	26	91			
503	11100	LS		COFFERDAMS AND EXCAVATION BRACING		LS			
503	21300	LS		UNCLASSIFIED EXCAVATION	LS	LS			
509	10000	115,937	LB	EPOXY COATED STEEL REINFORCEMENT	25426	18011	72500		
509	30020	5,319	FT	NO. 4 DEFORMED GFRP REINFORCEMENT			5319		
511	32212	301	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE			301		
511	33500	2	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE	2				
511	34450	52	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)			52		
511	40512	60	CY	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS		60			
511	43513	153	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING, AS PER PLAN	153				3 / 22
511	46512	26	CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING		26			
512	10100	441	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)			441		
516	10010	50	FT	ARMORLESS PREFORMED JOINT SEAL				50	
516	13200	58	SF	1/2" PREFORMED EXPANSION JOINT FILLER	58				
516	13600	74	SF	1" PREFORMED EXPANSION JOINT FILLER			74		
516	13900	57	SF	2" PREFORMED EXPANSION JOINT FILLER	57				
516	25000	229	SF	NYLON REINFORCED NEOPRENE SHEETING	229				
516	42600	58	FT	ELASTOMERIC BEARING PAD, MISC.: 1.5" THICK STRIP BEARING	58				3 / 22
518	12000	1	EACH	SCUPPERS, INCLUDING SUPPORTS			1		
518	21200	76	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	76				
518	40000	88	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	88				
518	40010	16	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	16				
524	94704	209	FT	DRILLED SHAFTS, 36" DIAMETER, INTO BEDROCK	133	76			
524	94802	64	FT	DRILLED SHAFTS, 42" DIAMETER, ABOVE BEDROCK	51	13			
526	25011	155	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15"), AS PER PLAN				155	20 / 22
526	90030	50	FT	TYPE C INSTALLATION				50	
601	21050	4	SY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	4				
601	20000	73	SY	CRUSHED AGGREGATE SLOPE PROTECTION	73				
601	32200	86	CY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	86				
611	99710	2	EACH	PRECAST REINFORCED CONCRETE OUTLET	2				
625	33000	1	EACH	STRUCTURE GROUNDING SYSTEM			1		
894	10000	4	EACH	THERMAL INTEGRITY PROFILING (TIP) TEST	2	2			

ESTIMATED QUANTITIES  
 BRIDGE NO. LUC-00184-00.200R NORTHBOUND RAMP A  
 OVER OTTAWA RIVER

SFN	4805136
DESIGN AGENCY	<b>2LMN</b>
DESIGNER	CHECKER
RFS	JAH
REVIEWER	
AMT	09/09/24
PROJECT ID	105889
SUBSET	TOTAL
5	22
SHEET	TOTAL
P.500	607

ESTIMATED QUANTITIES (03/NHS/08)									
ITEM	EXT.	QUANTITY	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GENERAL	SEE SHT.
203	02000	148	CY	EMBANKMENT	34	114			
503	11100	LS		COFFERDAMS AND EXCAVATION BRACING		LS			
503	21300	LS		UNCLASSIFIED EXCAVATION	LS	LS			
503	31100	23	CY	ROCK EXCAVATION		23			
509	10000	187,077	LB	EPOXY COATED STEEL REINFORCEMENT	40937	22808	123332		
509	30020	6,536	FT	NO. 4 DEFORMED GFRP REINFORCEMENT			6536		
511	32212	395	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE			395		
511	33500	2	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE	2				
511	34450	64	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)			64		
511	40512	84	CY	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS		84			
511	43513	219	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING, AS PER PLAN	219				3 / 22
511	46512	28	CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING		28			
512	10100	563	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)			563		
516	10010	56	FT	ARMORLESS PREFORMED JOINT SEAL				56	
516	13200	64	SF	1/2" PREFORMED EXPANSION JOINT FILLER	64				
516	13600	80	SF	1" PREFORMED EXPANSION JOINT FILLER			80		
516	13900	59	SF	2" PREFORMED EXPANSION JOINT FILLER	59				
516	25000	249	SF	NYLON REINFORCED NEOPRENE SHEETING	249				
516	42600	63	FT	ELASTOMERIC BEARING PAD, MISC.: 1.5" THICK STRIP BEARING	63				3 / 22
518	21200	129	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	129				
518	40000	112	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	112				
518	40010	16	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	16				
524	94704	177	FT	DRILLED SHAFTS, 36" DIAMETER, INTO BEDROCK	103	74			
524	94802	61	FT	DRILLED SHAFTS, 42" DIAMETER, ABOVE BEDROCK	56	5			
526	30011	187	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17"), AS PER PLAN				187	20 / 22
526	90030	56	FT	TYPE C INSTALLATION				56	
601	21050	4	SY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	4				
601	32200	78	CY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	78				
611	99710	2	EACH	PRECAST REINFORCED CONCRETE OUTLET	2				
894	10000	4	EACH	THERMAL INTEGRITY PROFILING (TIP) TEST	2	2			

Designer: JAH Date: 9/6/2024  
 Checker: JBM Date: 9/6/2024

ESTIMATED QUANTITIES  
 BRIDGE NO. LUC-00184-00.180 SOUTHBOUND RAMP D  
 OVER OTTAWA RIVER

SFN	4805137
DESIGN AGENCY	<b>2LMN</b>
DESIGNER	CHECKER
JAH	JBM
REVIEWER	
AMT	09/09/24
PROJECT ID	105889
SUBSET	TOTAL
5	22
SHEET	TOTAL
P.522	607