BEGIN PROJECT END PROJECT MED-224-15.27 MED-224-15.58 PEDINA COUNTY **LOCATION MAP** LATITUDE: 41°1'51" LONGITUDE: -81°54'22"

PORTION TO BE IMPROVED ._____

FEDERAL ROUTES ._____

COUNTY & TOWNSHIP ROADS ______

DESIGN HOURLY VOLUME (2037)______ 3,200

DIRECTIONAL DISTRIBUTION _____ 53%

TRUCKS (24 HOUR B&C) ______ 20%

DESIGN SPEED _____ 60 MPH

LEGAL SPEED _____ 60 MPH

NHS PROJECT ______ YES

STATE OF OHIO DEPARTMENT OF TRANSPORTATION MED-224-15.27

WESTFIELD TOWNSHIP MEDINA COUNTY

INDEX OF SHEETS:

	TITLE SHEET	1
	SCHEMATIC PLAN	2
	TYPICAL SECTIONS	3
	GENERAL NOTES	4
	MAINTENANCE OF TRAFFIC NOTES	<i>5-7</i>
	MAINTENANCE OF TRAFFIC PLANS	8-17
	GENERAL SUMMARY	18
	PAVEMENT REPAIR SUB-SUMMARY	19
_	PAVEMENT MARKING/RPM SUB-SUMMARY	20
	TRAFFIC SIGNAL PLAN	20A

FEDERAL PROJECT NUMBER

E231045

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

THIS PROJECT WILL INCLUDE FULL DEPTH CONCRETE REPAIRS AND PAVEMENT MARKINGS ALONG US 224.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: N/A ACRES* N/A ACRES* ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A ACRES* NOTICE OF INTENT EARTH DISTURBED AREA:

(*=MAINTENANCE PROJECT)

LIMITED ACCESS

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

2023 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT AS NOTED ON SHEETS 8-9, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

District 03 Deputy Director

SPECIAL

STIPPI FMFNΤΔΤ

Director, Department of Transportation

DESIGN EXCEPTIONS

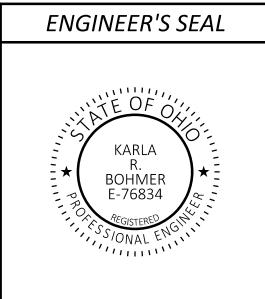
PRINCIPAL ARTERIAL

DESIGN FUNCTIONAL CLASSIFICATION:

DESIGN DESIGNATION

ADA DESIGN WAIVERS





		ST	SPECIFICATIONS						
BP-2.1	1/21/22	MT-95.30	7/19/19	TC-41.20	10/18/13		800-2023	1/17/25	
BP-2.2	1/15/21	MT-95.45	7/21/23	TC-42.20	10/18/13		807	1/17/25	
BP-2.5	7/19/24	MT-95.50	7/21/17	TC-52.10	10/18/13		821	4/20/12	
		MT-99.20	4/19/19	TC-52.20	1/15/21		832	7/19/24	
		MT-101.60	1/17/25	TC-65.10	1/17/14		850	7/21/23	
		MT-101.90	7/17/20	TC-65.11	1/17/25		921	7/19/24	
DM-4.3	1/15/16	MT-105.10	1/17/20	TC-71.10	4/21/23				
DM-4.4	1/15/16								





SHEET

ERC 10-2024 ROJECT ID

118468

P.01 20

WORKSITE TRAFFIC SUPERVISOR (TEM 642-44)

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A PREQUALIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE TRAINED IN ACCORDANCE WITH CMS 614.03, SHALL HAVE SUCCESSFULLY COMPLETED ODOT ADMINISTERED WTS TESTING (AND RE-TESTING WHEN APPLICABLE) AND BE LISTED ON THE ODOT PREQUALIFIED WTS ROSTER. PREQUALIFICATION EXPIRES EVERY 5 YEARS. RE-TESTING SHALL BE SUCCESSFULLY REPEATED EVERY 5 YEARS TO REMAIN PREQUALIFIED.

THE NAME OF THE PREQUALIFIED WTS AND RELATED 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7), THE CONTRACTOR MAY DESIGNATE AN ALTERNATE (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY; HOWEVER, THE PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRAINING, PREQUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR ENGINEER'S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.

THE WTS POSITION HAS THE PRIMARY RESPONSIBILITY OF IMPLEMENTING THE TRAFFIC MANAGEMENT PLAN (TMP), MONITORING THE SAFETY AND MOBILITY OF THE ENTIRE WORK ZONE, AND CORRECTING TEMPORARY TRAFFIC CONTROL (TTC) DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE WTS, AND ALTERNATE WTS WHEN ON DUTY, SHALL HAVE SUFFICIENT AUTHORITY TO EFFECTIVELY CARRY OUT THE IDENTIFIED WTS RESPONSIBILITIES AND DUTIES. THE DUTIES OF THE WTS ARE AS FOLLOWS:

- 1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS.
- BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF, AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES.
- 3. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.
- 4. BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.
- 5. BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL.
- 6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS).
 THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS
 ARE ON THE PROJECT.
- 7. COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING.
- 8. BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03.
- 9. ON A CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.
- 10. ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER.
- 11. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:
 - A. INITIAL TTC SETUP (DAY AND NIGHT REVIEW).
 - B. DAILY TTC SETUP AND REMOVAL.
 - C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP.
 - D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK ZONE.
 - E. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT.
 - F. ALL OTHER EMERGENCY TTC NEEDS.
- 12. COMPLETE THE DEPARTMENT APPROVED (CA-D-8) WITHIN GOFORMZ AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER BY THE END OF THE WORKDAY IN WHICH THE INSPECTION OCCURRED. THE CA-D-8 INCLUDES A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. CONTACT GOFORMZ.HELP@DOT.OHIO.GOV TO OBTAIN A USER ACCOUNT. ANY DEFICIENCIES OBSERVED SHALL BE NOTED ON THE CA-D-8, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION'S INSPECTION FORMS WEBSITE.
- 13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

THE DEPARTMENT WILL DEDUCT:

- A. THE PRORATED DAILY AMOUNT OF ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY IN WHICH THE WTS FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. THE PRORATED DAILY AMOUNT WILL BE EQUAL TO THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC DIVIDED BY THE DIFFERENCE BETWEEN THE ORIGINAL COMPLETION DATE AND THE FIRST DAY OF WORK, IN CALENDAR DAYS.
- B. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A FAILURE TO PERFORM WTS DUTIES REOCCURS OR A TTC ISSUE IS IDENTIFIED

IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIMEFRAME PER THE ENGINEER.

DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION C.

1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY

THAT A LANE OR BAMB IS BLOCKED (FULLY OR BABTIALLY) WITHOUT TTO AS

C. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A LANE OR RAMP IS BLOCKED (FULLY OR PARTIALLY) WITHOUT TTC, AS DETERMINED BY THE ENGINEER. THIS DEDUCTION SHALL BE IN ADDITION TO ANY OTHER DISINCENTIVES ESTABLISHED FOR UNAUTHORIZED LANE USE.

FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR, THE HIGHEST DEDUCTION AMOUNT WILL APPLY.

IF THREE OR MORE TOTAL DAYS RESULT IN ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS (AND ANY ALTERNATE WTS, IF APPLICABLE) SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AT THE PROJECT LEVEL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS (AND ALTERNATE WTS, IF APPLICABLE). ACCUMULATION OF THREE PROJECT LEVEL REMOVALS (FROM ANY PROJECTS STATEWIDE) SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY FORMERLY PREQUALIFIED WTS. A WTS (AND ALTERNATE WTS, IF APPLICABLE) MAY BE IMMEDIATELY AND CONCURRENTLY REMOVED FROM THE WORK AT THE PROJECT LEVEL IN ACCORDANCE WITH C&MS 108.05 AND DISQUALIFIED STATEWIDE FROM THE ODOT PREQUALIFIED WTS ROSTER (REGARDLESS OF THE NUMBER OF PROJECT LEVEL REMOVALS), AS WELL AS BEING SUBJECT TO OTHER POTENTIAL CONSEQUENCES, IN CASES OF FALSIFIED, DISHONEST OR OTHERWISE UNETHICAL ACTIVITY OR DOCUMENTATION.

PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

<u>MAINTENANCE OF TRAFFIC SIGNAL/INTERSECTION CONTROL BEACON INSTALLATION</u> (TEM 642-42)

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TRAFFIC SIGNALS AND INTERSECTION CONTROL BEACONS INSTALLATIONS WITHIN THE PROJECT UNDER THE FOLLOWING CONDITIONS:

- 1. EXISTING SIGNAL/INTERSECTION CONTROL BEACON INSTALLATIONS WHICH THE PLANS REQUIRE THE CONTRACTOR TO ADJUST, MODIFY, ADD ONTO OR REMOVE, OR WHICH THE CONTRACTOR ACTUALLY ADJUSTS, MODIFIES OR OTHERWISE DISTURBS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ENTIRE INSTALLATION (AT AN INTERSECTION) FROM THE TIME HIS OPERATIONS FIRST DISTURB THE INSTALLATION UNTIL THE INSTALLATION HAS BEEN SUBSEQUENTLY REMOVED OR MODIFIED AND THE WORK IS ACCEPTED.
- 2. NEW OR REUSED SIGNAL/INTERSECTION CONTROL BEACON INSTALLATIONS OR DEVICES, INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THESE FROM THE TIME OF INSTALLATION UNTIL THE WORK IS ACCEPTED.

THE CONTRACTOR SHALL CORRECT AS QUICKLY AS POSSIBLE ALL OUTAGES OR MALFUNCTIONS. HE SHALL PROVIDE THE MAINTAINING AGENCY AND THE ENGINEER SUCH ADDRESSES AND PHONE NUMBERS WHERE HIS MAINTENANCE FORCES CAN BE CONTACTED. THE CONTRACTOR SHALL PROVIDE ONE OR MORE PERSONS TO RECEIVE ALL CALLS AND DISPATCH THE NECESSARY MAINTENANCE FORCES TO CORRECT OUTAGES. SUCH A PERSON OR PERSONS MAY BE USED TO PERFORM OTHER DUTIES AS LONG AS PROMPT ATTENTION IS GIVEN TO THESE CALLS AND A PERSON IS READILY AVAILABLE CONTINUOUSLY 24 HOURS A DAY, 7 DAYS A WEEK. ALL LAMP OUTAGES, CABLE OUTAGES, ELECTRICAL FAILURES, EQUIPMENT MALFUNCTIONS AND MISALIGNED SIGNAL HEADS SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK TO SERVICE WITHIN TWO HOURS AFTER THE CONTRACTOR HAS BEEN NOTIFIED OF THE OUTAGE.

IN THE EVENT NEW SIGNALS ARE DAMAGED PRIOR TO ACCEPTANCE, ALL DAMAGED EQUIPMENT EXCEPT POLES AND CONTROL EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK IN SERVICE WITHIN 8 HOURS AFTER THE CONTRACTOR'S NOTIFICATION OF THE OUTAGE. THE CONTRACTOR SHALL ARRANGE FOR FULL TRAFFIC CONTROL UNTIL THE SIGNAL IS BACK IN OPERATION.

IF POLES AND/OR CONTROL EQUIPMENT ARE DAMAGED AND MUST BE REPLACED, THE CONTRACTOR SHALL MAKE TEMPORARY REPAIRS AS NECESSARY TO BRING THE SIGNAL BACK INTO FULL OPERATION WITHIN THE ALLOWED 8-HOUR PERIOD, AND SHALL MAKE PERMANENT REPAIRS OR REPLACEMENT AS SOON THEREAFTER AS POSSIBLE.

NONE OF THE ABOVE SHALL BE CONSTRUED AS COLLECTIVE OR CONSECUTIVE OUTAGE TIME PERIODS AT ANY ONE LOCATION. THAT IS, WHERE MORE THAN ONE OUTAGE OCCURS AT ANY ONE LOCATION THEN THE ALLOTTED TIME LIMIT SHALL BE FOR THE WORST SINGLE OUTAGE.

WHERE OUTAGES ARE THE DIRECT RESULT OF A VEHICLE CRASH THE RESPONSE OF THE CONTRACTOR SHALL BE AS OUTLINED ABOVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTION OF ANY COMPENSATION FOR THIS WORK FROM THOSE PARTIES RESPONSIBLE FOR THE DAMAGE.

WHERE THE CONTRACTOR HAS FAILED TO, OR CANNOT RESPOND TO, AN OUTAGE OR SIGNAL EQUIPMENT MALFUNCTION, AT THESE LOCATIONS WITHIN HIS RESPONSIBILITY, WITHIN PERIODS AS SPECIFIED ABOVE, THE ENGINEER MAY INVOKE THE PROVISIONS OF **SECTION 105.15** AND ANY SUBSEQUENT BILLINGS TO THE STATE FOR POLICE SERVICES AND MAINTENANCE SERVICES BY CITY FORCES SHALL BE DEDUCTED FROM MONIES DUE OR TO BECOME DUE THE CONTRACTOR IN ACCORDANCE WITH PROVISIONS OF **SECTION 105.15**.

THE CONTRACTOR SHALL PROVIDE THE MAINTENANCE SERVICE ENTIRELY WITH HIS FORCES OR HE MAY CHOOSE TO ENTER INTO A COOPERATIVE UNDERSTANDING WITH THE LOCAL

MAINTAINING AGENCY TO PROVIDE THE MAINTENANCE. THE CONTRACTOR SHALL INFORM THE ENGINEER, IN WRITING, OF THE MAINTENANCE METHOD SELECTED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY TRAFFIC SIGNAL COMPONENTS REQUIRED TO BE HANDLED DURING THE RELOCATION OF POLES AND REVISIONS TO THE SIGNAL SYSTEM. WHEN A TRAFFIC SIGNAL MUST BE TAKEN OUT OF SERVICE BY THE CONTRACTOR, DUE TO CONSTRUCTION PROCEDURES, THIS OUTAGE SHALL NOT EXCEED 8 HOURS AND SHALL NOT INCLUDE THE HOURS OF 6:00 AM TO 8:00 PM. ANY SIGNALIZED INTERSECTION, WHERE THE SIGNAL IS OUT OF SERVICE DUE TO CONSTRUCTION PROCEDURES, OR DUE TO AN OUTAGE OR MALFUNCTION OF EQUIPMENT AS DESCRIBED ABOVE, SHALL BE PROTECTED. BY THE CONTRACTOR. BY THE INSTALLATION OF TEMPORARY "STOP" SIGNS.

ANY VEHICULAR TRAFFIC SIGNAL HEAD, EITHER NEW OR EXISTING WHICH WILL BE OUT OF OPERATION SHALL BE COVERED IN THE MANNER DESCRIBED IN 632.25.

THE CONTRACTOR SHALL MAINTAIN COMPLETE RECORDS OF MALFUNCTIONS INCLUDING:

- 1. TIME OF NOTIFICATION OF MALFUNCTION;
- 2. TIME OF WORK CREWS ARRIVAL TO CORRECT THE MALFUNCTION;
- 3. ACTIONS TAKEN TO CORRECT THE MALFUNCTION, INCLUDING A LIST OF PARTS REPAIRED OR REPLACED:
- 4. A DIAGNOSIS OF REASON FOR THE MALFUNCTION AND PROBABILITY OF REOCCURRENCE:
- 5. TIME OF COMPLETION OF THE REPAIR AND SYSTEM RESTORED TO FULL SERVICE

A COPY OF THESE RECORDS SHALL BE PROVIDED TO THE ENGINEER WITHIN THREE (3) WORKING DAYS FOLLOWING COMPLETION OF EACH REPAIR.

ALL COSTS RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614. MAINTAINING TRAFFIC.

MAINTENANCE OF TRAFFIC SIGNAL AT US 224 AND LAKE ROAD

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE EXISTING TRAFFIC SIGNAL AT US 224 AND LAKE ROAD AT ALL TIMES. DURING THE MOT PHASES, THE SIGNAL PHASING AND TIMING CHANGES SHALL BE AS NOTED BELOW AND AS DIRECTED BY THE ENGINEER. THE EXISTING SIGNAL PLAN AND PHASING DIAGRAM IS SHOWN ON SHEET 20A. THE EXISTING SIGNAL TIMING INFORMATION MAY BE FOUND AT THE FOLLOWING LINK FOR REFERENCE PURPOSES: ftp.dot.state.oh.us - /pub/contracts/Attach/MED-118468/REFERENCE FILES/

ALL MOT PHASES:

ALL SIGNAL PHASING AND TIMING CHANGES SHALL NOT BE PLACED IN THE CONTROLLER'S PLAN 1. PLAN 1 SHALL NOT BE DISTURBED (SEE THE REFERENCE FILES LINK ABOVE FOR PLAN 1). THE RADAR DETECTION ZONES WITHIN THE CLOSED TO TRAFFIC AREAS SHALL BE REMOVED SO THAT PARKED CONSTRUCTION VEHICLES ARE NOT PLACING CALLS. THE RADAR DETECTION ZONES SHALL BE ADJUSTED TO DETECT MOTORISTS IN THEIR RESPECTIVE LANES.

MOT PHASE 1:

SIGNAL PHASES 1, 3, 5, AND 7 SHALL BE REMOVED FROM THE CONTROLLER. ALL LEFT TURN SIGNAL HEADS SHALL BE BAGGED. THE RIGHT TURN OVERLAPS SHOULD BE TURNED OFF WHEN THE LEFT TURN PHASES ARE REMOVED.

MOT PHASE 2:

RESTORE SIGNAL PHASES 1, 3, 5, AND 7 AND THE ASSOCIATED TIMINGS. REMOVE THE BAGS ON THE LEFT TURN SIGNAL HEADS.

MOT PHASE 3, PART 1:

RUN SEPARATE SPLIT PHASES FOR NORTHBOUND AND SOUTHBOUND LAKE ROAD. RUN SPLIT PHASE 4 AND 7 TOGETHER AND PHASES 8 AND 3 TOGETHER.

MOT PHASE 3, PART 2:

RUN SEPARATE SPLIT PHASES FOR NORTHBOUND AND SOUTHBOUND LAKE ROAD. RUN SPLIT PHASE 4 AND 7 TOGETHER AND PHASES 8 AND 3 TOGETHER.

AFTER THE MOT PHASES HAVE BEEN COMPLETED, THE SIGNAL PHASING AND TIMINGS SHALL BE RETURNED TO PRE-CONSTRUCTION PHASING AND TIMINGS IN THE CONTROLLER. RESTORE TO PLAN 1. RADAR DETECTION ZONES SHALL BE CALIBRATED TO DETECT MOTORISTS IN THEIR RESPECTIVE LANES.

PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NEEDED TO PERFORM THE ABOVE LISTED WORK IS CONSIDERED INCIDENTAL TO MAINTAINING TRAFFIC ON THE PROJECT AND WILL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614, MAINTAINING TRAFFIC.



Z

TRAFFIC

0

MAINTENANCE

ENGINEERING
TEAM ONE
DESIGNER

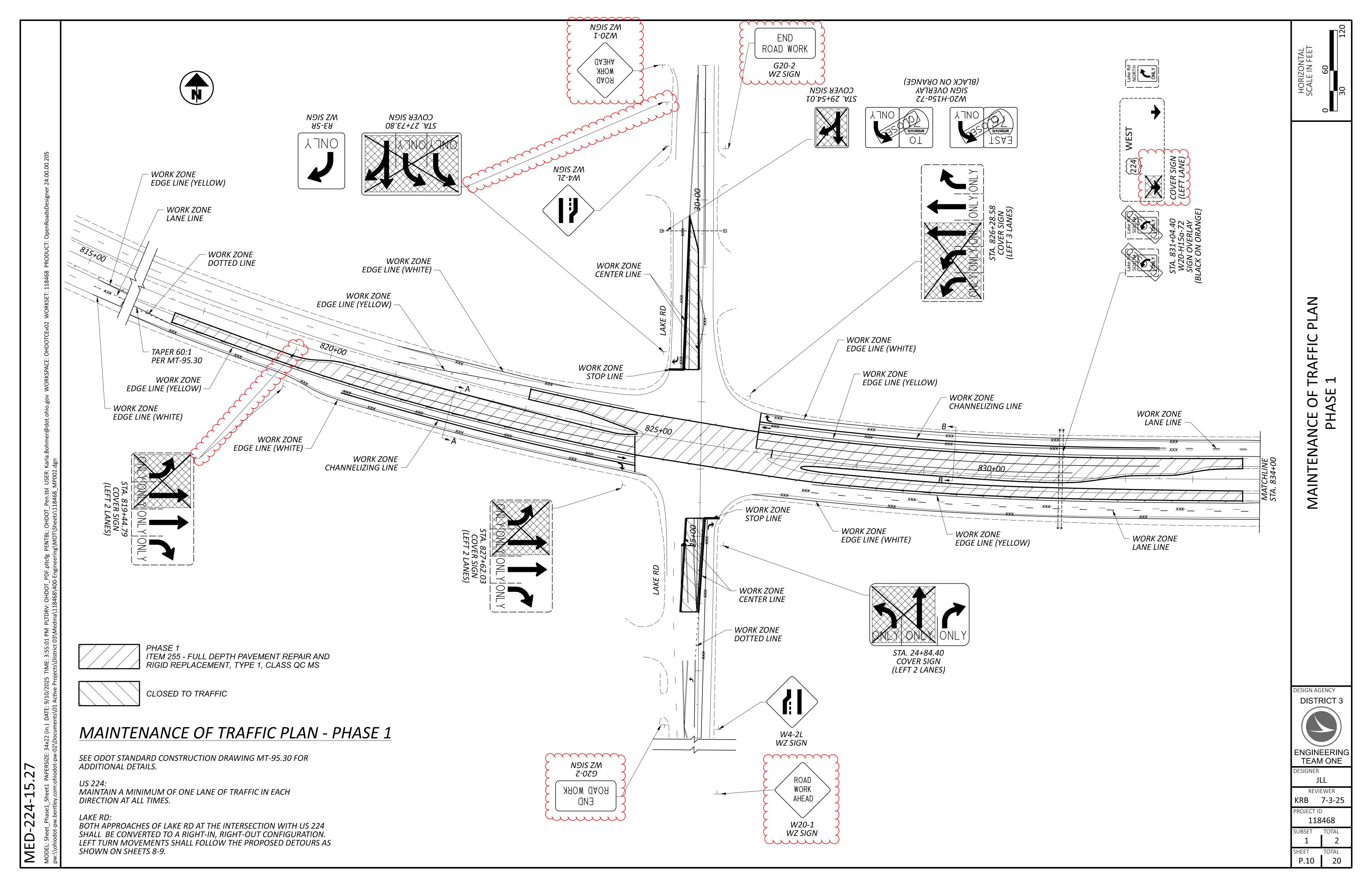
KRB
REVIEWER
XXX 10-2024

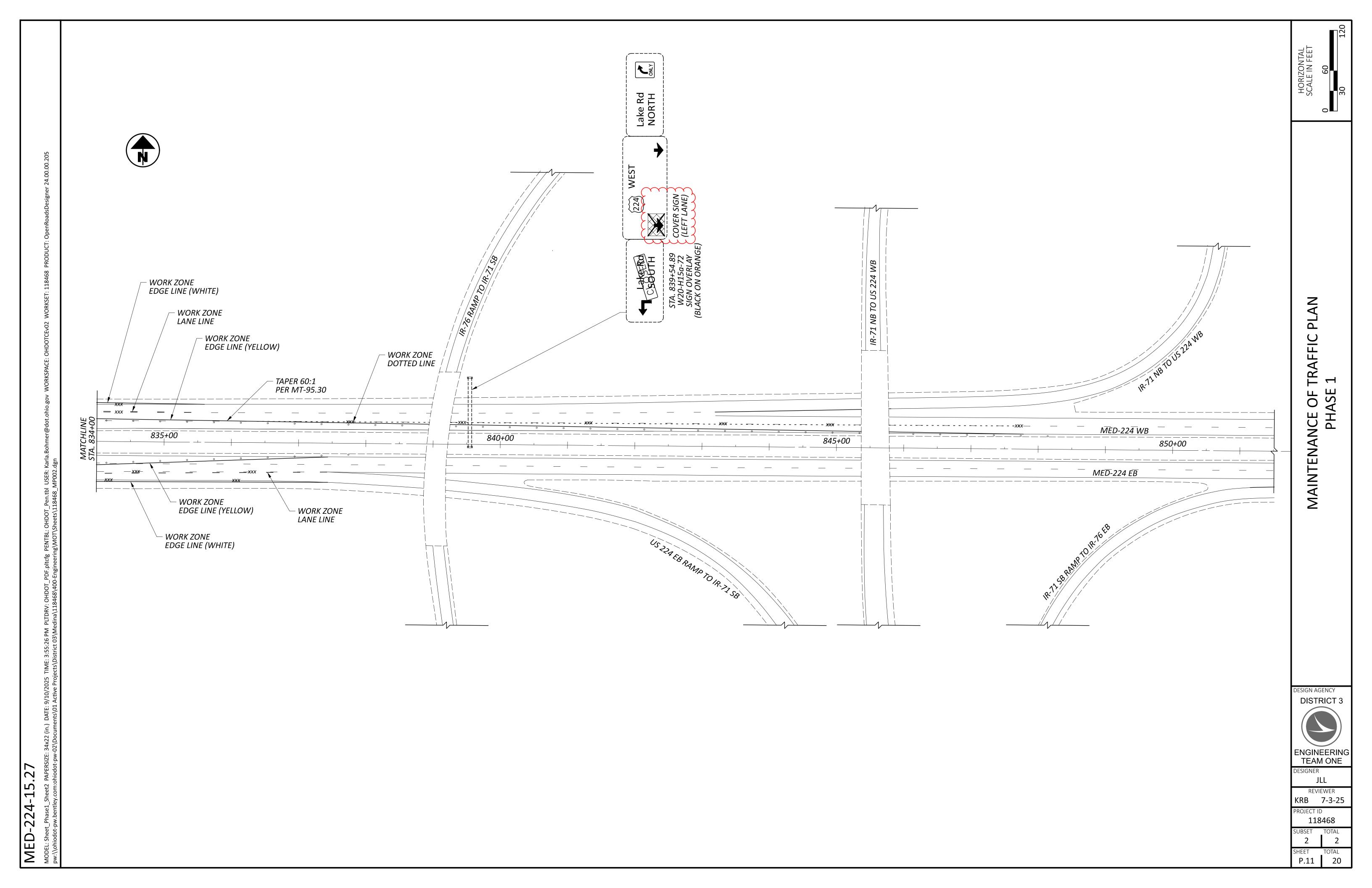
ROJECT ID

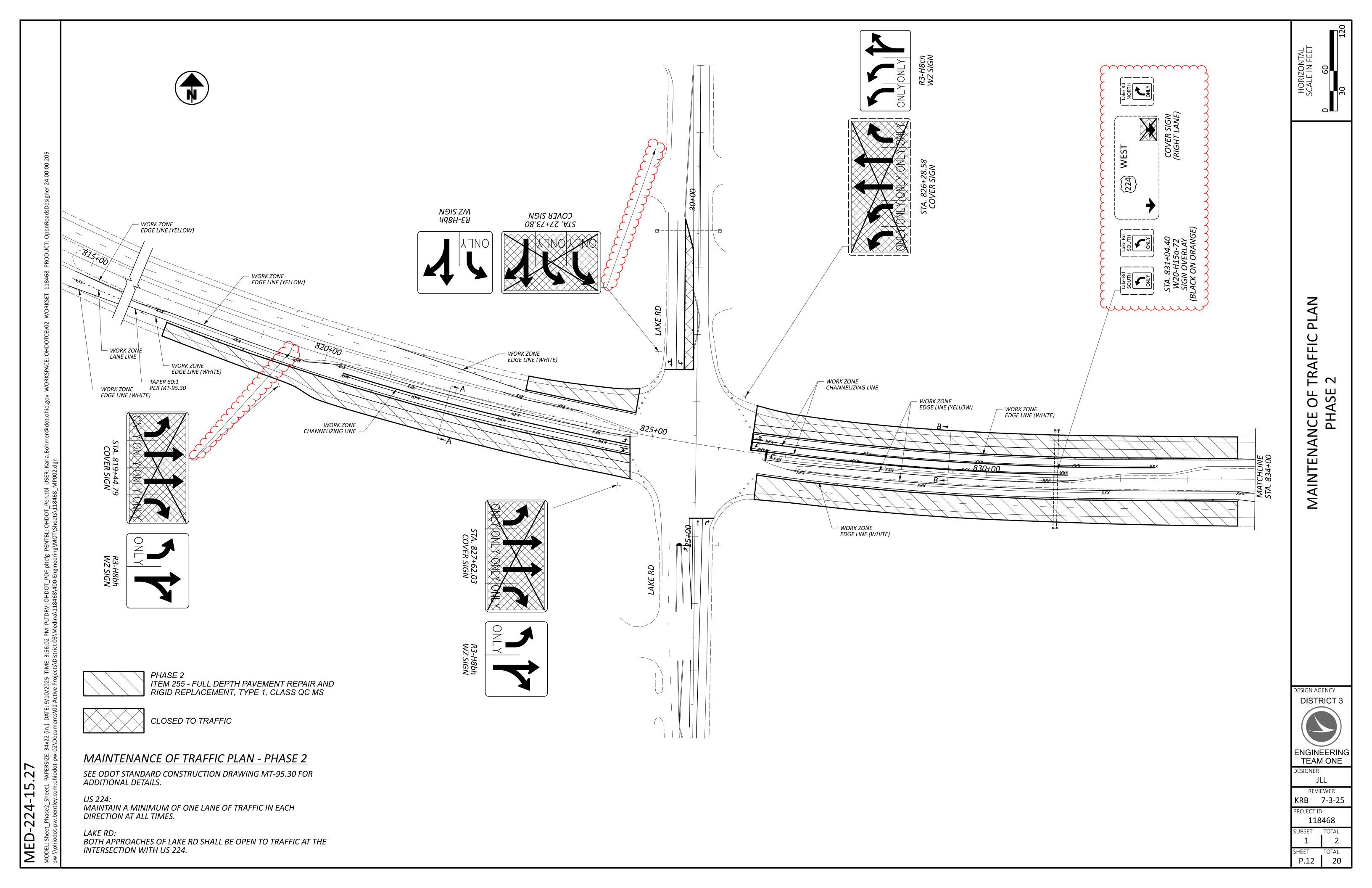
118468 EET TOTAL

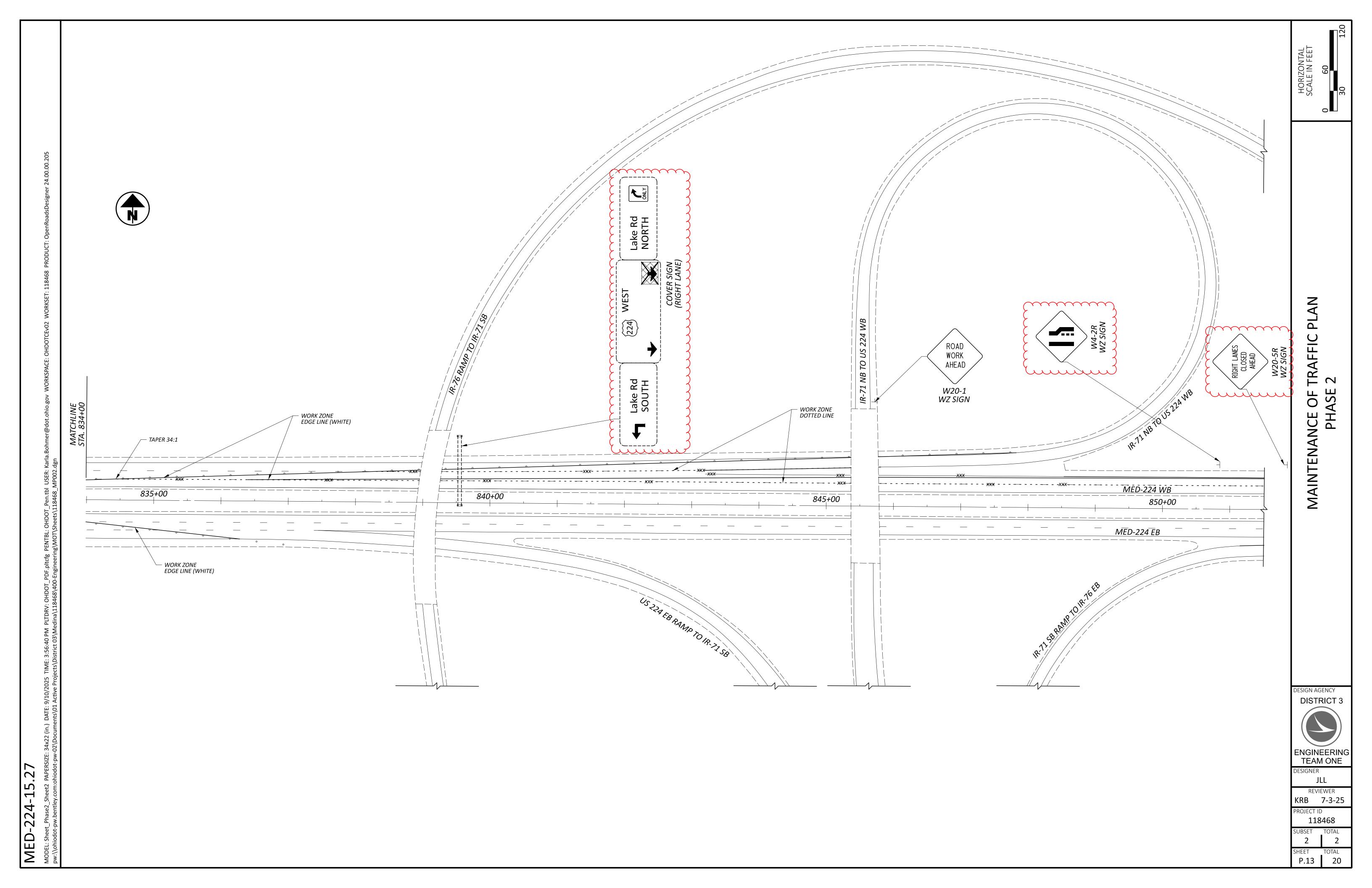
P.07 20

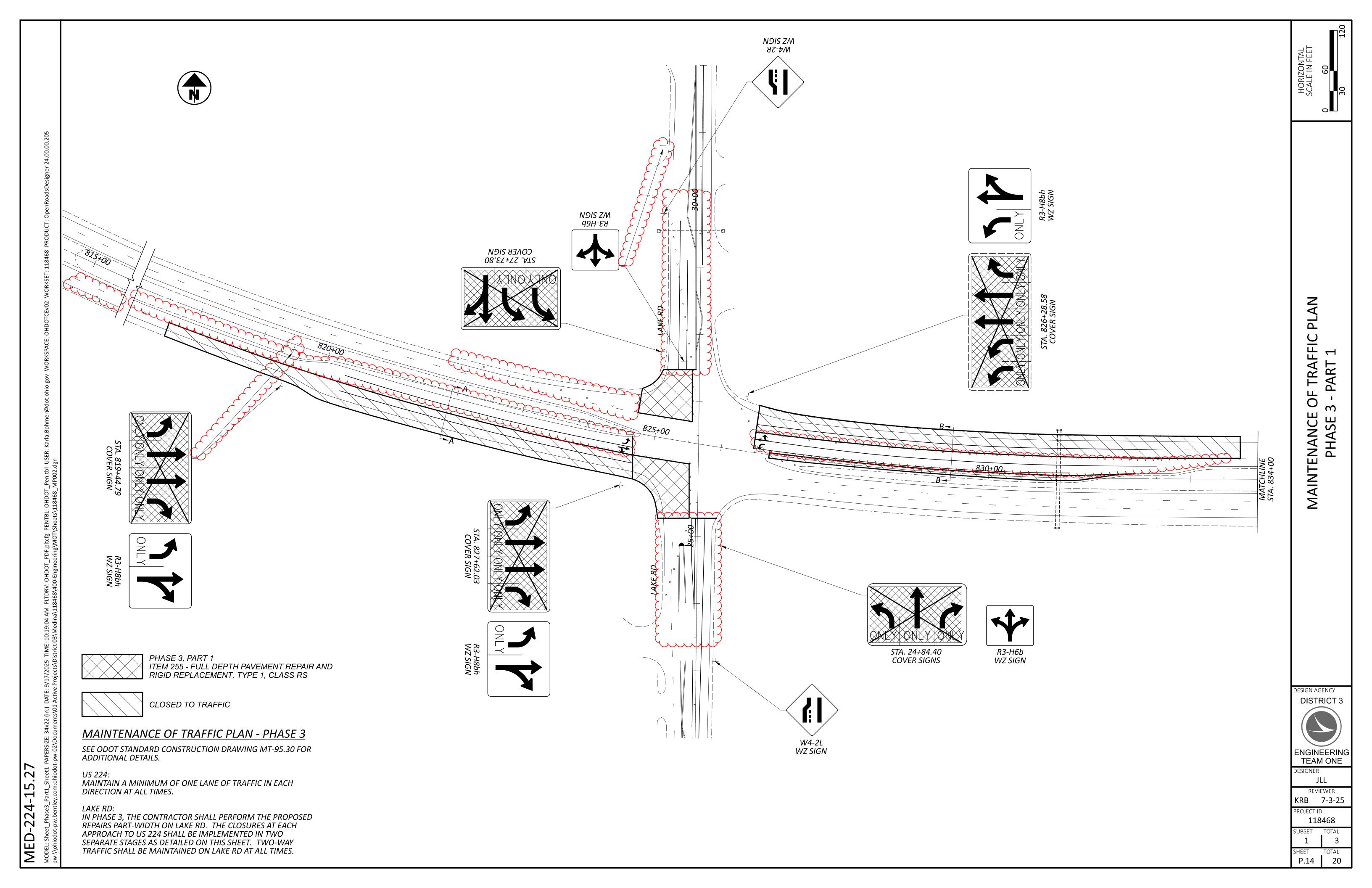
1) TRAFFIC DETOUR PLAN (PHASE OF NTENANCE MAI

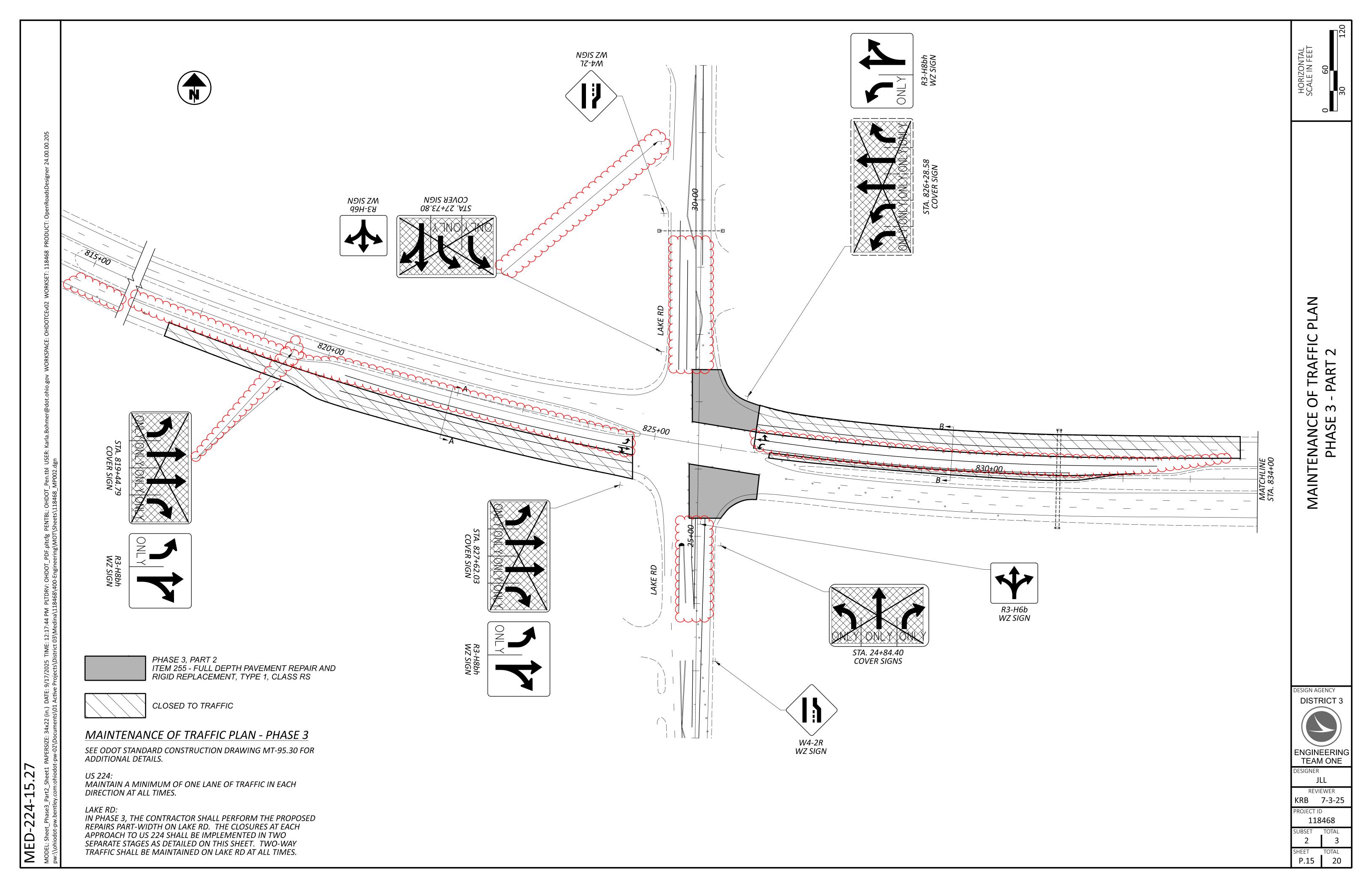


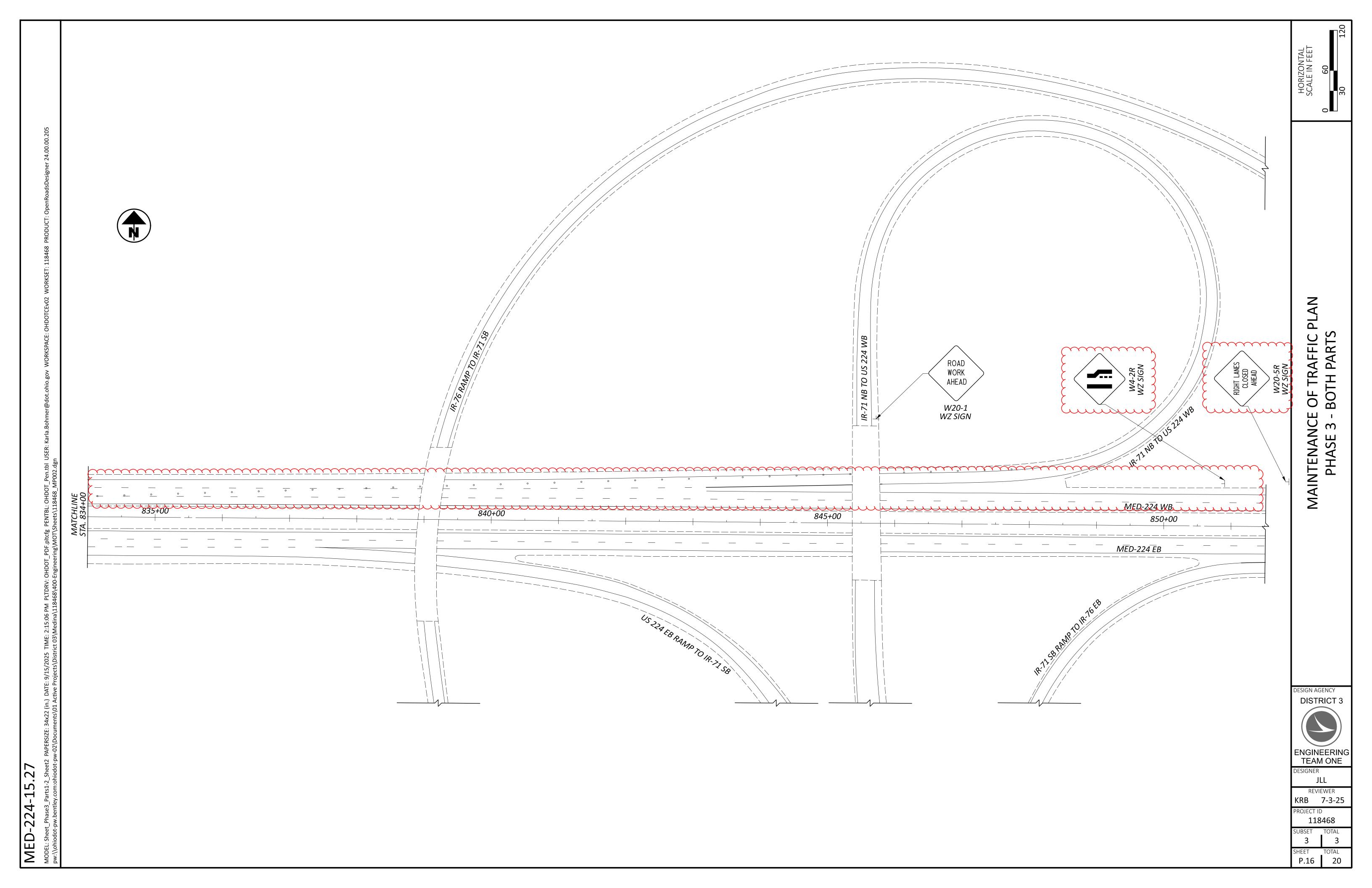


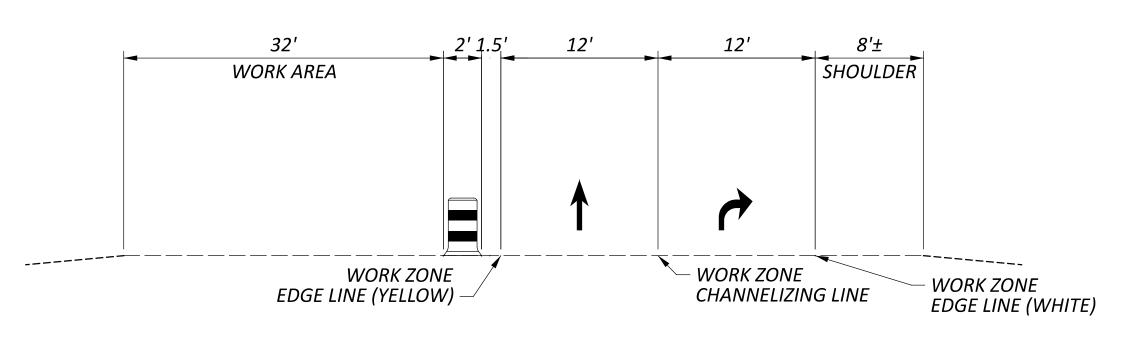




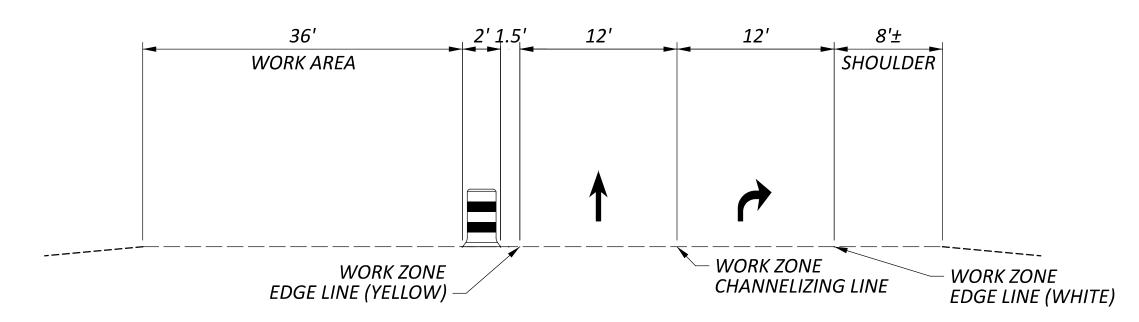




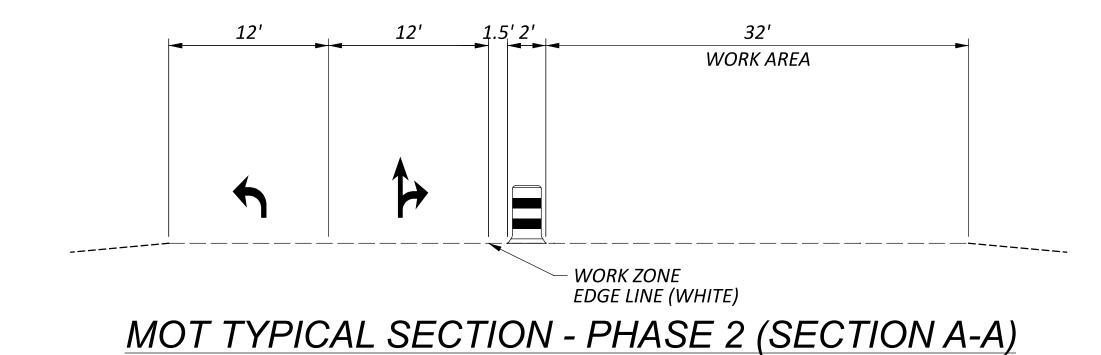


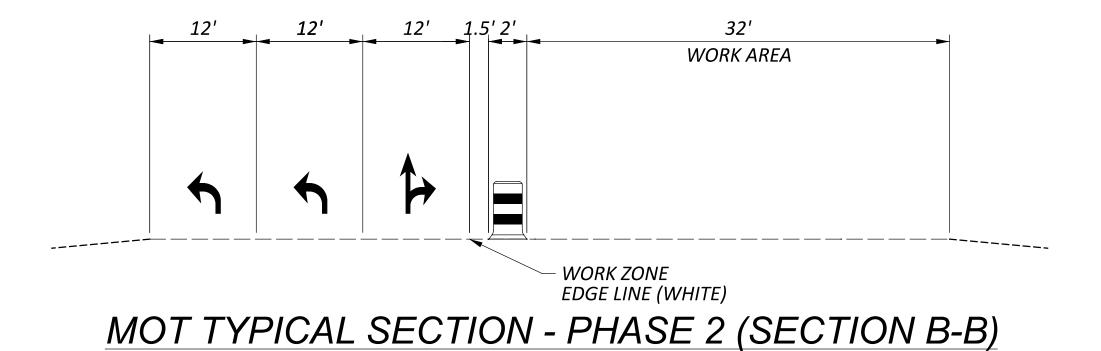


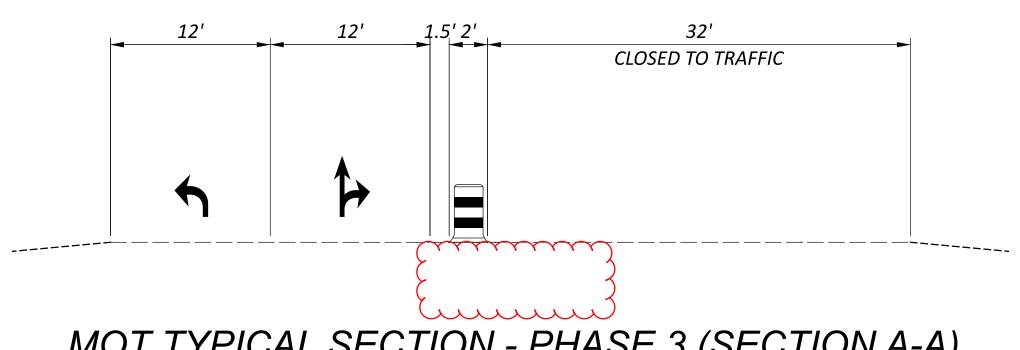
MOT TYPICAL SECTION - PHASE 1 (SECTION A-A)



MOT TYPICAL SECTION - PHASE 1 (SECTION B-B)

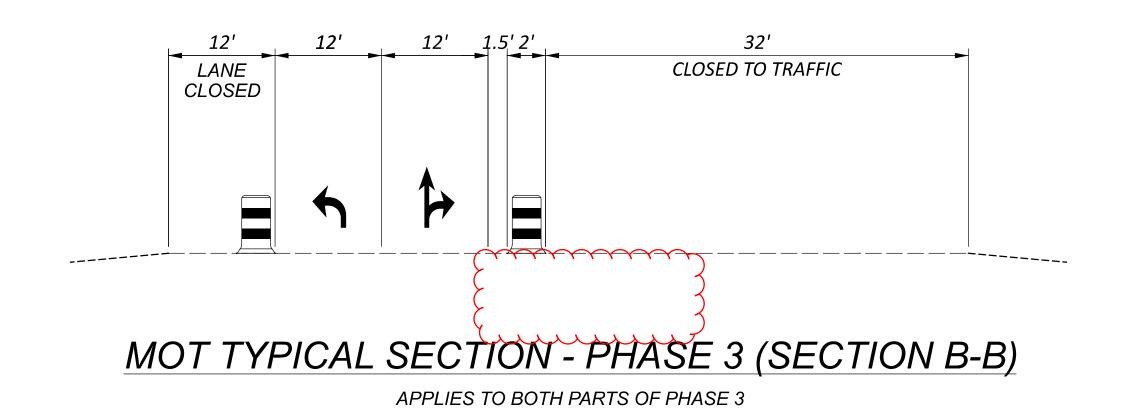


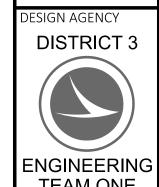




MOT TYPICAL SECTION - PHASE 3 (SECTION A-A)

APPLIES TO BOTH PARTS OF PHASE 3





KRB 7-3-25

	Ę
) . / [
	Z I
	2
	7.26
	10.2
	MODEL: Shoot Survet DADEDSIZE: 34×22 (in.) DATE: 0/17/2025 TIME: 10:34:36 AM DLTDDV: OHD
	0.05
	0/47/0
	Ц
	2
	ui) C
	24.2
7	7E
ر ر	ОПО
<u> </u>	2
7	Ţ, 711.
7	10
MED-2	ď
/ /	ון וו
_	7

											AL	JXILIA	RY & L	ONG L	INE M	ARKING	GS													
									614					8	07		8	50						646						
						<i>'</i>	455	1,	VE,	6",	1,		ш	Lin	1											ΑUX	KILIARY I	MARKING	S (740.07)	
NOI	>		7 4 70 /	/ SLIVI	MILES	INE, CLASS	R LINE, CL,	LINE, CLASS	VELIZING LIN TYPE I	ED, CLASS I,	LINE, CLASS	V, CLASS I,	EXPOXY KING, EDG	EXPOXY KING, EDGI	EXPOXY KING, LANE	E EXPOXY RKING, LINE, 8"	RECESSED IGS,	RECESSED IGS,	(WHITE)			LINE	∕JENT	AENT		4GONAL	4GONAL		LANE ARROW	
PARTICIPATION	COUNT	ROUTE	MOITATO	SIATION	HIGHWAY	WORK ZONE LANE L 6", 740.06, TYPE I	WORK ZONE CENTEF I, 740.06, TYPE I	WORK ZONE EDGE L 6", 740.06, TYPE I	WORK ZONE CHANN CLASS I, 8", 740.06,	WORK ZONE DOTTE 740.06, TYPE I	WORK ZONE STOP L 740.06, TYPE I	WORK ZONE ARROW, 740.06, TYPE I	WET REFLECTIVE PAVEMENT MAR LINE, 6" (WHITE)	WET REFLECTIVE E. PAVEMENT MARKI.	WET REFLECTIVE PAVEMENT MAR LINE, 6"	REFLECTIVE MENT MAN	OOVING FOR 6" EMENT MARKII VCRETE	GROOVING FOR 8" RECESS PAVEMENT MARKINGS, CONCRETE	EDGE LINE, 6" (V	NE LINE, 6"	VTER LINE	CHANNELIZING I	REMOVAL OF PAVEN MARKING	REMOVAL OF PAVEN MARKING	STOP LINE	TRANSVERSE/DIAGC LINE (WHITE)	TRANSVERSE/DI. LINE (YELLOW)	TTED LINE, 6"	77 147	ISLAND MARKING
						W(6",	W / /	WC 6",	CC/W	WC 74	WC 74(WC 74	6"	6"	6"	8"	GRG PAV COI	8 8 S	6"	[A	CEN.	8"	REI MA	REI MA	24"	24"	24"	00	LEF RIG	157
			FROM	ТО	MILE	MILE	MILE	MILE	FT	FT	FT	EACH	MILE	MILE	MILE	FT	MILE	FT	MILE	MILE	MILE	FT	FT	MILE	FT	FT	FT	FT	EACH	SF
01/NHS	MED	US 224 EB	15.27	15.58	0.31	0.19		1.46	890	436	51	10	0.31	0.31	0.41	890	1.03	890					890	0.94	51			220	5 5	14
01/NHS	MED	US 224 WB	15.37	15.58	0.21	0.06		0.75	1666		60	15	0.21	0.21	0.19	1666	0.61	1666					(1666)	0.39	60			250	10 5	14
01/NHS	MED	US 224 WB	15.58	15.86	0.21	0.00			7000	3759	00	15	0.21	0.21	0.15	1000	0.36	1000					71000	0.71	00			250	10 5	17
01/11/13	IVILD	03 224 VVD	13.36	13.80	0.20			(0.89)							0.30		0.50													
01/NHS	MED	LAKE RD	NORTH A	PPROACH			0.08				56								0.16		0.16	686	220	0,02	40	64	213		11 .	3
01/NHS	MED	LAKE RD	SOUTH A	PPROACH			0.05			72	55								0.08	0.05	0.08	700	310		38	53	125		3 3	14
	TOTALCE	O CENEDAL S		04 (8446)		0.25		2 10			222	25	0.53	0.53	0.00	2.556	2.00	2.556	0.24	0.05	0.24	1 200	2.006		100	117	220	470	20 12	2 42
	IUIALS I	O GENERAL SU	JIVIIVIAKY (C	U1/NHS)		0.25		3.10				25	0.52	0.52	0.96	2,556	2.00	2,556	0.24	0.05	0.24	1,386	(3,086		189	11/	<i>33</i> 8	4/0	29 13 .	5 42

						621	621	PRISN	PRISMATIC RETRO-REFLECTOR TYPES						DESCRIPTION
								ONE 14/41/		TWO	-WAY			1	MULTILANE UNDIVIDED TYPICAL SPACING
_				5		_		ONE-WAY						2	TAPERED ACCEL. LANE
<i>NO</i> !				176/		N7 ÆD								3	DECELERATION LANE
CIPATION	COUNTY	ROUTE	2	<u>`</u>	DETAIL	RAISED PAVEMENT MARKER REMOVED			>				DEMARKS	4	PARALLEL ACCEL LANE
וכו	no.	806	STATIC		DET	AVE REA			YELLOW	_	Q		REMARKS	5	MULTILANE DIVIDED/EXPRESSWAY
PARTI	S				_	D P/		111	, YE	RED	'RE	/ BLUE		6	STOP APPROACH
7						ISEI ARK	S	WHITE	<u> </u>		ELLOW / RED	/ 81		7	2 LANE APPR. WITH TURN LANE
						A &	RPM	M	YELLOW /	WHITE,	077	JE/		8	THROUGH APPROACH
			FROM	ROM TO		EACH	EACH	EACH			YEI	BLUE		9	3 LANE APPR. WITH TURN LANE
														10	3 LANE DIVIDED TO 2 LANE TRANSITION
														11	3 LANE UNDIVIDED TO 2 LANE TRANSITION
01/NHS	MED	US 224	15.27	15.45	6/9	40	40	16		24			STOP APPROACH AT CR 19 (LAKE RD)	12	TWO LANE NARROW BRIDGE
01/NHS	MED	US 224	15.45	15.58	6/9	40	40	16		24			STOP APPROACH AT CR 19 (LAKE RD)	13	TWO WAY LEFT TURN LANE
														14	ONE LANE BRIDGE
														15	HORIZONTAL CURVE
														16	HORIZONTAL CURVE ALT.
														17	STOP APPROACH ALT.
														18	FIRE HYDRANT
														GAP	CENTER LINE AT 80 FT. TYP.
															NOTES:
															1) STRIPE LANES TO MATCH EXISTING WIDTHS

KRB

REVIEWER ERC 10-2024

> PROJECT ID 118468

SHEET TOTAL P.20

