

PERSONAL PROTECTION EQUIPMENT (PPE)

THE CONTRACTOR SHALL FOLLOW ALL REQUIREMENTS OF SECTIONS XXIV AND XXXIV OF THE OHIO DEPARTMENT OF TRANSPORTATION SAFETY & HEALTH STANDARD OPERATING PROCEDURE 220-006(SP) EFFECTIVE: NOVEMBER 1, 2018 (EXCEPT AS AMENDED BELOW) AND ALL SUBSEQUENT UPDATES POSTED AT THE FOLLOWING WEBSITE:

[HTTP://WWW.DOT.STATE.OH.US/POLICY/POLICIESANDSOPS/POLICIES/220-006\(SP\).PDF](http://www.dot.state.oh.us/policy/policiesandsops/policies/220-006(sp).pdf)

AMENDMENTS TO THE REQUIREMENTS OF THIS DOCUMENT ARE:.

XXIV. HEAD PROTECTION (HARD HATS)

ALL PERSONS WITHIN THE RIGHT-OF-WAY OF ANY HIGHWAY OR ANY OTHER TYPE OF ROADWAY OR CONSTRUCTION SITE WHO ARE EXPOSED TO EITHER TRAFFIC (VEHICLES USING THE HIGHWAY FOR PURPOSES OF TRAVEL) OR CONSTRUCTION EQUIPMENT WITHIN THE WORK AREA, REGARDLESS OF JOB TYPE, SHALL WEAR APPROPRIATE HEAD PROTECTION. ALL HARD HATS MUST MEET OR EXCEED ANSI Z89.1-2009 TYPE 1, CLASS E-G REQUIREMENTS.

XXXIV. SAFETY APPAREL AND VEST (HIGH VISIBILITY)

ALL PERSONS WITHIN THE RIGHT-OF-WAY OF ANY HIGHWAY OR ANY OTHER TYPE OF ROADWAY OR CONSTRUCTION SITE WHO ARE EXPOSED TO EITHER TRAFFIC (VEHICLES USING THE HIGHWAY FOR PURPOSES OF TRAVEL) OR CONSTRUCTION EQUIPMENT WITHIN THE WORK AREA, REGARDLESS OF JOB TYPE, SHALL WEAR A HIGH-VISIBILITY SAFETY VEST THAT MEETS THE PERFORMANCE CLASS II OR CLASS III REQUIREMENTS OF THE ANSI/ISEA 107-2015 PUBLICATION ENTITLED "AMERICAN NATIONAL STANDARD FOR HIGH-VISIBILITY SAFETY APPAREL AND ACCESSORIES."

WORKERS MAY WEAR AN ANSI CLASS II OR ANSI CLASS III APPROVED RAIN SUIT, JACKET OR OTHER APPAREL WITHOUT A SAFETY VEST OVER IT.

ITEM 202 - GUARDRAIL REMOVED, AS PER PLAN**ITEM 202 - GUARDRAIL REMOVED, BARRIER DESIGN, AS PER PLAN**

IN ADDITION TO THE REQUIREMENTS OF 202, THIS ITEM INCLUDES THE REMOVAL OF ANY ANCHOR ASSEMBLIES, BRIDGE TERMINAL ASSEMBLIES, AND ANY CONCRETE ENCASED POSTS. THE CONCRETE AND ALL GUARDRAIL COMPONENTS SHALL BE DISPOSED OF IN ACCORDANCE WITH C&MS 202.

ALL HOLES REMAINING AFTER THE REMOVAL OF GUARDRAIL POSTS AND THE REMOVAL OF ANY CONCRETE ENCASED POSTS SHALL BE FILLED IN ACCORDANCE WITH 202.02 OF THE C&MS. FILL MATERIAL MUST MEET THE SPECIFICATIONS OF C&MS 703.11 AND MUST MEET THE APPROVAL OF THE ENGINEER PRIOR TO ITS USE. ALL HOLES SHALL BE FILLED AND THOROUGHLY COMPACTED TO THE SATISFACTION OF THE ENGINEER PRIOR TO THE CONTRACTOR PERFORMING THE RESHAPING UNDER GUARDRAIL WORK. PAYMENT FOR THE ABOVE SHALL BE INCLUDED WITH THE UNIT PRICE FOR ITEM 202, GUARDRAIL REMOVED, BARRIER DESIGN, AS PER PLAN.

COORDINATION OF CONTRACTORS

SINCE THE MAINTENANCE OF TRAFFIC AND WORK ON THIS PROJECT MAY OVERLAP OTHER PROJECTS, IT IS ESSENTIAL THAT EACH CONTRACTOR CONDUCT THEIR WORK AN COOPERATE WITH EACH OTHER IN SUCH A MANNER AS NOT TO HINDER THE PROGRESS OR COMPLETION OF THE WORK BEING PERFORMED BY THE OTHER CONTRACTOR.

ITEM 202 - GUARDRAIL REMOVED FOR REUSE, AS PER PLAN

THIS ITEM IS USED TO SALVAGE GUARDRAIL COMPONENTS OF RECENTLY INSTALLED MGS GUARDRAIL. CAREFULLY DISMANTLE THE GUARDRAIL SYSTEM AND STORE SALVAGED COMPONENTS IN THE CONTRACTOR'S STAGING AREA. POTENTIAL COMPONENTS TO BE SALVAGED INCLUDE W-BEAM PANELS AND PLASTIC OR COMPOSITE BLOCKOUTS. SALVAGED COMPONENTS TO BE REUSED SHALL BE AT THE APPROVAL OF THE ENGINEER.

THIS PAY ITEM ALSO INCLUDES THE REMOVAL AND DISPOSAL OF THE EXISTING STANDARD LENGTH POSTS. THE POSTS NEED TO BE REPLACED WITH LONG POSTS WHEN THE GUARDRAIL IS RE-ERECTED.

ALL HOLES REMAINING AFTER REMOVAL SHALL BE FILLED IN ACCORDANCE WITH 202.02 OF THE C&MS. FILL MATERIAL CONTAINING SOD SHALL NOT BE USED. FILL MATERIAL MUST MEET THE SPECIFICATION OF C&MS 703.11 AND MUST MEET THE APPROVAL OF THE ENGINEER PRIOR TO ITS USE. MATERIAL PLACED IN HOLES SHALL BE THOROUGHLY COMPACTED AND LEVELED OFF AS DIRECTED BY THE ENGINEER PRIOR TO THE CONTRACTOR PERFORMING THE SHOULDER EMBANKMENT WORK.

PAYMENT FOR THE ABOVE SHALL BE INCLUDED WITH THE UNIT PRICE FOR ITEM 202-GUARDRAIL, REMOVED FOR REUSE, AS PER PLAN.

ITEM 606 - GUARDRAIL REBUILT, TYPE MGS WITH LONG POSTS, AS PER PLAN

THIS ITEM IS USED TO REBUILD EXISTING GUARDRAIL USING SALVAGED GUARDRAIL COMPONENTS. THIS ITEM ALSO INCLUDES FURNISHING NEW LONG POSTS FOR USE WITH THE REBUILT GUARDRAIL. THE NEW LONG POSTS SHALL BE STEEL POSTS. THE CONTRACTOR SHALL ALSO FUNISH NEW BOLTS, WASHERS, AND INCIDENTAL HARDWARE NECESSARY TO COMPLETE THE GUARDRAIL.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, GUARDRAIL REBUILT, TYPE MGS WITH LONG POSTS, AS PER PLAN AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL SECTION OF MGS GUARDRAIL.

ITEM 321 - CRACKING AND SEATING NON-REINFORCED CONCRETE PAVEMENT, AS PER PLAN

ODOT WILL REDUCE THE REQUIREMENT IN 321.03 TO NOT IMPACT SLABS WITHIN 1FT OF EDGES FOR NARROW SHOULDERS AND OTHER SMALL AREAS, AS NEEDED. THE EQUIPMENT SHOULD BE CENTERED ON THE SLABS TO PROVIDE THE MOST DISTANCE POSSIBLE FROM THE IMPACT LOCATION TO THE EDGE OF THE SLAB AND TO MINIMIZE SPALLING.

TRAFFIC ENTERING AND EXITING US-24 AT THE AT-GRADE INTERSECTIONS IS PERMITTED TO CROSS A CRACKED AND SEATED SECTION OF CONCRETE OR ASPHALT BASE BEFORE THE INTERMEDIATE COURSE IS IN PLACE.

IN ADDITION TO THE REQUIREMENTS OF ITEM 321, THE DEPARTMENT WILL PERIODICALLY REQUIRE THE CONTRACTOR TO OBTAIN PAVEMENT CORE SAMPLES TO ENSURE THAT THE CRACKING IS REFLECTED THROUGH THE FULL DEPTH OF THE CONCRETE. THE CORES WILL BE 4" CORES. THE CORE HOLES SHALL BE FILLED WITH A HIGH STRENGTH QUICK SET CONCRETE FLUSH WITH THE SURFACE OF THE ROADWAY. THE DEPARTMENT EXPECTS TO REQUIRE FROM ONE UP TO TEN CORES PER DAY. THE COST OF THE CORE SAMPLES AND FILLING THE CORE HOLES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 321 - CRACKING AND SEATING NON-REINFORCED CONCRETE PAVEMENT, AS PER PLAN. THIS PRICE INCLUDES THE COST FOR MATERIAL, EQUIPMENT, LABOR AND ALL INCIDENTALS REQUIRED TO COMPLETE THIS ITEM AS NOTED ABOVE.

THE COST OF REPAIRING VOIDS WITH ASPHALT CONCRETE SHALL BE INCLUDED IN THE UNIT PRICE BIDE FOR ITEM SPECIAL - PATCHING CRACKED AND SEATED SURFACE.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE B (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.

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 TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

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 611 - CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF C&MS 611, THIS ITEM ALSO INCLUDES THE REMOVAL AND REPLACEMENT OF A CONCRETE APRON. REMOVAL OF THE EXISTING CONCRETE APRON SHOULD BE IN ACCORDANCE WITH C&MS 202. NOTE THAT THERE ARE EXISTING ANCHORS CONNECTING THE APRON TO THE BASIN. AFTER ADJUSTING THE HEIGHT OF THE CATCH BASIN, INSTALL NEW CONCRETE APRONS WITH CUTOFF WALLS PER C&MS 601.04.D AND STANDARD CONSTRUCTION DRAWING CB-8.

ALL MATERIALS, LABOR, EQUIPMENT & INCIDENTAL REQUIRED TO REMOVE AND REPLACE THE CONCRETE APRON SHALL BE INCLUDED IN THE UNIT BID PER EACH FOR ITEM 611 CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN.

SPECIAL - PATCHING CRACKED AND SEATED SURFACE

PATCH AREAS OF THE CRACKED AND SEATED SURFACE DESIGNATED BY THE ENGINEER THAT HAVE SPALLING OR DISLODGED UNSOUND PAVEMENT. BEFORE PATCHING, CLEAN AREAS OF LOOSE MATERIAL, COAT WITH 407.02 ASPHALT MATERIAL, AND FILL WITH ITEM 441 TYPE 1 OR 442 9.5 MM OR 12.5 MM MATERIAL. LEVEL AND COMPACT NEW MATERIAL FLUSH TO THE ADJACENT CRACKED AND SEATED PAVEMENT.

THE DEPARTMENT WILL NOT PAY FOR REPAIRS DUE TO DAMAGE CAUSED BY CRACKING TECHNIQUES THAT DO NOT MEET THE REQUIREMENTS OF C&MS 321. THE ENGINEER WILL MEASURE THE QUANTITY OF PATCHING CRACKED AND SEATED SURFACE BY THE NUMBER OF CUBIC YARDS. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR COMPLETING THE WORK ABOVE.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 690 SPECIAL - PATCHING CRACKED AND SEATED SURFACE 500 CY

SURVEYING PARAMETERS

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

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

PROJECT CONTROL

POSITIONING METHOD: ODOT REAL TIME NETWORK (2011) AND DIFFERENTIAL LEVELING

MONUMENT TYPE: VARIOUS

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD 88

GEOID: 18

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83 (2011 ADJ, EPOCH 2010.0)

ELLIPSOID: GRS 80

MAP PROJECTION: LAMBERT CONFORMAL CONIC 2 STANDARD PARALLEL
COORDINATE SYSTEM: OHIO STATE PLANE CO-ORDINATE SYSTEM OF 1983, NORTH ZONE

COMBINED SCALE FACTOR: 1.00008827 (AS TAKEN FROM PREVIOUS PLAN PAU/DEF-24-12.30/0.00 (PID 24336))

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. USE THE FOLLOWING CONVERSION FACTOR: 1 METER = 3.280833333 U.S. SURVEY FEET.

BASIS OF BEARINGS: BEARINGS ARE BASED ON GRID NORTH OF THE OHIO STATE PLANE CO-ORDINATE SYSTEM OF 1983 - NORTH ZONE, NAD 83 (ODOT RTN, 2011 ADJ., EPOCH 2010.0)

BASIS OF EXISTING CENTERLINE OF R/W AND THE R/W LIMITS:

THE CENTERLINE OF RIGHT OF WAY AND RIGHT OF WAY LIMITS WERE ESTABLISHED USING THE FOLLOWING OHIO DEPARTMENT OF TRANSPORTATION PLANS:

"PAU/DEF-24-0.00/0.00 CENTERLINE SURVEY" PID 18904 DATED 9/24/2004; AND "PAU/DEF-24-12.30/0.00 R/W PLANS" PID 24336 DATED CIRCA 2006 AS FOUND ON FILE AT THE OHIO DEPARTMENT OF TRANSPORTATION-DISTRICT ONE OFFICE AT LIMA, OHIO.

ESTABLISHMENT OF C/L OF R/W STATIONING:

THE STATIONING OF U.S. 24 WAS ESTABLISHED BY ACCEPTING A CONCRETE MONUMENT FOUND AS BEING C/L OF R/W STATION 1355+00.00 PER SAID "PAU/DEF-24-0.00/0.00" CENTERLINE SURVEY (PID 18904).

EXISTING PLAN FEATURES NOTE:

ALL EXISTING FEATURES AND DATA SHOWN ON THE SCHEMATIC AND PLAN DETAIL SHEETS ARE NOT BASED ON A CURRENT FIELD SURVEY. ALL ITEMS ON THESE SHEETS HAVE BEEN TAKEN FROM THE ORIGINAL CONSTRUCTION PLANS FOR THE U.S. 24 CORRIDOR (PAU/DEF-24-12.30/0.00, PID 24336, COMPLETED CIRCA 1999-2006).

DESIGN AGENCY



DESIGNER

MJS

REVIEWER

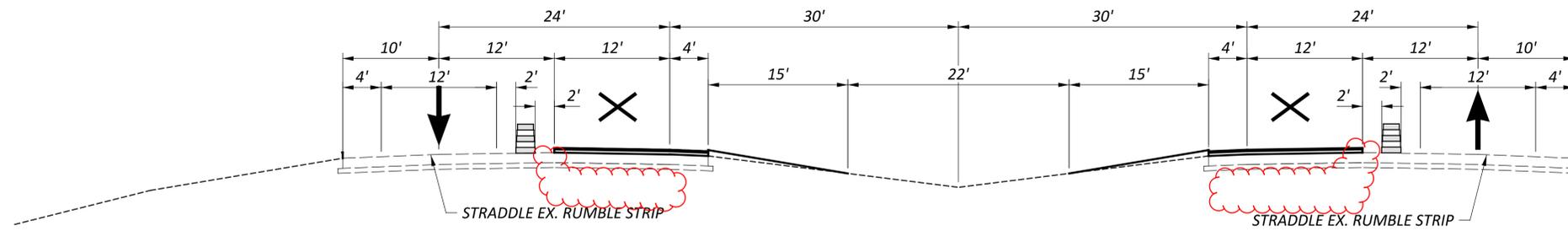
MJM 10-13-23

PROJECT ID

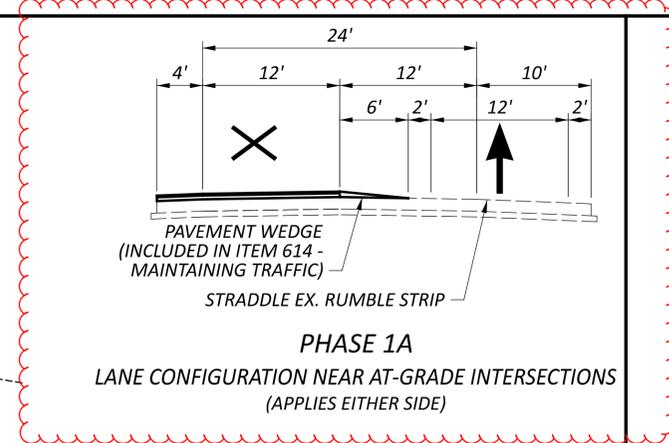
117367

SHEET TOTAL

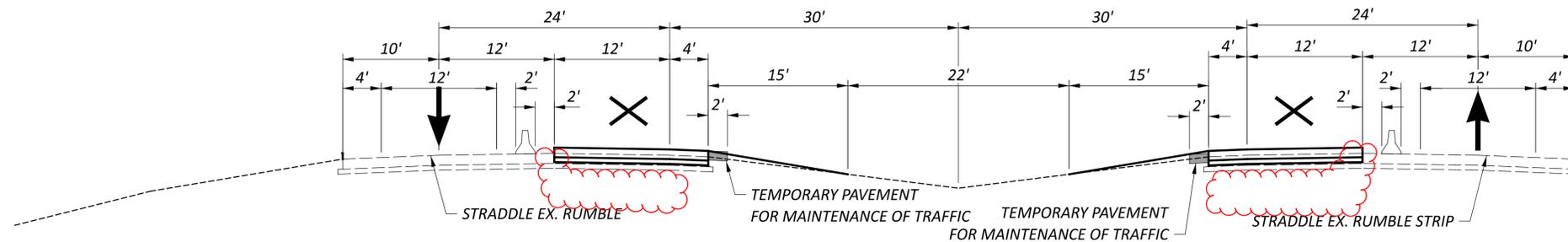
P.21 258



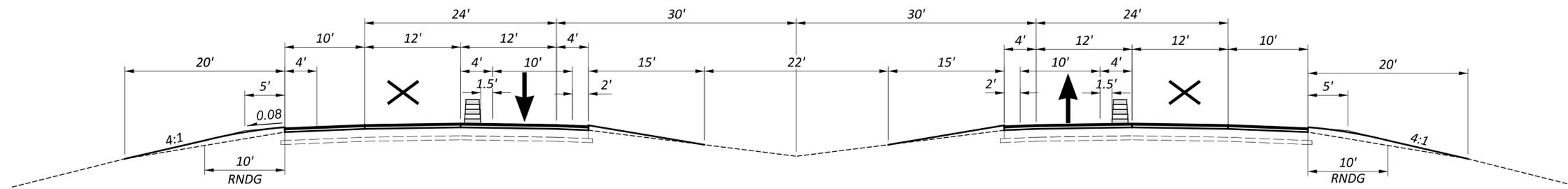
PHASE 1A
 PASSING LANE CLOSURE FOR CRACK AND SEAT/ASPHALT BASE AND INTERMEDIATE COURSE ON THE PASSING LANE



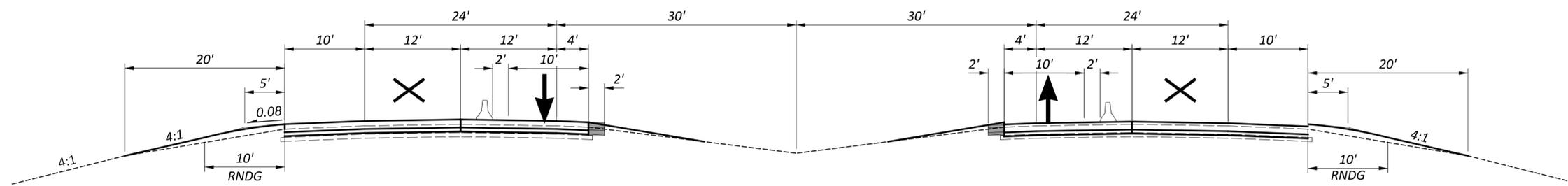
PHASE 1A
 LANE CONFIGURATION NEAR AT-GRADE INTERSECTIONS
 (APPLIES EITHER SIDE)



PHASE 1B
 PASSING LANE CLOSURE FOR RECONSTRUCTION AND TEMPORARY PAVEMENT CONSTRUCTION NEAR MAINLINE BRIDGES



PHASE 2A
 DRIVING LANE CLOSURE FOR OUTSIDE SHOULDER CRACK AND SEAT/ASPHALT BASE AND INTERMEDIATE COURSE ON THE DRIVING LANE



PHASE 2B
 DRIVING LANE CLOSURE AND TRAFFIC SHIFT FOR RECONSTRUCTION NEAR MAINLINE BRIDGES

MAINTENANCE OF TRAFFIC TYPICAL DETAILS

DESIGN AGENCY



| | |
|------------|----------|
| DESIGNER | MJS |
| REVIEWER | MJM |
| PROJECT ID | 10-13-23 |
| | 117367 |
| SHEET | TOTAL |
| P.22 | 258 |

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF ONE - 10' LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, AND TEMPORARY PAVEMENT AND IN ACCORDANCE WITH THE REQUIREMENTS OF SPEC. 614 AND THESE MAINTENANCE OF TRAFFIC NOTES AND DETAILS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ORGANIZE HIS/HER WORK IN SUCH A MANNER TO PROVIDE THE MOST SAFETY WITH THE LEAST INCONVENIENCE TO THE TRAVELING PUBLIC.

ALL EXISTING LANES, INCLUDING RAMPS, SHALL BE OPEN AND AVAILABLE TO TRAFFIC IN THE ORIGINAL ALIGNMENT BETWEEN NOVEMBER 1ST AND APRIL 1ST. ALL INTERMEDIATE COURSE, GUARDRAIL, AND THE NECESSARY BERM AND GRADING (UP TO THE INTERMEDIATE COURSE) SHALL BE IN PLACE PRIOR TO THE NOVEMBER 1ST DATE. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$10,000 PER CALENDAR DAY .

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT OF 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.

THE ENTRANCE AND EXIT RAMPS AT THE US-127 INTERCHANGE AND THE ENTRANCE AND EXIT RAMPS AT THE BALTIMORE STREET INTERCHANGE ARE EACH PERMITTED TO BE CLOSED FOR A DURATION NOT TO EXCEED THIRTY (30) CONSECUTIVE CALENDAR DAYS PER RAMP. WHEN CLOSING A RAMP, THE CONTRACTOR MUST ENSURE THE RAMPS AT THAT INTERCHANGE AND THE RAMPS AT THE ADJACENT INTERCHANGE, THAT ARE NECESSARY FOR THE POSTED DETOUR, REMAIN OPEN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO SCHEDULE THE RAMP WORK TO FIT THE DETOURS. THE RAMPS SHALL BE DETOURED AS SHOWN ON SHEET 29-32. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$5,000 PER DAY FOR EACH CALENDAR DAY A RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT. THE EXIT AND ENTRANCE RAMP CLOSURES SHALL BE ESTABLISHED, MAINTAINED AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR AS PER STANDARD CONSTRUCTION DRAWINGS MT-98.29 AND MT-98.30. THE DETOUR SIGNING SHALL BE ESTABLISHED, MAINTAINED AND SUBSEQUENTLY REMOVED BY THE STATE OF OHIO. THE CONTRACTOR SHALL NOTIFY ODOT PRIOR TO EACH CLOSURE/DETOUR ACCORDING TO THE NOTIFICATION OF TRAFFIC RESTRICTIONS NOTE.

THE FIRST DAY THAT A RAMP CLOSURE/DETOUR IS IN EFFECT SHALL BE CONSIDERED THE STARTING DATE OF THE 30 DAY DETOUR/CLOSURE LIMITATION. ON OR BEFORE THE 30TH DAY, THE RAMP SHALL BE OPENED TO THE SAFE AND CONVENIENT USE OF THE TRAVELING PUBLIC. IF THE ROADWAY IS NOT OPENED ON THE 30TH, DISINCENTIVES SHALL BE ASSESSED AS PER THE ABOVE SPECIFICATIONS.

THE AT-GRADE INTERSECTIONS AT C.R. 115, C.R. 232, T.R. 133 AND C.R. 143 SHALL BE MAINTAINED AT ALL TIMES, EXCEPT AS NOTED BELOW. AFTER PAVING THE ASPHALT BASE COURSE ON THE MAINLINE AT AN INTERSECTION, THE CONTRACTOR MAY TEMPORARILY CLOSE THE INTERSECTION. THE CONTRACTOR SHALL RESTORE NORMAL INTERSECTION OPERATION BY PLACING PAVEMENT WEDGES AND/OR PAVING THE EXTRA INTERSECTION AREAS. NORMAL INTERSECTION OPERATION SHALL BE RESTORED WITHIN 7 DAYS OF THE MAINLINE BEING PAVED. SEE THE DETAIL ON SHEET 22 FOR APPROXIMATE WEDGE LOCATION. ALL COST TO CONSTRUCT AND SUBSEQUENTLY REMOVE THE WEDGE SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC. DURING A CLOSURE OF AN AT-GRADE INTERSECTION, THE ADJACENT RAMPS AND/OR AT-GRADE INTERSECTION MUST REMAIN OPEN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO SCHEDULE THE INTERSECTION WORK TO MEET THIS REQUIREMENT. ACCESS TO EMERGENCY VEHICLES MUST BE MAINTAINED AT ALL TIMES BY USE OF WEDGING THE PAVEMENT OR BY OTHER MEANS.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE FOLLOWING LOCATION DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

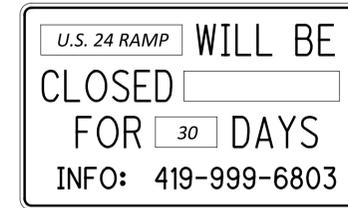
- C.R. 115 JUST SOUTH OF T.R. 22B
-TYPE 3 BARRICADES WITH R11-3a SIGN
- C.R. 115 JUST SOUTH OF C.R. 224/T.R. 224
-TYPE 3 BARRICADES WITH R11-3a SIGN
- C.R. 115 JUST NORTH OF C.R. 232
-TYPE 3 BARRICADES WITH R11-3a SIGN
- C.R. 232 JUST WEST OF T.R. 123
-TYPE 3 BARRICADES WITH R11-3a SIGN
- C.R. 232 JUST WEST OF T.R. 115
-TYPE 3 BARRICADES WITH R11-3a SIGN
- C.R. 232 JUST EAST OF T.R. 133
-TYPE BARRICADES WITH R11-3a SIGN
- C.R. 133 JUST SOUTH OF C.R. 232
-TYPE BARRICADES WITH R11-3a SIGN
- CR. 133 AT C.R. 8
-TYPE BARRICADES WITH R11-3a SIGN

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURES IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. THE CONTRACTOR SHALL PROVIDE A PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS), AS DETAILED ON SHEET 25, PRIOR TO THE SCHEDULED EXIT RAMP CLOSURES TO NOTIFY THE TRAVELING PUBLIC OF THE UPCOMING CLOSURE. THE PORTABLE CHANGEABLE MESSAGE SIGNS SHALL PLACED ON THE RIGHT-HAND SIDE OF THE ROAD IN ADVANCE OF THE CLOSURE AND SO NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. THE PCMS SHALL BE IN PLACE 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.

| NOTICE OF CLOSURE SIGN TIME TABLE | | |
|-----------------------------------|------------------------|-----------------------------------|
| ITEM | DURATION OF CLOSURE | SIGN DISPLAYED TO PUBLIC |
| RAMP & ROAD CLOSURES | >= 2 WEEKS | 14 CALENDAR DAYS PRIOR TO CLOSURE |
| | > 12 HOURS & < 2 WEEKS | 7 CALENDAR DAYS PRIOR TO CLOSURE |
| | <= 12 HRS | 2 BUSINESS DAYS PRIOR TO CLOSURE |

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MM-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.



NOTE: THE CONTRACTOR IS TO SUPPLY THE DATE

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.

ALTERNATE METHODS

IF THE CONTRACTOR SO ELECTS, THEY MAY SUBMIT ALTERNATE METHODS FOR MAINTENANCE OF TRAFFIC PROVIDED THE INTENT OF THE ABOVE PROVISIONS ARE FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO THE TRAVELING PUBLIC RESULTS THERE FROM. NO ALTERNATE PLAN SHALL BE PLACED INTO EFFECT UNTIL APPROVAL HAS BEEN GRANTED, IN WRITING, BY THE DISTRICT CONSTRUCTION ENGINEER. ALLOW 2 WEEKS FOR REVIEW WITH NO DELAY TO THE PROJECT. NO ADDITIONAL MONEY WILL BE PAID FOR ALTERNATE METHODS.

LANE CLOSURES

THE CONTRACTOR SHALL PROVIDE AN ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN IN ADVANCE WARNING OF ANY LANE CLOSURES. SEE NOTE ON SHEET 25.

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 137 M. GAL.

MAINTAINING TRAFFIC AT CRACK AND SEAT PAVED AREAS

THE CONTRACTOR SHALL ARRANGE OPERATIONS SO THAT TRAFFIC IS RETURNED TO AN AREA WHEN THE INTERMEDIATE COURSE IS COMPLETE. NO U.S. 24 TRAFFIC SHALL BE ALLOWED TO OPERATE ON A CRACK AND SEAT OR BASE COURSE SURFACE. TRAFFIC ENTERING AND EXITING US-24 AT THE AT-GRADE INTERSECTIONS IS PERMITTED TO CROSS A CRACKED AND SEATED SECTION OF CONCRETE OR ASPHALT BASE BEFORE THE INTERMEDIATE COURSE IS IN PLACE. THE CONTRACTOR SHALL MAINTAIN THESE AREAS IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, BUMPS, AND DEBRIS. ALL REQUIRED WORK ZONE PAVEMENT MARKING SHALL BE PLACED PRIOR TO OPENING THE AREA TO TRAFFIC.

WORK ZONE MARKINGS AND SIGNS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 6" = 84.88 MILES 642 PAINT

SEE THE MAINTENANCE OF TRAFFIC SUBSUMMARY ON SHEET 28 FOR ADDITIONAL WORK ZONE MARKING QUANTITIES.

REMOVAL OF PAVEMENT MARKINGS

THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS ALONG THE WORK ZONE. THE CONTRACTOR SHALL ORGANIZE HIS WORK TO REQUIRE ONLY THE REMOVAL OF CONFLICTING PAVEMENT MARKINGS ALONG ONE LANE IN EACH DIRECTION OF THE ROADWAY. THE LANE TYPE MAY VARY THROUGHOUT THE ZONE. PAYMENT TO REMOVE THESE MARKINGS AND ANY OTHER CONFLICTING MARKINGS 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 10 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.



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.

MAINTENANCE OF TRAFFIC DESIGN SPEED LIMIT

THE EXISTING FUNCTIONALITY OF U.S. 24 WILL BE REDUCED AT THE BEGINNING OF THE LANE CLOSURE TAPER. THIS IS CONSIDERED THE BEGINNING OF THE WORK ZONE. THE LANE CLOSURE SHALL BE SET UP PER STANDARD CONSTRUCTION DRAWING MT-95.30 OR MT-95.40. USE A SPEED LIMIT OF 70 MPH TO DETERMINE THE TAPER AND SPACING FOR THIS STANDARD DRAWING.

ONCE INSIDE THE CONSTRUCTION ZONE, THE MAINTENANCE OF TRAFFIC MUST BE DESIGNED FOR THE HIGHEST SPEED LIMIT THAT WILL BE PRESENT IN THE WORK ZONE SPEED ZONE.

WORK ZONE SPEED ZONES (WZSZS)

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

| WZSZ REVISION NUMBER | COUNTY-ROUTE-SECTION | DIRECTIONS |
|----------------------|-----------------------|------------|
| WZ - 10155 | PAU/DEF-24-12.30/0.00 | BOTH |

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 OMTUCD PART 6.

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRECONSTRUCTION, 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 312 SNMT
 ESTIMATING 26 DSL SIGN ASSEMBLIES FOR 12 MONTHS

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 28 EACH

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 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 WKS | 21 CALENDAR DAYS PRIOR TO CLOSURE |
| | > 12 HRS & < 2 WKS | 14 CALENDAR DAYS PRIOR TO CLOSURE |
| | < 12 HRS | 4 BUSINESS DAYS PRIOR TO CLOSURE |
| LANE CLOSURES AND RESTRICTIONS | >= 2 WKS | 14 CALENDAR DAYS PRIOR TO CLOSURE |
| | < 2 WKS | 5 BUSINESS DAYS PRIOR TO CLOSURE |
| START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES | N/A | 14 CALENDAR DAYS PRIOR TO IMPLEMENTATION |

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



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.

ESTIMATED QUANTITIES FOR BARRIER REFLECTORS AND OBJECT MARKERS ARE INCLUDED IN THE MAINTENANCE OF TRAFFIC SUBSUMMARY.

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

MAINTAINING TRAFFIC NEAR RUMBLE STRIPS

TRAFFIC IS NOT PERMITTED TO RUN ON OR CROSS OVER ANY RUMBLE STRIPS AT ANY TIME. RUMBLE STRIPS MUST BE FILLED WHEN THEY CONFLICT WITH THE MAINTENANCE OF TRAFFIC LANE CONFIGURATION. THIS INCLUDES LOCATIONS OF LANE SHIFTS ENTERING AND EXITING A WORK ZONE, AS WELL AS, CONFLICTING RUMBLE STRIPS AT THE ENTRANCE AND EXIT RAMPS. THE RUMBLE STRIPS SHALL BE FILLED OR ELIMINATED BY PLANING AND PAVING TO PROVIDE A SMOOTH RIDE TO THE SATISFACTION OF THE PROJECT ENGINEER. ONCE TRAFFIC IS RETURNED TO THE FINAL LANE CONFIGURATION, RUMBLE STRIPS THAT WERE REMOVED IN ANY EXISTING PAVEMENT NOT BEING RECONSTRUCTED OR RESURFACED, SHALL BE RESTORED TO THE PRE-CONSTRUCTION CONDITION TO THE SATISFACTION OF THE ENGINEER.

THE FOLLOWING ARE ESTIMATED LOCATIONS OF RUMBLE STRIP REMOVAL AND REPLACEMENT. THE ACTUAL LIMITS MAY VARY.

PHASE 1: EASTBOUND OUTSIDE SHOULDER
 STA. 1337+50 TO 1342+50 = 500 FT
 U.S. 127 RAMP B = 100 FT
 U.S. 127 RAMP D = 350 FT
 BALTIMORE ST. RAMP C = 100 FT
 STA. 1911+00 TO 1916+00 = 500 FT

PHASE 1: WESTBOUND OUTSIDE SHOULDER
 STA. 1917+50 TO 1922+50 = 500 FT
 BALTIMORE ST. RAMP B = 100 FT
 BALTIMORE ST. RAMP A = 350 FT
 U.S. 127 RAMP C = 100 FT
 U.S. 127 RAMP A = 350 FT
 STA. 1344+00 TO 1349+00 = 500 FT

FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS THAT REQUIRE RUMBLE STRIP REMOVAL AND REPLACEMENT. THE QUANTITIES ARE BASED ON AN AVERAGE WIDTH OF 3 FEET.

ITEM 254 - PAVEMENT PLANING, ASPHALT = 1150 SY
 CONCRETE, 1 1/2"
 ITEM 407 - NON-TRACKING TACK COAT = 81 GAL
 ITEM 441 - ASPHALT CONCRETE SURFACE, = 1150 SY
 COURSE TYPE 1, (448), PG64-22

EARTHWORK FOR MAINTAINING TRAFFIC

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

EXCAVATION FOR MAINTAINING TRAFFIC 763 CU. YD.
 EMBANKMENT FOR MAINTAINING TRAFFIC 600 CU. YD.

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.

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 SHALL BE IN ADVANCE OF LANE CLOSURES AND EXIT RAMP CLOSURES. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT. THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 56 SNMT

ESTIMATING 4 PCMS FOR 13 MONTHS (LANE CLOSURES)
 4 PCMS FOR 1 MONTH (EXIT RAMP CLOSURES)

SEQUENCE OF CONSTRUCTION

PART WIDTH CONSTRUCTION WILL BE REQUIRED TO COMPLETE THE PAVEMENT WORK ON THIS PROJECT. SEE THE MAINTENANCE OF TRAFFIC TYPICAL SECTION ON SHEET 22 FOR DETAILS. IT IS NECESSARY TO ADD ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A ALONG THE MEDIAN SHOULDER IN AREAS OF PAVEMENT REMOVAL AND REPLACEMENT IN ORDER TO MAINTAIN ONE (1) - TEN (10) FOOT LANE WITH TWO (2) FOOT SHOULDERS WHILE THE DRIVING LANE AND OUTSIDE SHOULDERS ARE CONSTRUCTED.

PRIOR TO PHASE 1, THE RUMBLE STRIPS IN THE OUTSIDE SHOULDER THAT WILL CONFLICT WITH TRAFFIC IN PHASE 1 SHALL BE REMOVED BY MILLING AND FILLING.

PHASE 1:

CLOSE THE LEFT LANE IN BOTH EASTBOUND AND WESTBOUND DIRECTIONS OF U.S. 24 PER MT-95.30/MT-95.40.

SHIFT TRAFFIC 6' ONTO THE OUTSIDE SHOULDER PER MT-102.10. AFTER SHIFTING, TRAFFIC WILL STRADDLE THE RUMBLE STRIPS ON THE OUTSIDE SHOULDER.

COMPLETE WORK UP TO THE INTERMEDIATE COURSE ON THE LEFT LANE AND MEDIAN SHOULDER IN BOTH EASTBOUND AND WESTBOUND DIRECTIONS OF U.S. 24.

PLACE ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A NECESSARY FOR PHASE 2.

PHASE 2:

CLOSE THE RIGHT LANES IN BOTH EASTBOUND AND WESTBOUND DIRECTIONS OF U.S. 24 PER MT-95.30/MT-95.40.

SHIFT TRAFFIC 4' ONTO THE INSIDE SHOULDER AND ITEM - 615 PAVEMENT, PER MT-102.10.

COMPLETE WORK UP TO THE INTERMEDIATE COURSE ON THE RIGHT LANE, OUTSIDE SHOULDER AND RAMPS TO AND FROM U.S. 127 AND BALTIMORE STREET.

PHASE 3:

PLACE SURFACE COURSE, FINAL PAVEMENT MARKINGS, AND RUMBLE STRIPS.

DESIGN AGENCY



DESIGNER

MJS

REVIEWER

MJM 10-13-23

PROJECT ID

117367

SHEET TOTAL

P.25 | 258

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 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 A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

WORKSITE TRAFFIC SUPERVISOR

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.
2. 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 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.
- 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 TTC ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS 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 AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS. THREE REMOVALS SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY PREVIOUSLY PREQUALIFIED WTS.

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



