

GENERAL NOTES

UNDERGROUND UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER, OR ADJACENT TO, THE WORK AREA.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO IDENTIFY POTENTIAL UTILITY CONFLICTS BY VISUAL INSPECTION AND BY CONTACTING THE OHIO UTILITIES PROTECTION SERVICE (OHIO 811) FOR FIELD MARKINGS OF THE UNDERGROUND UTILITIES. THE CONTRACTOR SHALL CONTACT AND COORDINATE WITH THE OWNERS TO RESOLVE ALL UTILITY CONFLICTS PRIOR TO CONSTRUCTION OR, WITH THE APPROVAL OF THE PROJECT ENGINEER, THE CONTRACTOR SHALL ADJUST THE PROJECT CONSTRUCTION ACCORDINGLY, SO AS TO AVOID DAMAGE TO THE EXISTING UTILITY FACILITIES.

THE UTILITY CONTACT INFORMATION FOR THE PROJECT CAN BE OBTAINED THROUGH THE ODOT DISTRICT 9 UTILITY COORDINATOR AT 740-774-9075.

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.

SURVEYING

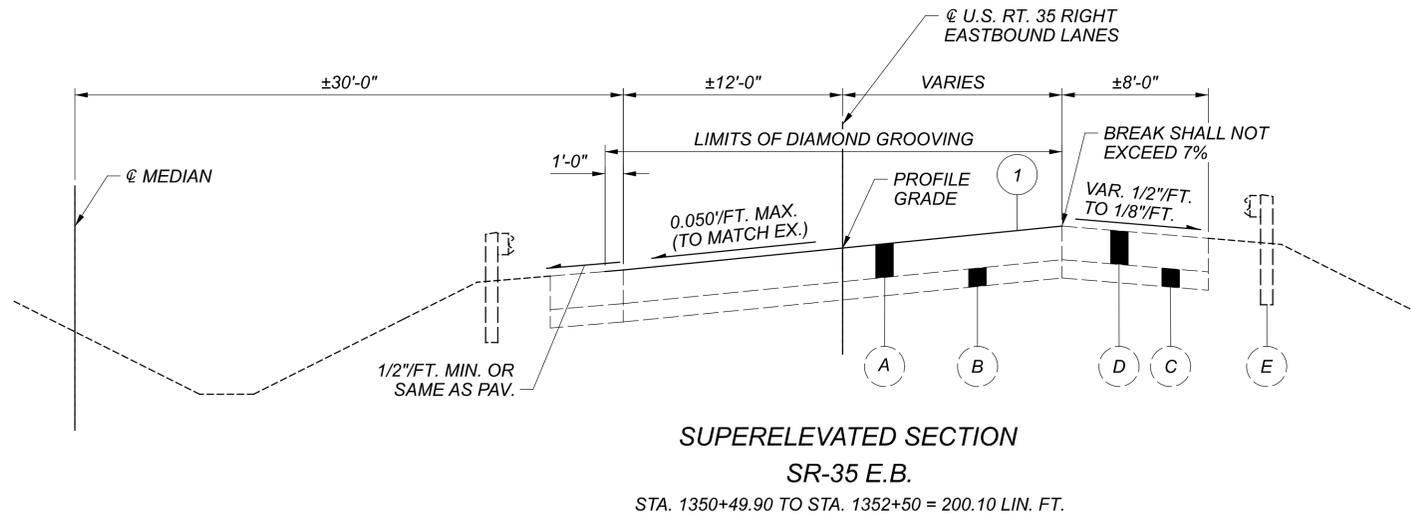
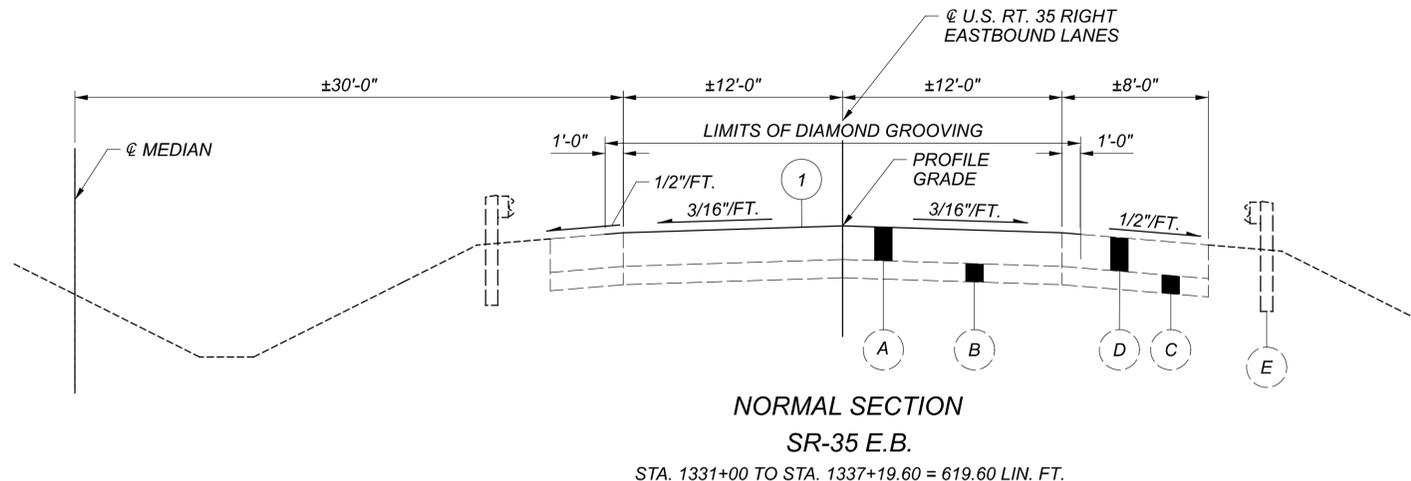
NO SURVEYING WAS PERFORMED IN THE DEVELOPMENT OF THESE PLANS. THE STATIONING SHOWN IS BASED ON THE ORIGINAL CONSTRUCTION PLANS FOR THE BRIDGE AND CONCRETE PAVEMENTS (ROS-35-25.20) FROM 1991.

EXISTING PLANS

EXISTING PLANS ENTITLED ROS-35-25.20 AND ROS-35-22.72 MAY BE INSPECTED AT THE ODOT DISTRICT 9 OFFICE, CHILLICOTHE, OHIO.

ITEM 889 - LONGITUDINAL DIAMOND GROOVING

DIAMOND GROOVING ON THE EXISTING CONCRETE PAVEMENT SHALL MATCH THE PATTERN OF THE GROOVING ON THE PROPOSED LATEX MODIFIED CONCRETE OVERLAY.



LEGEND:

- 1 ITEM 889 - DIAMOND GRINDING, PORTLAND CEMENT CONCRETE, AS PER PLAN
- A 11" REINFORCED CONCRETE PAVEMENT
- B 6" SUBBASE
- C VARIABLE THICKNESS SUBBASE
- D 11" PLAIN CONCRETE PAVEMENT
- E GUARD RAIL, TYPE 5

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).

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 - 120 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 CONTACTOR 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.

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 THE SNOW-PLOWING SEASON SHALL CONFORM TO 621.

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

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN 186 EACH

PAYMENT FOR RESURFACING WITHIN THE TRANSITION AREA SHALL BE PAID FOR UNDER THE APPROPRIATE BID ITEMS FOR THE WORK REQUIRED, AS PROVIDED FOR IN THE PLANS.

642-24 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(S) | COUNTY-ROUTE-SECTION | DIRECTION(S) |
|-------------------------|----------------------|--------------|
| WZ-50417 | ROS-33-24.19 | EASTBOUND |

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.

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.

642-24 WORK ZONE SPEED ZONES (WZSZs) (CONT.)

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 |

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

ITEM 808, DIGITAL SPEED LIMIT ASSEMBLY 8 SIGN MONTHS[ASSUMING 2 DSL SIGN ASSEMBLIES FOR 4 MONTHS]

ITEM 614, SHOULDER RUMBLE STRIPS, REMOVED AND REPLACED, AS PER PLAN

TRAFFIC SHALL NOT BE REQUIRED TO USE ANY PAVED BERMS FOR MAINTENANCE OF TRAFFIC OPERATIONS UNTIL THE EXISTING SHOULDER RUMBLE STRIPS HAVE BEEN REMOVED AND REPLACED.

BEFORE STA. 1331+00 THE PAVEMENT IS ASPHALT AND SHALL BE REPLACED WITH WITH ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22. AFTER STA. 1331+00 THE PAVEMENT IS CONCRETE AND SHALL BE MILLED AND PATCHED WITH BONDED CONCRETE. QUANTITIES ARE PROVIDED BELOW TO PLANE THE LIMITS OF RUMBLE STRIPS THAT EXTEND INTO TEMPORARY LANES. ASPHALT RUMBLE STRIPS ARE CONTINUOUS ON BOTH SIDES AND 2 FOOT WIDE.

CONCRETE RUMBLE STRIPS ARE INTERMITTENT WITH ABOUT 50% COVERAGE AND EXTEND THE WIDTH OF THE SHOULDER. ASPHALT PAVEMENT SHALL RECEIVE AN APPLICATION OF ITEM 407 TACK COAT PRIOR TO PLACEMENT OF THE ASPHALT CONCRETE SURFACE COURSE. ACCEPTANCE OF THE ASPHALT CONCRETE SURFACE COURSE SHALL BE IN ACCORDANCE WITH C&MS 449. AFTER COMPLETION OF ALL WORK, THE RUMBLE STRIPS SHALL BE RESTORED.

THE FOLLOWING EXTENTS OF RUMBLE STRIPS ARE WITHIN THE LIMITS OF THE MOT:

- STA. 1309+55 TO STA. 1331+00 LEFT SHOULDER 2' WIDE ASPHALT SHOULDER REPAIR
- STA. 1331+00 TO 1337+20 AND STA. 1350+55 TO STA. 1353+45 RIGHT SHOULDER 2' WIDE CONCRETE SHOULDER REPAIR
- STA. 1306+75 TO STA. 1331+00 RIGHT SHOULDER 2' WIDE ASPHALT SHOULDER REPAIR
- STA. 1331+00 TO STA. 1337+20 AND STA. 1350+55 TO STA. 1351+00 RIGHT SHOULDER 6' WIDE CONCRETE SHOULDER REPAIR

THIS ITEM SHALL INCLUDE REMOVAL OF RUMBLE STRIPS ON ASPHALT CONCRETE AND CONCRETE PAVEMENT CONFLICTING WITH PROPOSED MAINTENANCE OF TRAFFIC PAVEMENT MARKINGS AS SHOWN IN THE PLANS. THIS ITEM SHALL ALSO INCLUDE RESTORATION OF ALL REMOVED RUMBLE STRIPS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614, SHOULDER RUMBLE STRIPS, REMOVED AND RESTORED, AS PER PLAN 5670 LF

| REF. NO. | SHEET NO. | STATION TO STATION | 614 | | | | 622 | | | | | | | | | | | | | | |
|-----------------------------------|-----------|--------------------|---|---|--|--|------------------------------------|--|------|------|--|--|--|--|--|--|--|--|--|--|--|
| | | | WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) EACH | WORK ZONE EDGELINE, CLASS I, 6", 740.06, TYPE I (WHITE) MILE | WORK ZONE EDGELINE, CLASS I, 6", 740.06, TYPE I (YELLOW) MILE | WORK ZONE DOTTED LINE, CLASS I, 6", 740.06, TYPE I (WHITE) FT | PORTABLE BARRIER, UNANCHORED FT | PORTABLE BARRIER, UNANCHORED, BRIDGE MOUNTED FT | | | | | | | | | | | | | |
| PHASE I | | | | | | | | | | | | | | | | | | | | | |
| EW-1 | 6-7 | 1296+10 | | 1315+00 | | 0.36 | | | | | | | | | | | | | | | |
| EY-1 | 6-7 | 1309+55 | | 1353+45 | | | 0.83 | | | | | | | | | | | | | | |
| EY-2 | 6-7 | 1312+45 | | 1315+00 | | | 0.05 | | | | | | | | | | | | | | |
| FA-1 | 6 | 1296+50 | | | | | | | | | | | | | | | | | | | |
| DW-1 | 7 | 1315+00 | | 1333+55 | | | | 1855 | | | | | | | | | | | | | |
| EW-2 | 7 | 1322+60 | | 1333+55 | | 0.21 | | | | | | | | | | | | | | | |
| EW-3 | 7 | 1333+55 | | 1351+00 | | 0.33 | | | | | | | | | | | | | | | |
| PB-1 | 7 | 1334+90 | | 1337+20 | 1 | | | | 230 | | | | | | | | | | | | |
| PB-1 | 7 | 1337+20 | | 1350+20 | | | | | | 1300 | | | | | | | | | | | |
| PB-1 | 7 | 1350+20 | | 1351+00 | | | | | 80 | | | | | | | | | | | | |
| PHASE II | | | | | | | | | | | | | | | | | | | | | |
| EY-1 | 8-9 | 1293+10 | | 1351+00 | | | 1.1 | | | | | | | | | | | | | | |
| EW-1 | 8-9 | 1306+75 | | 1312+50 | | 0.11 | | | | | | | | | | | | | | | |
| EW-2 | 8-9 | 1311+00 | | 1317+00 | | 0.11 | | | | | | | | | | | | | | | |
| FA-1 | 8 | 1293+60 | | | | | | | | | | | | | | | | | | | |
| DW-1 | 9 | 1312+50 | | 1322+50 | | | | 1000 | | | | | | | | | | | | | |
| EW-3 | 9 | 1317+00 | | 1322+50 | | 0.1 | | | | | | | | | | | | | | | |
| EW-4 | 9 | 1322+50 | | 1351+00 | | 0.54 | | | | | | | | | | | | | | | |
| PB-1 | 9 | 1334+90 | | 1337+20 | 1 | | | | 230 | | | | | | | | | | | | |
| PB-1 | 9 | 1337+20 | | 1350+20 | | | | | | 1300 | | | | | | | | | | | |
| PB-1 | 9 | 1350+20 | | 1351+00 | | | | | 80 | | | | | | | | | | | | |
| TOTALS CARRIED TO GENERAL SUMMARY | | | 2 | 1.76 | 1.98 | 2855 | | 620 | 2600 | | | | | | | | | | | | |

MAINTENANCE OF TRAFFIC SUB-SUMMARY

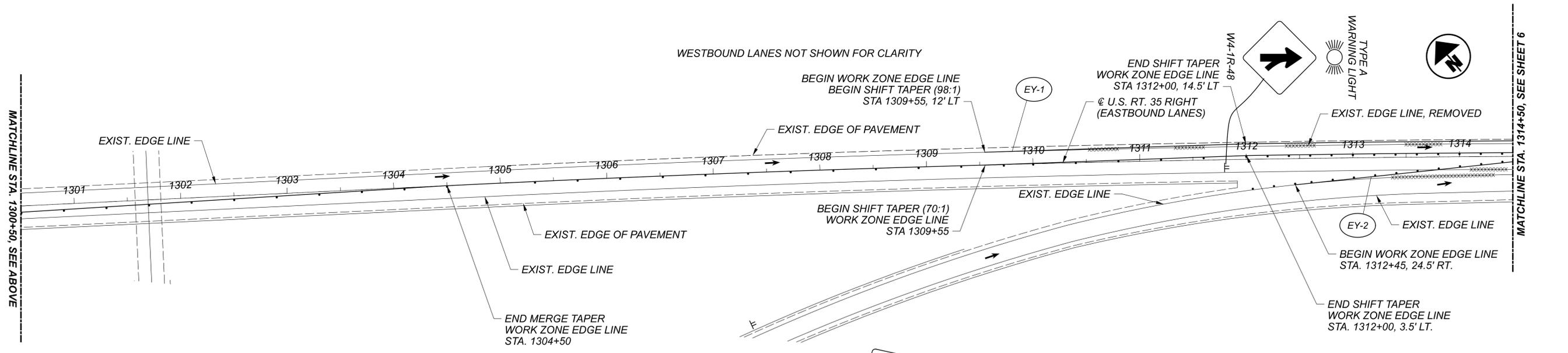
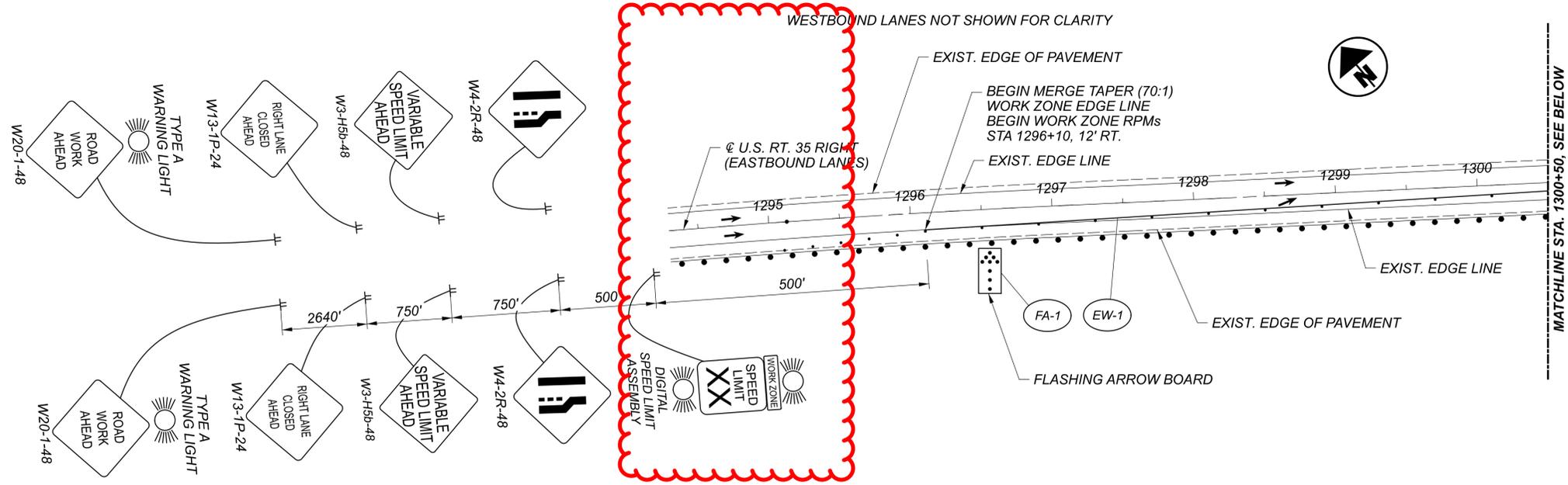
DESIGN AGENCY



DESIGNER
AC
 REVIEWER
SJB 03/31/23
 PROJECT ID
117568
 SHEET TOTAL
5 | 19

LEGEND FOR ALL MAINTENANCE OF TRAFFIC SHEETS

- (EW) WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT (WHITE)
- (EY) WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT (YELLOW)
- (DW) WORK ZONE DOTTED LINE, CLASS I, 6", 740.06 (WHITE)
- (FA) FLASHING ARROW PANEL
- (PB) PORTABLE BARRIER, UNANCHORED



LEGEND

- | | |
|---|----------------------------|
| - WORK AREA | - DIRECTION OF TRAVEL |
| - WORK ZONE IMPACT ATTENUATOR, UNIDIRECTIONAL | - REMOVE EXISTING MARKINGS |
| - PORTABLE BARRIER, UNANCHORED | - PORTABLE ARROW BOARD |
| | - TYPE III BARRICADE |

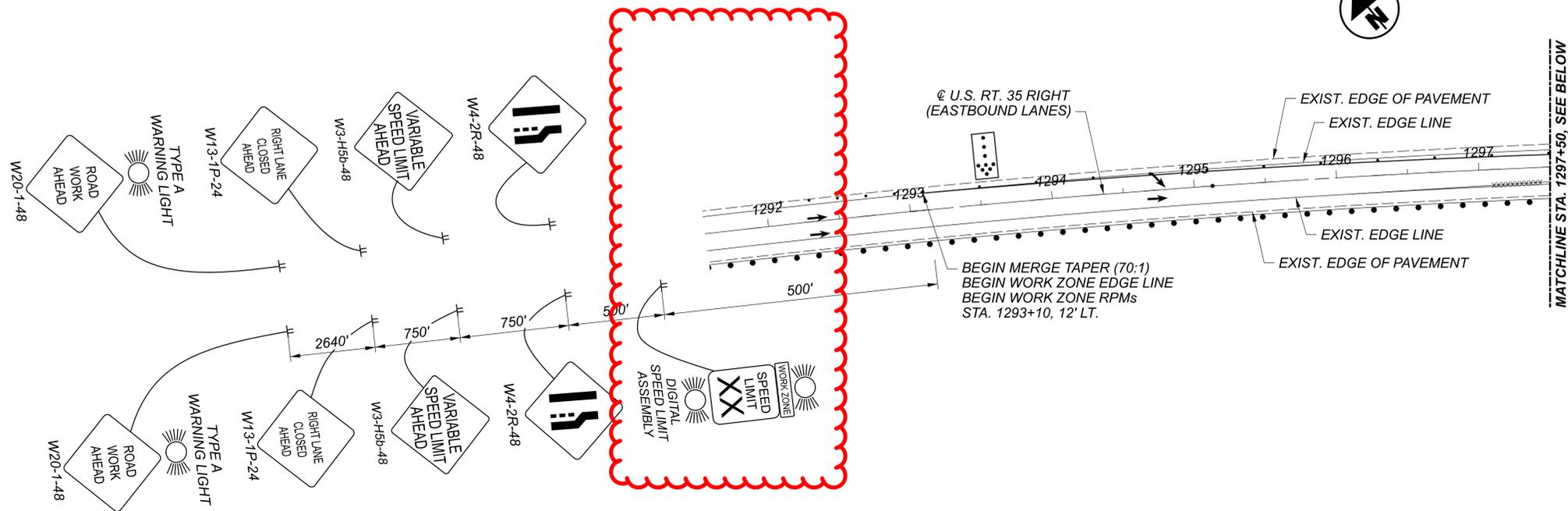
MAINTENANCE OF TRAFFIC PHASE 1

| | |
|--|--------------|
| DESIGN AGENCY | |
| | |
| ONE EASTON OVAL SUITE 400 COLUMBUS, OH 43219 T 614-476-6000 | |
| DESIGNER | AC |
| REVIEWER | SJB 03/31/23 |
| PROJECT ID | 117568 |
| SHEET | TOTAL |
| 6 | 19 |

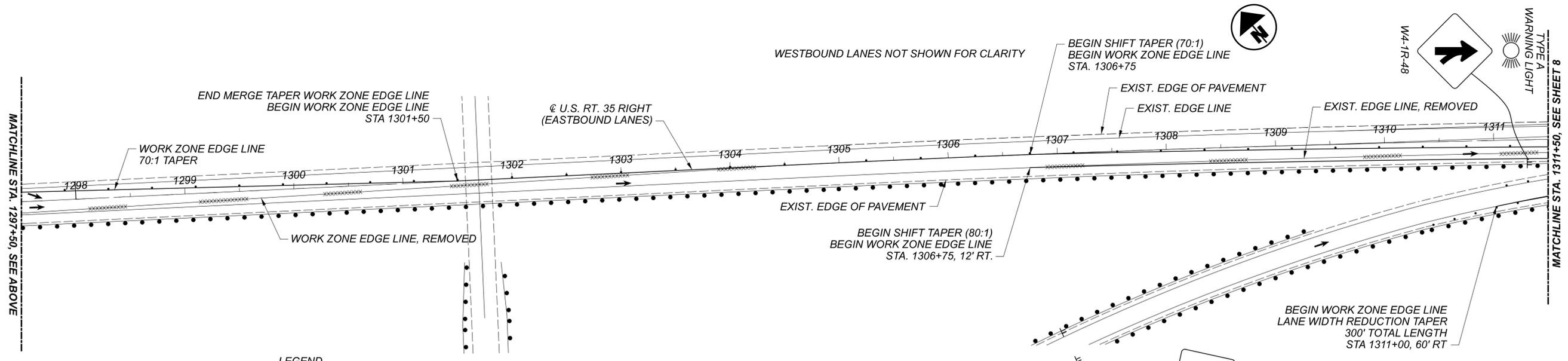
SEE LEGEND ON SHEET 5

NOTES:
 FOR DETAILS NOT SHOWN HERE,
 SEE SCD MT-95.40 AND MT-99.30.
 REMOVE ALL PHASE ONE WORK
 ZONE MARKINGS UNLESS
 OTHERWISE INDICATED.

WESTBOUND LANES NOT SHOWN FOR CLARITY



WESTBOUND LANES NOT SHOWN FOR CLARITY



LEGEND

| | | | |
|---|---|---|----------------------------|
|  | - WORK AREA |  | - DIRECTION OF TRAVEL |
|  | - WORK ZONE IMPACT ATTENUATOR, UNIDIRECTIONAL |  | - REMOVE EXISTING MARKINGS |
|  | - PORTABLE BARRIER, UNANCHORED |  | - PORTABLE ARROW BOARD |
|  | - TYPE III BARRICADE | | |

MAINTENANCE OF TRAFFIC
 PHASE 2

| | |
|--|-------|
| DESIGN AGENCY | |
|  | |
| <small>ONE EASTON OVAL SUITE 400 COLUMBUS, OH 43219 T 614-476-6000</small> | |
| DESIGNER | |
| AC | |
| REVIEWER | |
| SJB 03/31/23 | |
| PROJECT ID | |
| 117568 | |
| SHEET | TOTAL |
| 8 | 19 |

ROS-35-24.19

MODEL: Sheet PAPER SIZE: 34x22 (in.) DATE: 7/10/2023 TIME: 1:16:35 PM USER: GrahamE
 G:\DE\Clients\ODOT\117568\400-Engineering\MOT\Sheets\117568_MP003.dgn

| SHEET NUM. | | | | | PART. | ITEM | ITEM | GRAND | UNIT | DESCRIPTION | SEE SHEET NO. |
|------------|-------|-------|-------|-------|-----------|------|-------|-------|------|--|---------------|
| 3 | 4 | 5 | 11 | 16 | 01/NHS/47 | EXT | TOTAL | | | | |
| | | | 2,600 | | 2,600 | 889 | 10000 | 2,600 | SY | LONGITUDINAL DIAMOND GROOVING | 2 |
| | | | | | | | | | | ROADWAY | |
| | | | | | | | | | | TRAFFIC CONTROL | |
| | | | 52 | | 52 | 621 | 00100 | 52 | EACH | RPM, ONE-WAY WHITE | |
| | | | 12 | | 12 | 621 | 00100 | 12 | EACH | RPM, TWO-WAY WHITE/RED | |
| | | | | | 64 | 621 | 54000 | 64 | EACH | RAISED PAVEMENT MARKER REMOVED | |
| | | | 2.54 | | 2.54 | 646 | 10010 | 2.54 | MILE | EDGE LINE, 6" | |
| | | | 1.18 | | 1.18 | 646 | 10110 | 1.18 | MILE | LANE LINE, 6" | |
| | | | 710 | | 710 | 646 | 20504 | 710 | FT | DOTTED LINE, 6", WHITE | |
| | | | | | | | | | | STRUCTURE OVER 20 FOOT SPAN (ROS-35-24.19R) | |
| | | | | 2 | 2 | 512 | 10101 | 2 | SY | SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN | 14 |
| | | | | 283 | 283 | 512 | 10300 | 283 | SY | SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN | |
| | | | | | 81 | 516 | 10000 | 81 | FT | PREFORMED ELASTOMERIC COMPRESSION JOINT SEAL | |
| | | | | | 10 | 519 | 11101 | 10 | SF | PATCHING CONCRETE STRUCTURE, AS PER PLAN | 14 |
| | | | | 5,310 | 5,310 | 847 | 10100 | 5,310 | SY | LATEX MODIFIED CONCRETE OVERLAY (1 1/4") | |
| | | | | 15 | 15 | 847 | 20100 | 15 | CY | LATEX MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY | |
| | | | | | | 847 | 30000 | LS | | TEST SLAB | |
| | | | | 32 | 32 | 847 | 50000 | 32 | SY | HAND CHIPPING | |
| | | | | | | | | | | MAINTENANCE OF TRAFFIC | |
| | 120 | | | | 120 | 614 | 11110 | 120 | HOUR | LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE | |
| | | 2 | | | 2 | 614 | 12380 | 2 | EACH | WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) | |
| | 186 | | | | 186 | 614 | 12800 | 186 | EACH | WORK ZONE RAISED PAVEMENT MARKER | |
| 182 | | | | | 182 | 614 | 13314 | 182 | EACH | BARRIER REFLECTOR, TYPE 3 ONE WAY | |
| 177 | | | | | 177 | 614 | 13350 | 177 | EACH | OBJECT MARKER, ONE WAY | |
| | 5,670 | | | | 5,670 | 614 | 18030 | 5,670 | FT | MAINTAINING TRAFFIC - MISC - SHOULDER RUMBLE STRIPS, REMOVED AND RESTORED, AS PER PLAN | 4 |
| | | 3.74 | | | 3.74 | 614 | 22210 | 3.74 | MILE | WORK ZONE EDGE LINE, CLASS 1, 6", 740.06, TYPE I | |
| | | | | | 2,855 | 614 | 24402 | 2,855 | FT | WORK ZONE DOTTED LINE, CLASS 1, 6", 740.06, TYPE I | |
| | | 620 | | | 620 | 622 | 41100 | 620 | FT | PORTABLE BARRIER, UNANCHORED | 6-10 |
| | | 2,600 | | | 2,600 | 622 | 41100 | 2,600 | FT | PORTABLE BARRIER, UNANCHORED (BRIDGE MOUNTED) | 6-10 |
| | 8 | | | | 8 | 808 | 18700 | 8 | SNMT | DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY | |
| | | | | | | | | | | INCIDENTALS | |
| | | | | | | 614 | 11000 | LS | | MAINTAINING TRAFFIC | |
| | | | | | | 623 | 10000 | LS | | CONSTRUCTION LAYOUT STAKES AND SURVEYING | |
| | | | | | | 624 | 10000 | LS | | MOBILIZATION | |

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER
JYM

REVIEWER
MJZ 02/10/23

PROJECT ID
117568

| | |
|-------|-------|
| SHEET | TOTAL |
| 10 | 19 |

