

UTILITIES:

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

ROSS COUNTY WATER COMPANY
P.O. BOX 1690
CHILLICOTHE, OHIO 45601
MR. BRAD LONG
740-774-4117

CITY OF CHILLICOTHE UTILITY DEPARTMENT
P.O. BOX 630
CHILLICOTHE, OHIO 45601
MR. RANDY CARTWRIGHT, WATER & SEWER
740-774-1415

AMERICAN ELECTRIC POWER (DISTRIBUTION)
38831 STATE ROUTE 7
REEDSVILLE, OHIO 45772
MR. CLARKE SANDERS
740-985-3054

SOUTH CENTRAL POWER COMPANY
720 MILL PARK DRIVE
LANCASTER, OHIO 43130
MR. ZACHERY REED
DIRECTOR OF ENGINEERING
740-689-6150

GIO FIBER
P.O. BOX 480
CHILLICOTHE, OHIO 45601
MR. JON DREITZLER
740-606-0937

CHARTER COMMUNICATIONS
32 ENTERPRISE DRIVE
CHILLICOTHE, OHIO 45601
MR. AARON KEMPTON
740-648-3091

COLUMBIA GAS OF OHIO
843 PIATT AVENUE
CHILLICOTHE, OHIO 45601
MR. CARY MACLAUGHLIN
740-774-8239

TC ENERGY
700 LOUISIANA STREET, SUITE 700
HOUSTON, TX 77002
MR. JOSHUA WILLIAMS
740-688-9466

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

PROFILE AND ALIGNMENT:

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

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.

EXISTING PLANS:

EXISTING PLANS MAY BE INSPECTED IN THE ODOT DISTRICT 9 OFFICE IN CHILLICOTHE, OHIO.

RPM:

IN ADDITION TO CMS 621.03, RPM'S SHALL NOT BE INSTALLED ON BRIDGES OR APPROACH SLABS THAT HAVE A CONCRETE SURFACE. INSTALL RPM'S IN ASPHALT CONCRETE BEFORE AND AFTER THE SUPERSTRUCTURE.

EXTRA AREAS:

QUANTITIES FOR EXTRA AREAS ARE SHOWN ON SHEET P.98 - P.99. THESE AREAS INCLUDE BUT NOT LIMITED TO THE FOLLOWING:

GORE AREA - AS DIRECTED BY THE ENGINEER.
MEDIAN CROSSOVER - AS DIRECTED BY THE ENGINEER.
SHOULDER WIDENING AREA - AS DIRECTED BY THE ENGINEER.

SURVEYING PARAMETERS:

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET P.2 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

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

PROJECT CONTROL

POSITIONING METHOD: ODOT VRS
MONUMENT TYPE: TYPE B

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD 88
GEOID: GEOID18

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD 83 (2011)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO SOUTH ZONE 3402
COMBINED SCALE FACTOR: 0.99991136
PROJECT ADJUSTMENT FACTOR: 1.00008865
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.

CLEARING AND GRUBBING:

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201 - CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201 - CLEARING AND GRUBBING.

DISPOSAL OF ASPHALT GRINDINGS:
ASPHALT GRINDINGS FROM THIS PROJECT ARE TO BECOME THE PROPERTY OF THE CONTRACTOR.

FULL DEPTH PAVEMENT SAWING:
SAW CUT THE EXISTING RIGID PAVEMENT TO THE FULL DEPTH AT THE LIMITS OF THE AREA DESIGNATED BY THE ENGINEER. ALL REQUIREMENTS OF CMS 255.03 SHALL APPLY.

THE ESTIMATED QUANTITY LISTED BELOW (1,200 LF AT US 23 AND 1,500 LF AT MAIN ST) HAS BEEN INCLUDED AND CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER. ITEM 255 - FULL DEPTH PAVEMENT SAWING: 10,500 FT

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN:
WIDTH AS DIRECTED BY ENGINEER (4' MIN.)

REMOVE EXISTING DETERIORATED PAVEMENT TO A DEPTH OF 3" AND REPLACE WITH ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446), IN ONE LIFT.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE TO REPAIR THE EXISTING PAVEMENT AS DIRECTED BY THE ENGINEER:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN 500 SY

FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS RRCM:
ALL OF THE CONSTRUCTION REQUIREMENTS OF THE CMS FOR ITEM 255 SHALL APPLY.

FULL DEPTH PAVEMENT REPAIRS WILL BE CONSTRUCTED USING THE UNDERCUT DETAILS SHOWN ON SCD BP-2.5 AND BP-2.1.

ONE TU TYPE JOINT AND ONE YU TYPE JOINT WILL BE REQUIRED AT EACH REPAIR LOCATION.

NECESSARY PAVEMENT REPAIRS THAT ARE DISCOVERED AT MID-SLAB LOCATIONS SHALL BE TREATED WITH A TU TYPE JOINT AT EACH END.

COMPLETED REPAIRS SHALL BE AT THE FULL LANE WIDTH OF THE EXISTING CONCRETE PAVEMENT WITH REPAIR LENGTH AND LOCATION DETERMINED BY THE ENGINEER.

EACH CONCRETE REPAIR SHALL BE COVERED WITH 5" OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22.

THE SMOOTHNESS OF ASPHALT REPAIRS CANNOT EXCEED 1/4" FROM THE TESTING EDGE OF A 10 FOOT STRAIGHT EDGE THAT IS SATISFACTORY TO THE ENGINEER. CORRECT VARIATIONS IN EXCESS OF SURFACE TOLERANCES BY SURFACE GRINDING IN A MANNER SATISFACTORY TO THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.

IN ADDITION TO THE QUANTITIES IN 255.10, THE ESTIMATED QUANTITY LISTED BELOW HAVE BEEN INCLUDED AND CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS RRCM: 2,500 SY

REVIEW OF DRAINAGE FACILITIES:

PRIOR TO THE START OF WORK AND AGAIN BEFORE FINAL ACCEPTANCE, PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE DEPARTMENT, CONTRACTOR, AND LOCALS OF ALL EXISTING DRAINAGE FACILITIES THAT ARE TO REMAIN IN SERVICE WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES IS DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION ARE MAINTAINED BY THE DEPARTMENT.

CONFIRM ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES ARE MAINTAINED AND LEFT IN A CONDITION COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY CHANGE IN THE CONDITION RESULTING FROM THEIR OPERATIONS AS DIRECTED AND APPROVED BY THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

ITEM 254 - PATCHING PLANED SURFACE:

THE CONTRACTOR SHALL PATCH PLANED SURFACES, AS DIRECTED BY THE ENGINEER. A TOTAL OF 73,960 OF PLANED SY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

PLACEMENT OF PAVEMENT:

UNLESS AN ALTERNATIVE SEQUENCE IS APPROVED BY THE ENGINEER, COMPLETE THE MILL AND FILL OPERATIONS IN A LANE BEFORE MILLING THE ADJACENT LANE TO ELIMINATE UNCONFINED LONGITUDINAL JOINTS WHEREVER POSSIBLE.

ITEM 659 - SEEDING AND MULCHING:

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 659 - SEEDING AND MULCHING	297 SY
ITEM 659 - REPAIR SEEDING AND MULCHING	30 SY
ITEM 659 - COMMERCIAL FERTILIZER	0.05 TON
ITEM 659 - LIME	0.06 ACRE
ITEM 659 - WATER	1 MGAL

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITIES ARE BASED OFF THESE LIMITS.

EARTHWORK AND SEEDING SUMMARY			
Sheet No.	Excavation	Embankment	Seeding
	CY	CY	SY
P.118	75	0	21
P.119	126	0	79
P.120	114	0	118
P.121	124	0	79
TOTALS	439	0	297

ITEM 832 - EROSION CONTROL:

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 832 - EROSION CONTROL 5000 EACH

3 12-04-2024 - QUANTITY CLARIFICATION
1 11-11-2024 - PROJECT WORK REDUCTION

ITEM 614, MAINTAINING TRAFFIC

ALL LANE CLOSURES ALONG US 23 & 35 SHALL BE IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE SCHEDULE. ALL RAMPS SHALL BE MAINTAINED AT ALL ITEMS EXCEPT FOR 2 DIFFERENT PHASES WHEN RAMPS A & B AT THE MAIN STREET INTERCHANGE CAN BE SIMULTANEOUSLY CLOSED FOR 45 DAYS AND WHEN RAMPS C & D AT THE MAIN STREET INTERCHANGE CAN BE SIMULTANEOUSLY CLOSED FOR 45 DAYS. THE 45-DAY CLOSURE FOR RAMPS C & D SHALL ONLY BE DURING PHASE 3 OF US 23/35 MAINLINE MAINTENANCE OF TRAFFIC.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

BEFORE THE WORK BEGINS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE NAME(S) AND TELEPHONE NUMBER(S) OF A PERSON OR PERSONS WHO CAN BE CONTACTED TWENTY-FOUR (24) HOURS PER DAY BY THE OHIO DEPARTMENT OF TRANSPORTATION AND ALL INTERESTED POLICE AGENCIES. THIS PERSON OR PERSONS SHALL BE RESPONSIBLE FOR PLACING OR REPLACING NECESSARY TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

THE CONTRACTOR WILL ADVISE THE DISTRICT PUBLIC INFORMATION OFFICER AT (740) 774-8834, FOURTEEN (14) DAYS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES. THE PROJECT ENGINEER WILL PROVIDE ASSISTANCE/CLARIFICATION FOR ANY QUESTIONS.

THE CONTRACTOR SHALL ARRANGE FOR ALL MAINTENANCE OF TRAFFIC OPERATIONS SUCH THAT THERE WILL BE NO OBSTRUCTIONS TO THE CONTINUOUS FLOW OF TRAFFIC. ALL INTERSECTIONS AND DRIVEWAYS SHALL BE OPEN TO TRAFFIC AT ALL TIMES UNLESS OTHERWISE SHOWN IN THE PLAN.

ALL EXISTING LANES, INCLUDING RAMPS, SHALL BE OPEN AND AVAILABLE TO TRAFFIC IN THE ORIGINAL OR PROPOSED FINAL ALIGNMENT BETWEEN [OCTOBER 1] AND [MARCH 1] SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$10,000.00 PER CALENDAR DAY.

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS EXCEPT FOR LANE CLOSURES ENFORCED BY PORTABLE BARRIER:

NEW YEAR'S (OBSERVED) GENERAL/REGULAR ELECTION DAY
THANKSGIVING
MEMORIAL DAY CHRISTMAS (OBSERVED)
FOURTH OF JULY (OBSERVED) (OTHER HOLIDAY OR SPECIAL EVENT)
LABOR DAY

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

DAY OF HOLIDAY TIME ALL LANES
OR SPECIAL EVENT MUST BE OPEN TO TRAFFIC

SUNDAY 12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY 12:00N FRIDAY THROUGH 6:00 AM TUESDAY
MONDAY (TOTAL SOLAR ECLIPSE)
12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY 12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY (GEN./REG. ELECTION)
5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY 12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY 12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)
6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY 12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY 12:00N FRIDAY THROUGH 6:00 AM MONDAY

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

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	TIME UNIT	DISINCENTIVE \$PER TIME UNIT
ALL LANES OF US 23	EACH HOUR	\$10,000.00

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.

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.]

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE
ITEM DURATION SIGN DISPLAYED
OF CLOSURE TO PUBLIC
RAMP & >=2 WEEKS 14 CALENDAR DAYS
PRIOR TO CLOSURE

ROAD > 12 HOURS 7 CALENDAR DAYS
& < 2 WEEKS PRIOR TO CLOSURE

CLOSURES <= 12 HOURS 2 BUSINESS DAYS
PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

ITEM 614, MAINTAINING TRAFFIC (ESTIMATED QUANTITIES)

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

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 250 CU. YD.
ITEM 616, WATER 10 M. GAL.

ITEM 614, MAINTAINING TRAFFIC (SIGNS AND BARRICADES)

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

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.

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 10 M. GAL.

WORK ZONE SPEED ZONES (WZSZ)

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(S) DIRECTION(S)
WZ-50442- 55MPH - US 23 NORTHBOUND
WZ-50442- 55MPH - US 23 SOUTHBOUND

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.

WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS SHALL BE IN ACCORDANCE WITH THIS NOTE AND SCD MT-104.10. ADDITIONALLY PAYMENT MAY BE REMOVED, OR A DISINCENTIVE APPLIED, FOR WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS THE SAME AS DESCRIBED IN THE MOST RECENT PUBLICATION OF SS 808 IN REGARDS TO WZSZS USING DSL SIGN ASSEMBLIES (SEE SS 808.06 PARAGRAPHS 4 THROUGH 7, INCLUDING TABLE 1).

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, 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 614, WORK ZONE SPEED LIMIT SIGN 6 EACH]

[ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY 18 SIGN MNTH]

12-04-2024 - QUANTITY CLARIFICATION

DESIGN AGENCY



DESIGNER

AJ

REVIEWER

SA 08/20/24

PROJECT ID

118771

SHEET TOTAL

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