

UTILITIES

THE CONTRACTOR SHALL USE THE FOLLOWING PROCEDURE AT EACH LOCATION WHERE WORK IS PERFORMED, IN ACCORDANCE WITH SECTIONS 105.07 AND 107.16 IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER, OHIO811, THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 4 HEADQUARTERS (MICHELLE CHANEY AT 330-786-2267) AND ALL NON REGISTERED UTILITY OWNERS AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN ALL AREAS.

THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE NOT SHOWN ON THE PLANS, BUT CAN BE OBTAINED FROM THE OWNERS OF THE UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO UTILITIES.

CURVED RAIL ELEMENTS

THE CONTRACTOR WILL BE RESPONSIBLE FOR DETERMINING THE CORRECT RADIUS REQUIRED FOR EACH INSTALLATION. THE LENGTH OF CURVED RAIL ELEMENTS WILL BE INCLUDED IN THE TOTAL LENGTH OF THE RUN AND INCLUDED IN THE GUARDRAIL OR GUARDRAIL REBUILT ITEM FOR PAYMENT.

PROTECTION OF INCOMPLETE WORK

ANY HAZARD DURING NON-WORKING HOURS WILL BE ADEQUATELY PROTECTED WITH DRUMS OR BARRICADES, OR AS DIRECTED BY THE ENGINEER. FOR ANY SUCH WORK REQUIRED, IT WILL BE CONSIDERED AS INCIDENTAL AND INCLUDED IN THE UNIT PRICE BID FOR THE APPROPRIATE REPAIR ITEMS.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

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

BTA TYPE 4 PLAN INSERT SHEETS/ARCHIVED STANDARD DRAWINGS

MULTIPLE LOCATIONS REQUIRE TYPE 4 BRIDGE TERMINAL ASSEMBLIES TO CORRECTLY TIE INTO EXISTING STRUCTURE RAILING. ARCHIVED STANDARD DRAWINGS OF TYPE 4 BTA ARE PROVIDED AS PLAN INSERT SHEETS ON ROADWAY ENGINEER'S PLAN INSERT SHEETS WEB PAGE:

<https://www.dot.state.oh.us/PIS/Pages/roadway.aspx>

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)

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

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

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

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

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

ITEM 202 GUARDRAIL REMOVED AS PER PLAN

THIS ITEM SHALL INCLUDE REMOVAL OF EXISTING GUARDRAIL AND EXISTING ASPHALT UNDER THE GUARDRAIL. A SAWCUT OR MILLING WILL BE PERFORMED TO ASSIST THE REMOVAL OF EXISTING ASPHALT UNDER GUARDRAIL AND MINIMIZE DAMAGE TO EXISTING SHOULDER ASPHALT. ANY DAMAGE TO THE EXISTING SHOULDER ASPHALT OR OTHER PAVEMENT SURFACE IS TO BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE PROJECT.

ITEM 606 - BRIDGE TERMINAL ASSEMBLY, TYPE 1

NOTE THAT THIS BTA WILL NEED TO BE ATTACHED AS PER THE "CONNECTION DETAILS TO CONNECT THRIE BEAM TO PREEXISTING WALLS/ PARAPETS" PANEL ON SHEET 2/2 OF MGS-3.1 WHICH REQUIRES A 14' PANEL.

ITEM SPECIAL - AS-BUILT CONSTRUCTION RECORD DRAWINGS

PRIOR TO FINAL ACCEPTANCE OF THE WORK, THE CONTRACTOR SHALL FURNISH THE DEPARTMENT FORMAL AS-BUILT CONSTRUCTION RECORD-DRAWING PLANS. THE FORMAL AS-BUILT CONSTRUCTION RECORD-DRAWING SHALL INCLUDE ALL RED-LINED CHANGES. RED-LINE CHANGE SHALL BE DENOTED UTILIZING CLOUDING IN MICROSTATION (OR OTHER CAD SOFTWARE) OR CLOUDING IN PDF EDITING SOFTWARE. THE AS-BUILT CONSTRUCTION RECORD-DRAWING SHALL HAVE A SIGNED VERIFICATION ON THE TITLE SHEET FROM THE CONTRACTOR INDICATING THAT ALL RED-LINED AND FIELD CHANGES HAVE BEEN INCORPORATED INTO AS-BUILT CONSTRUCTION RECORD-DRAWINGS.

THE CONTRACTOR'S VERIFICATION STATEMENT INDICATES ALL KNOWN FIELD MODIFICATIONS MADE HAVE BEEN INCLUDED IN THE FORMAL RECORD-DRAWING. THE CONTRACTOR'S VERIFICATION STATEMENT SHALL BE SIGNED BY THE CONTRACTOR'S PROJECT MANAGER (OR ACCEPTABLE REPRESENTATIVE).

IN ADDITION TO THE INFORMATION SHOWN ON THE CONSTRUCTION PLANS, THE AS-BUILT CONSTRUCTION RECORD-DRAWINGS SHALL SHOW THE FOLLOWING:

1. ALL DEVIATIONS FROM THE ORIGINAL APPROVED CONSTRUCTION PLANS WHICH RESULT IN A CHANGE OF LOCATION, MATERIAL, TYPE OR SIZE OF WORK.
2. ANY UTILITIES, PIPES, WELLHEADS, ABANDONED PAVEMENTS, FOUNDATIONS OR OTHER MAJOR OBSTRUCTIONS DISCOVERED AND REMAINING IN PLACE WHICH ARE NOT SHOWN, OR DO NOT CONFORM TO LOCATIONS OR DEPTHS SHOWN IN THE PLANS. UNDERGROUND FEATURES SHALL BE SHOWN AND LABELED ON THE RECORD-DRAWING PLAN IN TERMS OF STATION, OFFSET AND ELEVATION.
3. THE FINAL OPTION AND SPECIFICATION NUMBER SELECTED FOR THOSE ITEMS WHICH ALLOW SEVERAL MATERIAL OPTIONS UNDER THE SPECIFICATION (E.G., CONDUIT).
4. CHANGES TO THE PAY ITEMS AND FINAL QUANTITIES AS PAID SHALL BE SHOWN ON THE GENERAL SUMMARY AND SUBSUMMARIES.
5. ADDITIONAL PLAN SHEETS MAY BE NEEDED IF NECESSARY TO SHOW WORK NOT INCLUDED IN THE CONSTRUCTION PLANS. IF ADDITIONAL PLAN SHEETS ARE NEEDED, THEY ARE REQUIRED TO BE PREPARED IN CONFORMANCE WITH THE LOCATION AND DESIGN MANUAL, VOLUME 3, SECTION 1200 - PLAN PREPARATION.

NOTATION SHALL ALSO BE MADE OF LOCATIONS AND THE EXTENT OF USE OF MATERIALS, OTHER THAN SOIL, FOR EMBANKMENT CONSTRUCTION (ROCK, BROKEN CONCRETE WITHOUT REINFORCING STEEL, ETC.).

THE PLAN INDEX SHALL SHOW THE PLAN SHEETS WHICH HAVE CHANGES APPEARING ON THEM. TWO COPIES OF THE AS-BUILT CONSTRUCTION RECORD-DRAWINGS SHALL BE DELIVERED TO THE PROJECT ENGINEER FOR APPROVAL UPON COMPLETION OF THE PHYSICAL WORK BUT PRIOR TO THE REQUEST FOR FINAL PAYMENT. AFTER THE DEPARTMENT HAS APPROVED THE AS-BUILT CONSTRUCTION RECORD-DRAWINGS, THE ASSOCIATED ELECTRONIC FILES SHALL BE DELIVERED TO THE DISTRICT CAPITAL PROGRAMS ADMINISTRATOR. ACCEPTANCE OF THESE PLANS AND DELIVERY OF THE ASSOCIATED ELECTRONIC FILES IS REQUIRED PRIOR TO THE WORK BEING ACCEPTED AND THE FINAL ESTIMATE APPROVED. PAYMENT FOR ALL THE ABOVE SHALL BE LUMP SUM UPON PROPER EXECUTION OF ALL WORK OF THIS ITEM AS DETERMINED BY THE PROJECT ENGINEER.

PAVING UNDER GUARDRAIL - STA-77

THIS OPERATION SHALL INCLUDE PREPARATION OF THE SHOULDER FOR PAVING USING ITEM 209 PREPARING THE SHOULDER FOR PAVING, AS PER PLAN AND PAVING UNDER GUARDRAIL USING ITEM 441, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), UNDER GUARDRAIL, AS PER PLAN.

AFTER REMOVAL OF EXISTING GUARDRAIL AND REMOVAL OR MILLING OF EXISTING ASPHALT, ITEM 209, PREPARING THE SHOULDER FOR PAVING, AS PER PLAN SHALL CONSIST OF THE REMOVAL OF, OR ADDITION OF MATERIAL AS PER CMS 209.06 TO PROVIDE A 0.08 SLOPE TO THE DITCH BREAK POINT AS SHOWN ON THE TYPICAL SECTION OR AS APPROVED BY THE ENGINEER. IN ADDITION, THE EXISTING GUARDRAIL AND ANCHOR ASSEMBLY HOLES SHALL BE FILLED WITH GRANULAR MATERIAL AS PER 703.16 AND COMPACTED. ALL EXCESS MATERIAL SHALL BE REMOVED FROM THE BERMS AND NOT ALLOWED TO ENTER THE DITCH LINE AND SHALL BE DISPOSED OF OFF THE PROJECT BY THE CONTRACTOR AS PER CMS 209.01.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE, WITH THE EXCEPTION OF REMOVING EXISTING GUARDRAIL AND ASPHALT SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 209, PREPARING THE SHOULDER FOR PAVING, AS PER PLAN.

PAVING UNDER GUARDRAIL SHALL CONSIST OF PLACING ITEM 441 TO THE DEPTH SPECIFIED USING ONE OF THE FOLLOWING METHODS:

1. SET GUARDRAIL POSTS
2. PLACE ITEM 441

METHOD B:

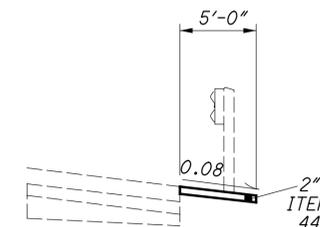
1. PLACE ITEM 441
2. BORE ASPHALT AT POST LOCATIONS (MAY BE OMITTED IF STEEL POSTS ARE USED)
3. SET GUARDRAIL POSTS
4. PATCH AROUND POSTS. THE MATERIALS USED FOR PATCHING SHALL BE AN ASPHALT CONCRETE APPROVED BY THE ENGINEER. PATCHED AREAS SHALL BE COMPACTED USING EITHER HAND OR MECHANICAL METHODS. FINISHED SURFACES SHALL BE SMOOTH AND SLOPED TO DRAIN AWAY FROM THE POSTS.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE, WITH THE EXCEPTION OF SETTING NEW GUARDRAIL POSTS, SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 441, ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 1(449), UNDER GUARDRAIL, AS PER PLAN.

THE ESTIMATED QUANTITIES ARE SHOWN ON SHEET 5 FOR THE FOLLOWING ITEMS:

ITEM 441, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), UNDER GUARDRAIL, AS PER PLAN

ITEM 209 PREPARING THE SHOULDER FOR PAVING, AS PER PLAN.



DESIGN AGENCY



DESIGNER

ROF

REVIEWER

MJP MM-DD-YY

PROJECT ID

118572

SHEET TOTAL

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MAINTENANCE OF TRAFFIC

THIS ITEM SHALL CONSIST OF MAINTENANCE OF TRAFFIC ON EXISTING ROADWAYS AND RAMPS IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION, LATEST REVISION, THE SPECIFICATIONS AND THE FOLLOWING:

1. IN TWO LANE SECTIONS, A MINIMUM OF ONE TEN FOOT BI-DIRECTIONAL LANE SHALL BE MAINTAINED ON THE EXISTING PAVEMENT OR COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK.
- IN THREE OR MORE LANE SECTIONS, A MINIMUM OF ONE TEN FOOT LANE IN EACH DIRECTION SHALL BE MAINTAINED ON THE EXISTING PAVEMENT OR COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK.
2. THE CONTRACTOR SHALL INFORM THE DISTRICT OFFICE (330) 786-2208, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.
3. LANE RESTRICTIONS OR LANE REDUCTIONS SHALL NOT BE PERMITTED AFTER NORMAL WORKING HOURS. NORMAL WORKING HOURS SHALL BE THOSE HOURS DURING WHICH THE CONTRACTOR HAS A FULL COMPLEMENT OF EMPLOYEES AND EQUIPMENT ACTIVELY REMOVING AND/OR PLACING PAVEMENT MATERIALS.
4. TRUCK MOUNTED ATTENUATORS [TMA'S] SHALL BE USED AS SHOWN IN THE STANDARD CONSTRUCTION DRAWINGS.
5. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO HAVE SUCCESSIVE WORK ZONES UNLESS THE DISTANCE BETWEEN THE DRUMS, BARRICADES OR CONES EXCEEDS TWO (2) MILES RURAL OR ONE [1] MILE URBAN.
6. ONLY DURING OFF-PEAK PERIODS (ie ANY PERIOD OTHER THAN 6-8AM AND 3-6PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE.
7. RESIDENTIAL AREAS (NOT ON PERMITTED LANE CLOSURE CHART) - NO WORK WILL BE PERMITTED BETWEEN 10:00PM AND 6:00AM DAILY. FURTHERMORE, NO WORK WILL BE PERMITTED ON SUNDAYS (UNLESS PRIOR AUTHORIZATION IS RECEIVED FROM THE ENGINEER)
8. ANY HAZARD DURING NON-WORK HOURS WILL BE ADEQUATELY PROTECTED WITH DRUMS AND/OR BARRICADES OR AS DIRECTED BY THE ENGINEER.

INTERIM COMPLETION DATE (SUM-77)

ALL WORK ON SUM-77 SHALL BE COMPLETED NO LATER THAN OCTOBER 31, 2023. SHOULD THE CONTRACTOR FAIL TO COMPLETE THIS WORK BY THIS DATE, A DISINCENTIVE IN THE AMOUNT OF \$5,000 PER DAY SHALL BE ASSESSED.

TRAFFIC CONTROL INSPECTOR

THE CONTRACTOR SHALL DESIGNATE AN INDIVIDUAL OTHER THAN THE SUPERINTENDENT AND SUBJECT TO THE APPROVAL OF THE ENGINEER, TO CONTINUOUSLY INSPECT ALL TRAFFIC CONTROL DEVICES WHENEVER CONSTRUCTION WORK IS BEING PERFORMED WITHIN THE WORK LIMITS OF THE PROJECT. THE DESIGNATED INDIVIDUAL SHALL ALSO INSPECT ALL TRAFFIC DEVICES AT THE BEGINNING AND AT THE END OF EACH WORK DAY. THE DESIGNATED INDIVIDUAL OR A QUALIFIED REPRESENTATIVE SHALL ALSO BE AVAILABLE ON AN AROUND THE CLOCK BASIS TO REPAIR AND/OR REPLACE DAMAGED OR MISSING TRAFFIC CONTROL DEVICES. THESE INDIVIDUALS SHALL BE EQUIPPED WITH CELLULAR PHONES AND THEIR NAMES AND PHONE NUMBERS SHALL BE GIVEN TO THE PROJECT ENGINEER AT THE PRE-CONSTRUCTION MEETING. THE DESIGNATED INDIVIDUAL MAY HAVE OTHER CONSTRUCTION RELATED DUTIES AS LONG AS IMMEDIATE ATTENTION IS GIVEN TO TRAFFIC CONTROL. PAYMENT FOR THE SERVICES OF THE TRAFFIC CONTROL INSPECTOR SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

TRAFFIC CONTROL PAYMENT

TRAFFIC CONTROL FOR A GIVEN LOCATION SHALL BE PAID FOR BY ITEM 614, MAINTAINING TRAFFIC, UNDER THE CORRESPONDING ROUTE IDENTIFIED IN THE ITEM DESCRIPTION.

LANE CLOSURES

DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AS PER THE PERMITTED LANE CLOSURE CHART. THE PERMITTED LANE CLOSURE CHART USED FOR THIS PROJECT SHALL BE THE MOST CURRENT CHART AVAILABLE ON THE DATE THIS PROJECT SELLS.

THE CHART CAN BE FOUND AT:
<http://plcm.dot.state.oh.us>

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THE REQUIREMENTS IN THE CHART, THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVES IN THE AMOUNT OF \$4,000 PER HOUR OR PORTION THEREOF THAT THE LANE REDUCTION REMAINS BEYOND THE SPECIFIED LIMIT.

LOCAL SPECIAL EVENTS AND FESTIVALS

NO WORK SHALL BE PERFORMED, AND ALL EXISTING LANES SHALL BE OPEN DURING THE FOLLOWING DESIGNATED SPECIAL EVENTS:

- CHRISTMAS FOURTH OF JULY
- NEW YEARS LABOR DAY
- MEMORIAL DAY THANKSGIVING
- TOTAL SOLAR ECLIPSE (4/8/2024)

THE CONTRACTOR SHALL HAVE THE ALL LANES OPEN BEGINNING 2:00PM THE DAY BEFORE THE EVENT STARTS UNTIL 6:00AM THE MORNING AFTER THE EVENT ENDS. IN THE CASE OF AN EVENT THAT IS FOR THE DURATION OF A WEEKEND, ALL LANES SHALL BE OPEN BY 2:00PM THE FRIDAY BEFORE THE EVENT AND WILL REMAIN OPEN UNTIL AT LEAST 6:00 AM ON THE MONDAY AFTER THE EVENT. SHOULD THE CONTRACTOR FAIL TO HAVE THE LANES OPEN AS DESCRIBED ABOVE, A DISSINCENTIVE PENALTY WILL BE ASSESSED IN THE AMOUNT OF \$3,000 PER HOUR THAT A LANE REMAINS CLOSED. IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY WITH THE LOCAL COMMUNITY THE EXACT DATES OF THE LISTED SPECIAL EVENTS.

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

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).

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.

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 ZONE.

THE LEOS WORK AT THE DIRECTION OF THE ENGINEER. 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.

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. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. 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 WHICH 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 180 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

DESIGN AGENCY



DESIGNER
ROF

REVIEWER
MJP MM-DD-YY

PROJECT ID
118572

SHEET TOTAL
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SHEET NUM.				PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
2	3	5		01/NFP/21	ITEM	EXT	TOTAL			
		4,610			202	38000	4,610	FT	GUARDRAIL REMOVED	
		6,820			202	38001	6,820	FT	GUARDRAIL REMOVED, AS PER PLAN REMOVED	5
		47			209	15000	47	STA	RESHAPING UNDER GUARDRAIL	
		69			209	72001	69	STA	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	5
		10,212.5			606	15100	10,212.5	FT	GUARDRAIL, TYPE MGS WITH LONG POSTS	
		21			606	26150	21	EACH	ANCHOR ASSEMBLY, MGS TYPE E	
		2			606	26550	2	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
		11			606	35002	11	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
		7			606	35102	7	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
		4			606	35140	4	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 4	
LS				LS	SPECIAL	69021000	LS		AS BUILT CONSTRUCTION RECORD DRAWINGS	2
									EROSION CONTROL	
					3,000	832	3,000	EACH	EROSION CONTROL	
									PAVEMENT	
		211			441	70801	211	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), AS PER PLAN UNDER GUARDRAIL	5
									TRAFFIC CONTROL	
		20			626	00110	20	EACH	BARRIER REFLECTOR, TYPE 2 (BI-DIRECTIONAL)	
		106			626	00110	106	EACH	BARRIER REFLECTOR, TYPE 2 (ONE-WAY)	
									MAINTENANCE OF TRAFFIC	
	180				614	11110	180	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
									INCIDENTALS	
				LS	614	11000	LS		MAINTAINING TRAFFIC	
				LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
				LS	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER
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REVIEWER
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COUNTY	ROUTE	SLM RANGE			SIDE	202	202	209	209	441	606	606	606	606	606	606	626	626	COMMENTS
						GUARDRAIL REMOVED FT	GUARDRAIL REMOVED, AS PER PLAN REMOVED FT	RESHAPING UNDER GUARDRAIL STA	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN STA	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449) AS PER PLAN UNDER GUARDRAIL CY	GUARDRAIL TYPE MGS WITH LONG POSTS FT	ANCHOR ASSEMBLY, MGS TYPE T EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2 EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 4 EACH	ANCHOR ASSEMBLY, MGS TYPE E EACH	BARRIER REFLECTOR, TYPE 2 (ONE-WAY) EACH	BARRIER REFLECTOR, TYPE 2 (BI- DIRECTIONAL) EACH	
STA	SR 619	9.22	TO	9.28	LEFT	325		3.25							2	3			
STA	SR 619	9.23	TO	9.27	RIGHT	226		2.26			163.5	1			1	3			
STA	SR 183	21.36	TO	21.42	LEFT	346		3.46			296			1	1	3			
STA	SR 183	21.39	TO	21.42	RIGHT	111		1.11			61			1	1	3			
STA	SR 183	21.44	TO	21.51	LEFT	347		3.47			297			1	1	3			
STA	SR 183	21.44	TO	21.51	RIGHT	350		3.50			300			1	1	3			
STA	SR 183	22.10	TO	22.15	RIGHT	300		3.00			200				2	3			
STA	SR 183	22.11	TO	22.16	LEFT	249		2.49			149				2	3			
STA	77 N RAMP	9.01	TO	9.06	RIGHT		432		4.32	13.3	412.5		1	1			5	I-77 NB - US 30 EB	
STA	77 N RAMP	9.05	TO	9.07	LEFT		124		1.24	3.8	100		1		1		3	I-77 NB - US 30 EB	
STA	IR 77 N	8.62	TO	8.66	LEFT		193		1.93	6	125		1		1	3			
STA	IR 77 N	8.84	TO	8.87	LEFT		200		2.00	6.2	162.5		1		1	3			
STA	IR 77 N	8.44	TO	8.66	RIGHT		1224		12.24	37.8	1200		1	1		13			
STA	IR 77 N	8.68	TO	8.88	RIGHT		995		9.95	30.7	975		1	1		10			
STA	77 S RAMP	9.01	TO	9.12	LEFT		590		5.90	18.2	565		1	1			6	US 30 EB - I-77 SB Between Market Ave & W&LE RR Bridges	
STA	77 S RAMP	9.01	TO	9.12	LEFT		525		5.25	16.2	525		1	1			6	I-77 SB - US 30 WB (Partial Replacement)	
STA	IR 77 S	8.44	TO	8.67	LEFT		1199		11.99	37	1175		1	1		12			
STA	IR 77 S	8.44	TO	8.48	RIGHT		189		1.89	5.8	125				1	3			
STA	IR 77 S	8.69	TO	8.87	LEFT		941		9.41	29	925		1	1		10			
STA	IR 77 S	8.69	TO	8.73	RIGHT		208		2.08	6.4	137.5		1		1	3			
SUM	77 SB	32.59	TO	32.95	LEFT	1878		18.78			1815.5	1			1	19			
SUM	SR 162	0.15	TO	0.19	LEFT	240		2.40			140				2	3			
SUM	SR 162	0.15	TO	0.19	RIGHT	238		2.38			138				2	3			
TOTALS CARRIED TO GENERAL SUMMARY						4610	6820	47	69	211	10212.5	2	11	7	4	21	106	20	0

GUARDRAIL SUBSUMMARY

DESIGN AGENCY



DESIGNER

ROF

REVIEWER

MJA MM-DD-YY

PROJECT ID

118572

SHEET

P.5

TOTAL

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