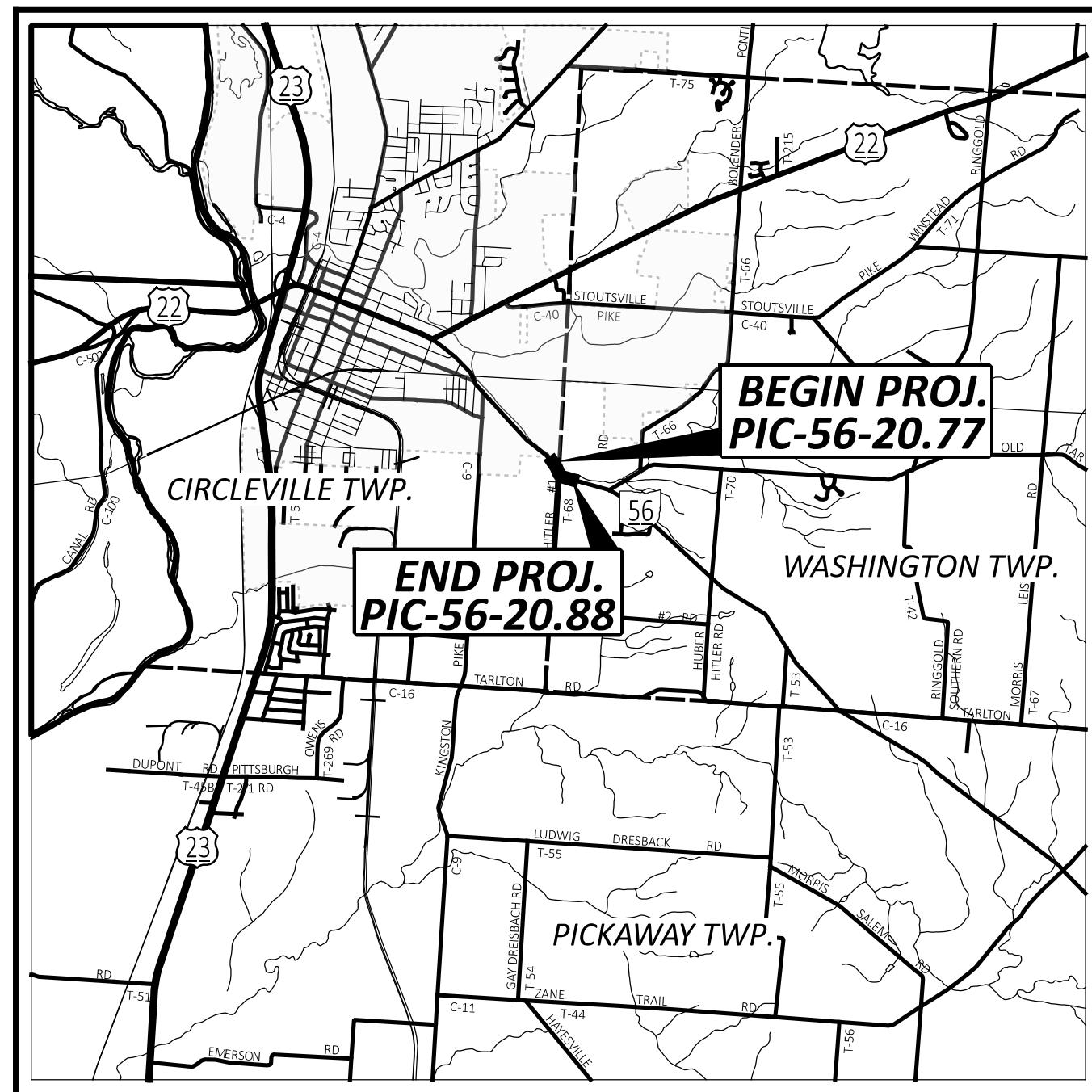


# STATE OF OHIO DEPARTMENT OF TRANSPORTATION

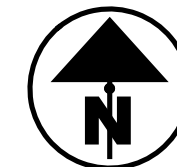
## PIC-56-20.77

### WASHINGTON & CIRCLEVILLE TOWNSHIPS PICKAWAY COUNTY



LOCATION MAP

LATITUDE: 39°35'10" LONGITUDE: 82°55'07"



PORTION TO BE IMPROVED	—————
INTERSTATE HIGHWAY	=====
FEDERAL ROUTES	=====
STATE ROUTES	=====
COUNTY & TOWNSHIP ROADS	=====
OTHER ROADS	—————

#### DESIGN DESIGNATION

CURRENT ADT (2026)	5,000
DESIGN YEAR ADT (2046)	6,100
DESIGN HOURLY VOLUME (2046)	750
DIRECTIONAL DISTRIBUTION	63.7%
TRUCKS (24 HOUR B&C)	6%
DESIGN SPEED	55
LEGAL SPEED	50
DESIGN FUNCTIONAL CLASSIFICATION:	
(05) MAJOR COLLECTOR	
NHS PROJECT	NO

#### DESIGN EXCEPTIONS

NONE REQUIRED

#### ADA DESIGN WAIVERS

NONE REQUIRED

**UNDERGROUND UTILITIES**  
Contact Two Working Days  
Before You Dig

**OHIO811.org**  
Before You Dig

OHIO811, 8-1-1, or 1-800-362-2764  
(Non members must be called directly)

PLAN PREPARED BY:



#### INDEX OF SHEETS:

TITLE SHEET	P.01
TYPICAL SECTION	P.02
GENERAL NOTES	P.03
MAINTENANCE OF TRAFFIC NOTES	P.04 - P.06
MAINTENANCE OF TRAFFIC DETOUR	P.07
GENERAL SUMMARY	P.08
SHEET WALL PLAN	P.09
GUARDRAIL PLAN	P.10
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EARTHWORK QUANTITIES	P.12
SOIL PROFILE	P.13

# FINAL

#### FEDERAL PROJECT NUMBER

E250 (083)

#### RAILROAD INVOLVEMENT

NONE

#### PROJECT DESCRIPTION

EMBANKMENT STABILIZATION OF STATE ROUTE 56 ALONGSIDE HOMINY CREEK WITH THE INSTALLATION OF A 600 FOOT SHEET PILE RETAINING WALL IN WASHINGTON TOWNSHIP. ADDITIONALLY, INSTALLATION OF APPROXIMATELY 613 FEET OF GUARDRAIL BETWEEN THE ROADWAY AND HOMINY CREEK.

#### EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	0.16 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.0 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	0.16 ACRES

#### 2023 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT DETOURS WILL BE PROVIDED AS INDICATED ON SHEET P.07.

*Anthony C. Turowski*  
Anthony C. Turowski, P.E.  
District 06 Deputy Director

*Pamela Boratyn*  
Pamela Boratyn  
Director, Department of Transportation

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
DM-4.4	1/15/16			800-2023 7/19/24 832 7/19/24	
MGS-1.1	7/16/21				
MGS-2.1	1/19/18				
MGS-4.2	7/19/13				
MGS-5.3	7/15/16				
MT-101.60	4/21/23				
MT-101.90	7/17/20				
MT-105.10	1/17/20				
TC-42.20	10/18/13				
TC-52.10	10/18/13				
TC-52.20	1/15/21				
TC-61.30	7/19/24				

PIC-56-20.77 PID#122160


DESIGN AGENCY



DESIGNER	MAK
REVIEWER	JPH MM-DD-YY
PROJECT ID	122160
SHEET	TOTAL
P.01	13

PIC-56-20.77

MODEL: Sheet PAPER: 34x22 (in.) DATE: 1/22/2025 TIME: 11:19:41 AM USER: mikatona p:\ohio\dot-pw-bentley.com\ohio\dot-pw-02\Documents\01 Active Projects\District 06\Pickaway\122160\400-Engineering\Roadway\Sheets\122160\_G1001.dgn

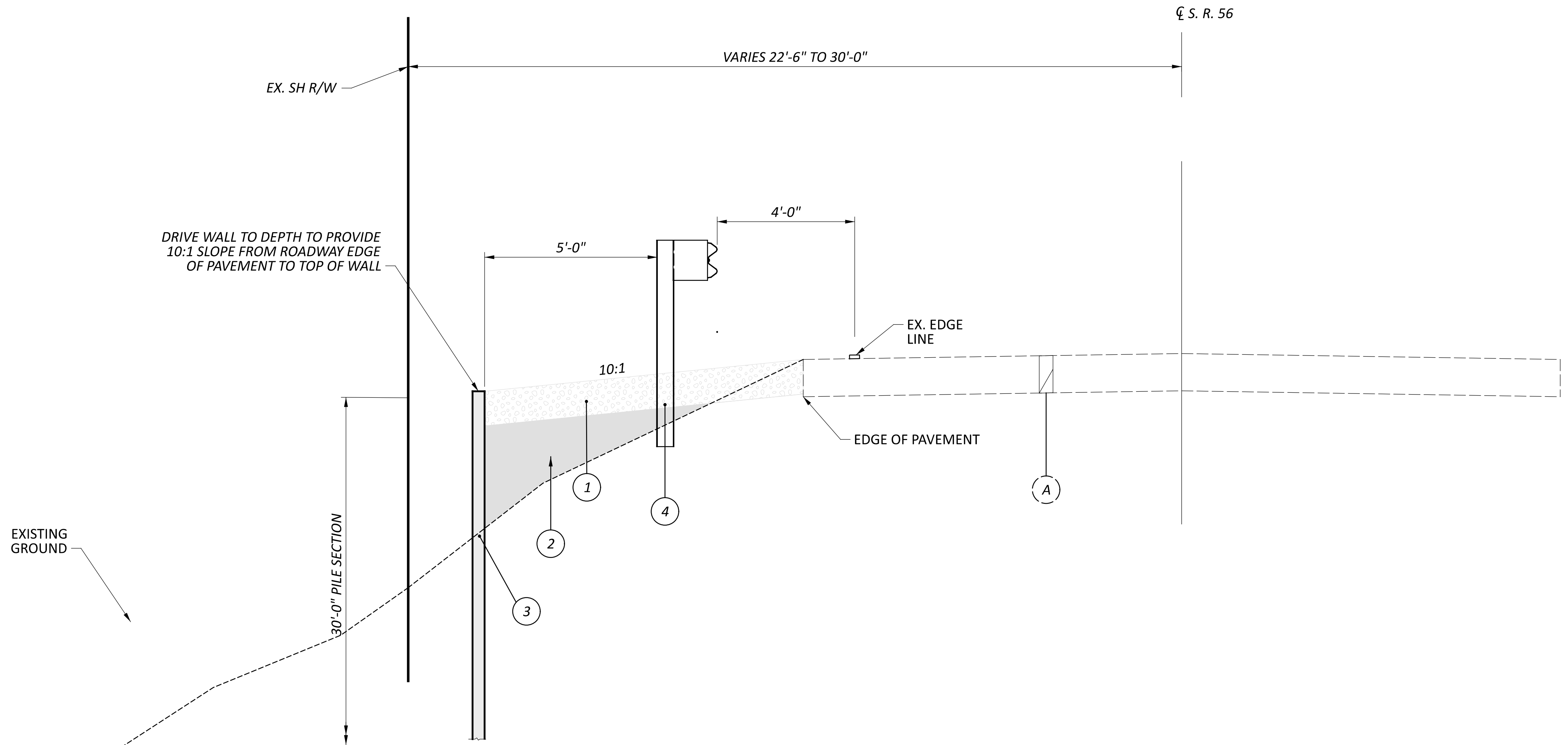
HOMINY CREEK  


**LEGEND**

- (A) EXISTING ASPHALT PAVEMENT
- (1) ITEM 203 - GRANULAR MATERIAL, TYPE B (1'-0"), AS PER PLAN
- (2) ITEM 203 - EMBANKMENT
- (3) ITEM 504 - SHEET PILING LEFT IN PLACE, AS PER PLAN, MINIMUM SECTION MODULUS 22.4 IN/FT
- (4) ITEM 606 - GUARDRAIL, TYPE MGS

**NOTES:**

1. FOR SHEET PILING WALL LIMITS AND ADDITIONAL DETAILS SEE SHEET P.09



**TYPICAL SECTION**

SECTION APPLIES:  
 STA. 46+43.16 TO STA. 51+30.37

TYPICAL SECTION

DESIGN AGENCY



DESIGNER	MAK
REVIEWER	JPH MM-DD-YY
PROJECT ID	122160
SHEET	TOTAL
P.02	13

**NOTIFICATION OF CONSTRUCTION INITIATION:**  
 AT LEAST FOURTEEN DAYS PRIOR TO ANY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL ADVISE THE DISTRICT OFFICE OF COMMUNICATIONS VIA EMAIL AT [d06.pio@dot.ohio.gov](mailto:d06.pio@dot.ohio.gov), CENTRAL OFFICE SPECIAL HAUL PERMITS VIA EMAIL AT [hauling.permits@dot.ohio.gov](mailto:hauling.permits@dot.ohio.gov), AND THE DISTRICT WORK ZONE TRAFFIC MANAGER VIA EMAIL AT [d06.mot@dot.ohio.gov](mailto:d06.mot@dot.ohio.gov) OF ANTICIPATED START DATE OF ANY CONSTRUCTION ACTIVITIES, INCLUDING BUT NOT LIMITED TO THE PLACING OF WORK ZONE SIGNS. THE NOTIFICATION SHALL ALSO INCLUDE THE PROJECT NUMBER, PID, NAME AND PHONE NUMBER OF THE CONTRACTOR, A POINT OF CONTACT AND THE ANTICIPATED IMPACT ON TRAFFIC. THE CONTRACTOR WILL IMMEDIATELY INFORM THE DISTRICT OFFICE OF COMMUNICATIONS AND THE DISTRICT WORK ZONE TRAFFIC MANAGER OF ANY AND ALL DELAYS AND/OR CHANGES REGARDING THE CONSTRUCTION INITIATION DATE.

**GENERAL:**  
 THE CONTRACTOR SHALL SUBMIT IN WRITING A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL IN WRITING BEFORE WORK IS STARTED ON THIS PROJECT. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

**WORK LIMITS:**  
 THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

**CONTRACTORS EQUIPMENT - OPERATION AND STORAGE:**  
 THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAFFIC WHERE PRACTICAL. EQUIPMENT SHALL HAVE AT LEAST ONE AMBER FLASHING LIGHT. WHEN PARKED ALONG THE HIGHWAY, THE EQUIPMENT SHALL BE LOCATED EITHER A MINIMUM OF 30 FEET FROM THE EDGE OF PAVEMENT OR SIX FEET BEHIND GUARDRAIL WITH A MINIMUM OF 125 FEET OF GUARDRAIL PRECEDING THE EQUIPMENT. ALL OTHER EQUIPMENT, INCLUDING PRIVATE VEHICLES, SHALL BE STORED AT AN APPROVED CONTRACTOR'S STORAGE AREA.

**REMOVAL ITEMS:**  
 GUARDRAIL, POSTS, AND MISCELLANEOUS HARDWARE DESIGNATED FOR REMOVAL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF. PAYMENT FOR THE ABOVE SHALL BE INCLUDED IN THE UNIT BID FOR THE REMOVED ITEM.

**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 UNDERNEATH OR ADJACENT TO THE WORK AREA.

THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING OUPS AND ENSURING THERE ARE NO CONFLICTING UTILITIES PRIOR TO CONSTRUCTING THE PROPOSED RETAINING WALL AND GUARDRAIL.

**ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN, (MASH 2016):**  
 THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEER'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 REBOUNDABLE RETROREFLECTIVE SHEETING, PER CMS 730.191.

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. PLACEMENT OF THE FOUNDATION TUBES SHOULD BE APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES NOT 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 FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT, AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

**ITEM 203 - EMBANKMENT, AS PER PLAN:**  
 QUANTITIES FOR ITEM 203 EMBANKMENT, AS PER PLAN HAVE BEEN PROVIDED TO BUILD UP FORESLOPES AND ENSURE PROPER GRADING FOR THE PROPOSED MGS GUARDRAIL AND RETAINING WALL. THIS ITEM OF WORK INCLUDES ANY MINOR CLEARING AND GRUBBING NECESSARY TO PLACE THE EMBANKMENT AT THE LOCATIONS SPECIFIED OR DIRECTED.

**ITEM 203 - GRANULAR MATERIAL, TYPE B, AS PER PLAN:**  
 THIS ITEM HAS BEEN PROVIDED TO FILL THE CAVITY BEHIND PROPOSED SHEET PILE WALL DUE TO SLOPE FAILURE. THE CONTRACTOR MUST PROVIDE AN EXCAVATOR WITH A PLATE COMPACTOR ABLE TO REACH INTO THE CAVITY TO SAFELY COMPACT THIS MATERIAL NOT TO EXCEED 8 INCH LIFTS. THE INTENT IS TO ACHIEVE A COMPACTED EMBANKMENT THAT WILL NOT SETTLE AND IS FREE TO DRAIN. REQUIREMENTS OF SUPPLEMENT 1015 IS NOT REQUIRED.

**DESIGN DATA**  
 STEEL SHEET PILES - ASTM A572 - YIELD STRENGTH 50 KSI

**ITEM 504 - STEEL SHEET PILING LEFT IN PLACE, AS PER PLAN:**  
 THE CONTRACTOR SHALL FURNISH AND INSTALL NEW STEEL SHEET PILE SECTIONS IN ACCORDANCE WITH ASTM A572 GRADE 50, 30 FEET LONG, WITH A MINIMUM SECTION MODULUS OF 22.4 IN<sup>3</sup>/FT. USED SHEET PILING SHALL NOT BE ACCEPTED. SPLICING OF THE SHEET PILE SECTION IS NOT PERMITTED EXCEPT WITHIN THE TOP 10 FEET OR BOTTOM 10 FEET. ANY SPLICING MUST BE WITH A FULL PENETRATION WELD.

**BENCHMARKS:**  
 THE TABLE BELOW SUMMARIZES THE SURVEY BENCHMARKS IDENTIFIED DURING PROJECT DEVELOPMENT AND ARE INCLUDED AS A REFERENCE ONLY. THE CONTRACTOR SHALL FIELD-VERIFY ALL SURVEY INFORMATION PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES.

BENCHMARK INFORMATION					
NAME	NORTHING (FT)	EASTING (FT)	ELEVATION (FT)	STATION	DESCRIPTION
BM-1	577637.41	1851018.63	714.822	51+81.09	CONCRETE MONUMENT
BM-2	577637.41	1851018.63	714.822	57+01.52	CONCRETE MONUMENT
BM-3	577518.72	1851525.294	724.289	57+01.79	CONCRETE MONUMENT

**ITEM 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN:**  
 THIS ITEM SHALL CONSIST OF STATIONING USING 3 FT LATH STAKES. THE STAKES SHALL BE SPACED AT 50 FT INTERVALS AND SHALL EXTEND THROUGHOUT THE LENGTH OF THE PROJECT.

PLACEMENT OF THE STAKES SHALL BE AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY DAMAGED OR MISSING STAKES.

CONSTRUCTION LAYOUT STAKES, AS PER PLAN WILL BE PAID FOR AT THE CONTRACT LUMP SUM BID, WHICH SHALL BE FULL COMPENSATION FOR ALL SERVICES, MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS, INCLUDING THE REMOVAL, NECESSARY TO COMPLETE THIS ITEM.

THIS ITEM SHALL ALSO BE USED TO ESTABLISH THE EXISTING RIGHT OF WAY TO VERIFY THAT ALL GUARDRAIL, GRADING, AND ASSOCIATED WORK IS CONTAINED WITHIN THE EXISTING RIGHT OF WAY LIMITS.

**ITEM 202 GUARDRAIL REMOVED, AS PER PLAN:**  
**ITEM 202 ANCHOR ASSEMBLY REMOVED, TYPE E, AS PER PLAN:**

IN ADDITION TO THE REQUIREMENTS OF ITEM 202, REMOVAL OF SPECIFIED GUARDRAIL ITEMS SHALL INCLUDE BUT NOT BE LIMITED TO ANY ATTACHED POSTS, SIGNS AND DELINEATORS (NOT OTHERWISE SPECIFIED). THIS REMOVAL WILL INCLUDE ALL POSTS, ANCHORS AND HARDWARE UNDER GROUND.

THE CONTRACTOR SHALL EXPECT TO REMOVE ALL CONCRETE FOUNDATIONS COMPLETELY AT ALL LOCATIONS UNLESS OTHERWISE INSTRUCTED OR APPROVED BY THE ENGINEER. REMOVING EXISTING CONCRETE FOUNDATION TO A MINIMUM OF 1 FOOT BELOW THE GRADE OF THE SURROUNDING AREA MAY ONLY BE PERMITTED IF THE EXISTING CONCRETE DOES NOT FALL WITHIN 6 FEET OF THE PROPOSED AS TO NOT COMPROMISE THE PERFORMANCE OF THE PROPOSED GUARDRAIL SYSTEM(S).

EXISTING TYPE T ANCHOR ASSEMBLIES AND EXISTING BRIDGE TERMINAL ASSEMBLIES THAT HAVE NOT BEEN IDENTIFIED IN THE PLANS THAT ARE ENCOUNTERED WITHIN REMOVAL LIMITS SHALL BE REMOVED UNDER THE QUANTITIES PROVIDED FOR ITEM 202 GUARDRAIL REMOVED, AS PER PLAN, AND BE PAID FOR BY "FEET".

ALL HOLES AND VOIDS REMAINING AFTER REMOVAL OF GUARDRAIL POSTS AND FOUNDATIONS SHALL BE FILLED WITH GRANULAR MATERIAL CONFORMING TO CMS 203.02R. FILL MATERIAL CONTAINING SOD SHALL NOT BE USED. ALL FILL MATERIAL SHALL BE APPROVED BY THE ENGINEER. MATERIAL PLACED IN HOLES SHALL BE THOROUGHLY COMPACTED AND LEVELED OFF AS DIRECTED BY THE ENGINEER. PAYMENT FOR THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE APPLICABLE GUARDRAIL REMOVAL ITEM.

NO HAZARD SHALL BE LEFT UNPROTECTED EXCEPT FOR THE ACTUAL TIME NECESSARY TO REMOVE THE EXISTING GUARDRAIL, PREPARE THE SITE AND INSTALL NEW GUARDRAIL IN A CONTINUOUS OPERATION. ANCHOR ASSEMBLIES (TYPES A&T), WOODEN BLOCKOUTS AND DAMAGED GUARDRAIL PANELS ARE TO BECOME PROPERTY OF THE CONTRACTOR.



**ITEM 614 - MAINTAINING TRAFFIC:**

ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (2012 EDITION). COPIES ARE AVAILABLE FROM:

THE OHIO DEPARTMENT OF TRANSPORTATION  
 BUREAU OF TRAFFIC,  
 1980 WEST BROAD STREET  
 COLUMBUS, OHIO 43223.

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.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

ALL PERMANENT TRAFFIC CONTROLS NOT IN CONFLICT WITH THE TEMPORARY TRAFFIC CONTROLS SHALL BE MAINTAINED THROUGHOUT THIS PROJECT BY THE CONTRACTOR. PERMANENT TRAFFIC CONTROLS MAY BE TEMPORARILY RELOCATED BY THE ENGINEER. THE CONTRACTOR SHALL ASSUME ALL LIABILITY FOR MISSING, DAMAGED, AND IMPROPERLY PLACED SIGNS.

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.

**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 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 OF 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 FRAME TABLE			
ITEM	DURATION OF CLOSURE	NOTIFICATION DUE TO DISTRICT 6 COMMUNICATIONS OFFICE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>=2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE	14 CALENDAR DAYS PRIOR TO CLOSURE
	>12 HOURS & <2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	7 CALENDAR DAYS PRIOR TO CLOSURE
	<=12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE	2 BUSINESS DAYS PRIOR TO CLOSURE

LANE CLOSURES & RESTRICTIONS	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	
	<2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE	

START OF CONSTRUCTION AND 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 FRAME TABLE.

**PUBLIC OUTREACH AND NOTIFICATION (ROAD CLOSURE):**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE DISTRICT 6 PUBLIC INFORMATION OFFICE VIA EMAIL AT D06.PIO@DOT.OHIO.GOV TO COORDINATE EFFORTS TO NOTIFY ALL LOCAL COUNTY, STATE AND FEDERAL EMERGENCY SERVICES, SCHOOL DISTRICTS AND ADJACENT RESIDENTS AND BUSINESSES OF THE UPCOMING CLOSURE. ADVANCE NOTIFICATION SHALL OCCUR NO LATER THAN TWENTY-ONE (21) DAYS PRIOR TO CLOSING THE ROAD. IF, SUBSEQUENT TO THE ADVANCE NOTIFICATION, THE START DATE IS CHANGED, THEN A NEW SEVEN (7) DAY NOTIFICATION WILL BE REQUIRED. THE ROAD CANNOT BE CLOSED UNLESS PRIOR NOTIFICATION HAS BEEN ACCOMPLISHED. THE SAME PARTIES SHALL BE NOTIFIED WHEN THE CLOSURE HAS CONCLUDED AND THE ROAD IS BACK OPEN TO TRAFFIC. ALL NOTIFICATIONS SHALL BE MADE UTILIZING THE TEMPLATE PROVIDED BY THE DISTRICT 6 PUBLIC INFORMATION OFFICE.

**USE OF STANDARD DRAWINGS:**

IT MAY BE NECESSARY TO EXTEND THE ADVANCE WARNING AND BUFFER ZONES BEYOND THE MINIMUM DISTANCES SHOWN ON THE STANDARD DRAWINGS. THIS MAY BE DUE TO HORIZONTAL ALIGNMENT, VERTICAL ALIGNMENT, RAMP LOCATIONS, OR OTHER SIGHT OBSTRUCTIONS. LOCATIONS OF THE TAPER ZONES MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER. TAPERS SHOULD BE PLACED IN TANGENT SECTIONS WHEREVER POSSIBLE.

**ACCESS TO PRIVATE PROPERTY:**

ACCESS TO DRIVES SHALL BE MAINTAINED VIA EXISTING PAVEMENT OR TEMPORARY PAVEMENT. IN THE EVENT THAT A DRIVE CANNOT BE MAINTAINED AND A CLOSURE IS NEEDED THE CONTRACTOR WILL COORDINATE WITH THE PROPERTY OWNER TO MINIMIZE THE IMPACT TO THE OWNER.

COMMERCIAL PROPERTY WITH MULTIPLE DRIVES MAY HAVE ONE DRIVE CLOSED WHEN WORKING IN THE AREA OF THE DRIVE. COMMERCIAL PROPERTY WITH ONLY ONE DRIVEWAY OR DRIVEWAYS WITH ONE DIRECTION TRAFFIC USE WILL BE CONSTRUCTED PART WIDTH. THE CONTRACTOR WILL COORDINATE WITH THE PROPERTY OWNER TO MINIMIZE THE IMPACT TO THE OWNER.

MAINTAIN ACCESS TO RESIDENTIAL PROPERTIES AT ALL TIMES. WHEN A RESIDENTIAL DRIVE IS CLOSED FOR CONSTRUCTION, MAINTAIN ALTERNATE ACCESS TO THE PROPERTY. IT MAY BE REQUIRED FOR THE CONTRACTOR TO MAINTAIN ONE PASSABLE LANE WITHIN A CLOSURE IN ORDER FOR VEHICLES TO ACCESS RESIDENCY WITH A VEHICLE.

UNLESS CALLED OUT IN THE PLANS THE CONTRACTOR WILL COORDINATE ANY CLOSURES WITH PROPERTY OWNERS AND BE RESPONSIBLE FOR ANY AND ALL PROPERTY USE AGREEMENTS FOR ALTERNATIVE ACCESS.

SUCCESSFULLY NOTIFY THE OCCUPANTS/OWNERS OF COMMERCIAL OR RESIDENTIAL DRIVES TO BE CLOSED AND COORDINATE THE CLOSURE AT LEAST 48 HOURS BEFORE THE CLOSURE BEGINS (SIMPLY LEAVING A WRITTEN NOTICE OR PHONE MESSAGE IS NOT SUFFICIENT). COORDINATE ALTERNATE ACCESS TO RESIDENTIAL PROPERTIES WITH THE OWNER/OCCUPANT.

**ITEM 614 - MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR):**

AT LEAST ONE LANE OF TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 14 CALENDAR DAYS.

IF WORK IS NOT COMPLETED IN THE ALLOWABLE CLOSURE TIMEFRAME, THE CONTRACTOR MUST CONTINUE WORK THE FOLLOWING ALLOWABLE WEEKDAY.

A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT AS SHOWN IN THE TABLE BELOW PER DAY AND PER PN129 FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMITS.

DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE \$ PER DAY	WORK WINDOW	
			START	END
ALL CONTRACT WORK REQUIRED TO OPEN SR-56 TO ONE LANE OF TRAFFIC EACH DIRECTION	14	\$3,000 PER DAY	CONTRACT EXECUTION DATE	PROJECT COMPLETION DATE

**LANES OPEN DURING HOLIDAYS AND SPECIAL EVENTS:**  
 NO WORK SHALL BE PERFORMED AND THE SAME NUMBER OF LANES AS WERE AVAILABLE AT THE START OF THE PROJECT SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS AND EVENTS:

HOLIDAYS	
NEW YEAR'S (OBSERVED)	LABOR DAY
TOTAL SOLAR ECLIPSE (4/8/24)	GEN./REG. ELECTION DAY (NOV)
MEMORIAL DAY	THANKSGIVING
FOURTH OF JULY (OBSERVED)	CHRISTMAS (OBSERVED)

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

DAY OF HOLIDAY	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00 NOON FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00 NOON FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00 NOON MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00 NOON TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00 NOON WEDNESDAY THROUGH 6:00 AM FRIDAY
THANKSGIVING	5:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00 NOON THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00 NOON FRIDAY THROUGH 6:00 AM MONDAY

**SPECIAL EVENTS:**

PICKAWAY COUNTY FAIR JUNE  
 PUMPKIN SHOW OCTOBER

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

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$100 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

DESIGN AGENCY



DESIGNER

MAK

REVIEWER

JPH MM-DD-YY

PROJECT ID

122160

SHEET TOTAL

P.04 | 13

**ITEM 614 - DETOUR SIGNING:**

SIZE AND PLACEMENT OF DETOUR SIGNS (M4-9) SHOULD FOLLOW THE REQUIREMENTS OF THE OMUTCD SECTION 6F.03, SECTION 2A.11 AND TABLE 6F-01.

DETOUR SIGNING SHALL PROVIDE DRIVERS ADEQUATE TIME TO CLEARLY READ THE SIGNS AND MAKE THE PROPER DECISIONS AT EACH REQUIRED TURNING MOVEMENT. THE DESIGNATED DETOUR ROUTE SHALL BE SIGNED IN ACCORDANCE WITH THE REQUIREMENTS BELOW:

- APPROXIMATELY 1500 FEET PRIOR TO TIP OF THE PAINTED GORE AT AN INTERCHANGE WHEN EXITING A HIGH SPEED (45 MPH OR HIGHER) FACILITY.
- AT OR NEAR THE EXISTING SIGN IN THE GORE OF AN INTERCHANGE RAMP.
- AT OR NEAR THE FIRST EXISTING LANE ASSIGNMENT SIGN ON AN INTERCHANGE EXIT RAMP.
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT THE END OF AN EXIT RAMP.
- APPROXIMATELY 500 FEET PRIOR TO A REQUIRED TURN AT AN INTERSECTION NOT CONTROLLED BY A STOP SIGN (FOR 45 MPH OR HIGHER ONLY).
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT AN INTERSECTION.
- EVERY TWO MILES ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS OUTSIDE A CITY.
- EVERY TWO BLOCKS ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS WITHIN A CITY.
- AT ANY OTHER INTERSECTION OR DECISION POINT WHERE THE DETOUR ROUTE IS CONTRARY TO THE NORMAL, EXPECTED TURNING MANEUVER OR OTHERWISE UNCLEAR.

DETOUR SIGNS SHALL BE PLACED, WHEN POSSIBLE, NEXT TO BUT NOT BLOCKING EXISTING ROUTE MARKERS OR LANE ASSIGNMENT SIGNS. DETOUR SIGNS SHALL NOT OBSCURE OR BE OBSCURED BY OTHER EXISTING OR TEMPORARY SIGNS.

DETOUR SIGNS SHALL BE ERECTED AND/OR UNCOVERED PRIOR TO THE ROAD OR RAMP BEING CLOSED TO TRAFFIC BUT NO EARLIER THAN FOUR HOURS PRIOR TO THE CLOSURE. DETOUR SIGNS SHALL BE COVERED AND/OR REMOVED NO LATER THAN FOUR HOURS FOLLOWING THE ROAD OR RAMP RE-OPENING TO TRAFFIC.

IF SR 56 MUST BE TEMPORARILY RE-OPENED OVER THE WEEKEND, ALL DETOUR TRAFFIC SIGNS MUST BE TEMPORARILY COVERED.

PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, PROPER SIGN PLACEMENT AND SIZING, TIMELY ERECTING AND/OR UNCOVERING OF SIGNS, MAINTAINING SIGNS, AND TIMELY COVERING AND/OR REMOVING SIGNS AND SUPPORTS.

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

ITEM 614 - DETOUR SIGNING = LUMP SUM

**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 ACCORDNAGE 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.

NOTIFICATION OF CLOSURE SIGN TIME TABLE			
ITEM	DURATION OF CLOSURE	SIGN DISPLAY TO PUBLIC	NOTIFICATION DUE TO DISTRICT 6 COMMUNICATIONS OFFICE
RAMP & ROAD CLOSURES	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	21 CALENDAR DAYS PRIOR TO CLOSURE
	>12 HOURS & <2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE	14 CALENDAR DAYS PRIOR TO CLOSURE
	<=12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE	4 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MM/DD/YY FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN SHALL DISPLAY THE PHONE NUMBER OF THE DISTRICT 6 PUBLIC INFORMATION CONSTRUCTION LINE, (740)833-8268, WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION.

SR-56 WILL BE CLOSED MM/DD/YY FOR 14 DAYS INFO: (740) 833-8268

W20-H13-60

**DESIGNATED LOCAL DETOUR ROUTE:**

IN ADDITION TO THE OFFICIAL, SIGNED DETOUR ROUTE, A LOCAL ROUTE HAS BEEN DETERMINED TO BE THE SECONDARY, UNSIGNED DETOUR ROUTE OR DESIGNATED LOCAL DETOUR ROUTE. THIS ROUTE IS SHOWN ON SHEET P.7. DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DETERMINED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR USE AS DETERMINED BY THE ENGINEER TO MAINTAIN AND SUBSEQUENTLY RESTORE THE DESIGNATED LOCAL DETOUR ROUTE. THESE QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY LISTED UNDER THE MAINTENANCE OF TRAFFIC HEADING.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC = 100 CY  
 ITEM 616 - WATER = 1 MGAL

**ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, 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 LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE TO BE APPROVED BY THE ENGINEER. 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.

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 2 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

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 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 = 4 SIGN MONTHS (4 PCMS SIGNS FOR 1 MONTH / SIGN)

DESIGN AGENCY



DESIGNER

MAK

REVIEWER

JPH MM-DD-YY

PROJECT ID

122160

SHEET TOTAL

P.05 13

**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 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) 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).
- 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:
    - o ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
    - o AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
    - o 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 32 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.

**DROPOFFS IN WORK ZONES:**  
THE DROPOFF ADJACENT TO THE TRAVELED LANE SHALL MEET THE CRITERIA OUTLINED IN STANDARD DRAWING MT-101.90. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR MATERIALS, LABOR, OR EQUIPMENT NECESSARY TO MEET THE REQUIREMENTS OF MT-101.90.

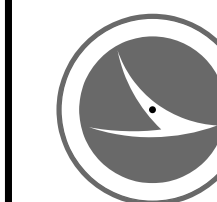
**COORDINATION BETWEEN CONTRACTORS:**  
THE CONTRACTOR SHALL COORDINATE WORK WITH ODOT AND THE CONTRACTORS ON ADJACENT PROJECTS, LISTED BELOW:

- PIC-159-0.00, PID 121076
- ROS-180-2.11, PID 116184

COORDINATION SHALL BE MADE TO PREVENT CONFLICTING ADVANCE WARNING SIGNS, CONFLICTING DETOUR ROUTES, OVERLAPPING/CONFLICTING LANE CLOSURES, AND TO ENSURE THAT A MINIMUM DISTANCE OF 2 MILES BETWEEN ADJACENT LANE CLOSURES IS MAINTAINED. THIS IS NOT AN EXHAUSTIVE LIST OF COORDINATION ITEMS THAT MAY NEED TO BE RESOLVED BETWEEN PROJECTS. THE DEPARTMENT RESERVES THE RIGHT TO DECIDE WHICH PROJECT'S ACTIVITIES TAKE PRECEDENCE. PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WILL CONSIDER THIS AN EXCUSABLE, NON-COMPENSABLE DELAY PER 108.06.B. ON PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WHERE THE CONTRACTOR FAILED TO MEET THE NOTIFICATION REQUIREMENTS, THE DELAYS SHALL NOT BE CONSIDERED EXCUSABLE OR COMPENSABLE.

ATTENDANCE AT DEPARTMENT ORDERED TRAFFIC COORDINATION MEETINGS BETWEEN ADJACENT PROJECTS SHALL BE CONSIDERED MANDATORY FOR EACH PROJECT'S SUPERINTENDENT AND INCIDENTAL TO THE LUMP SUM MAINTENANCE OF TRAFFIC PAYMENT ITEM.

DESIGN AGENCY

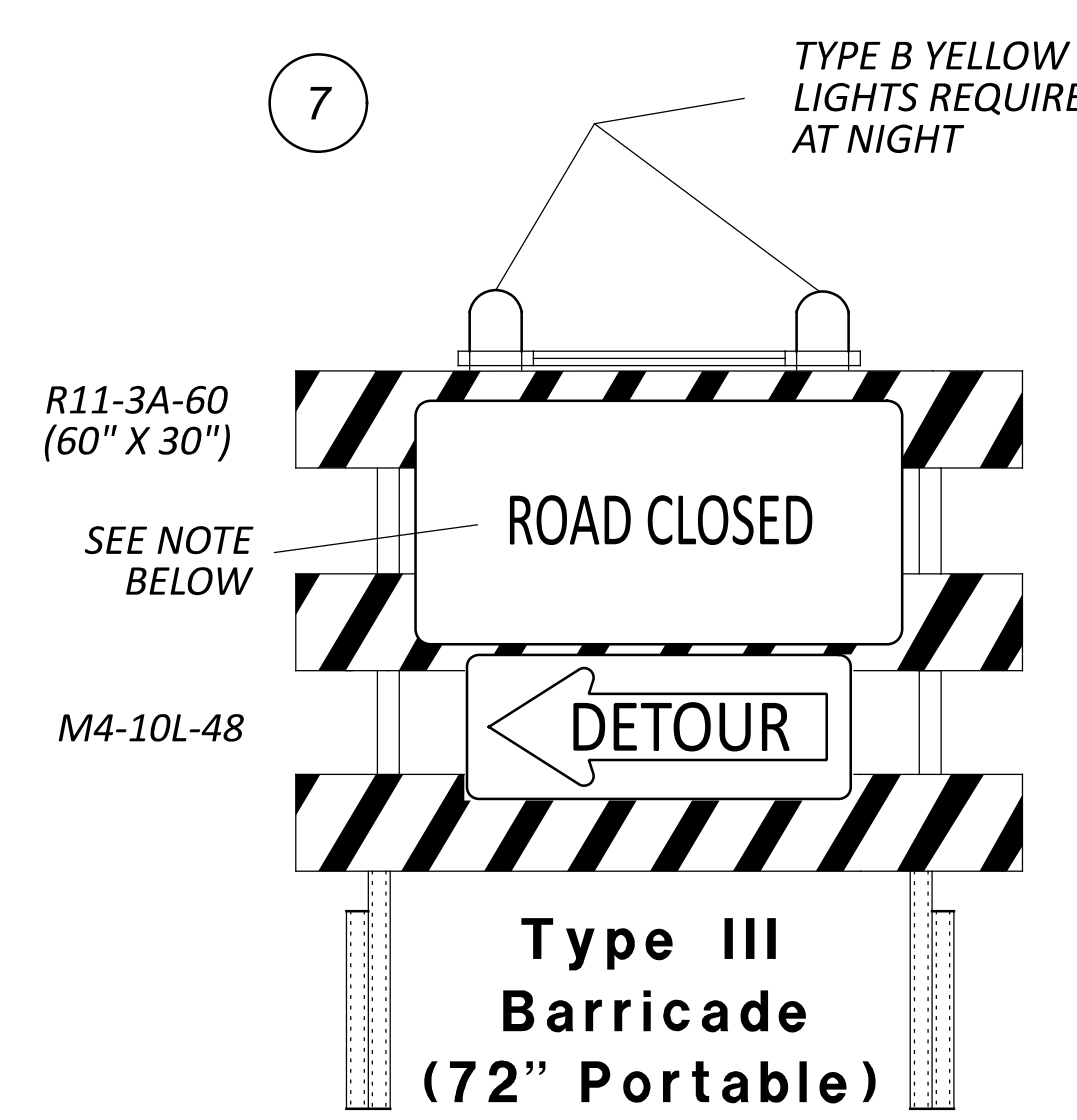
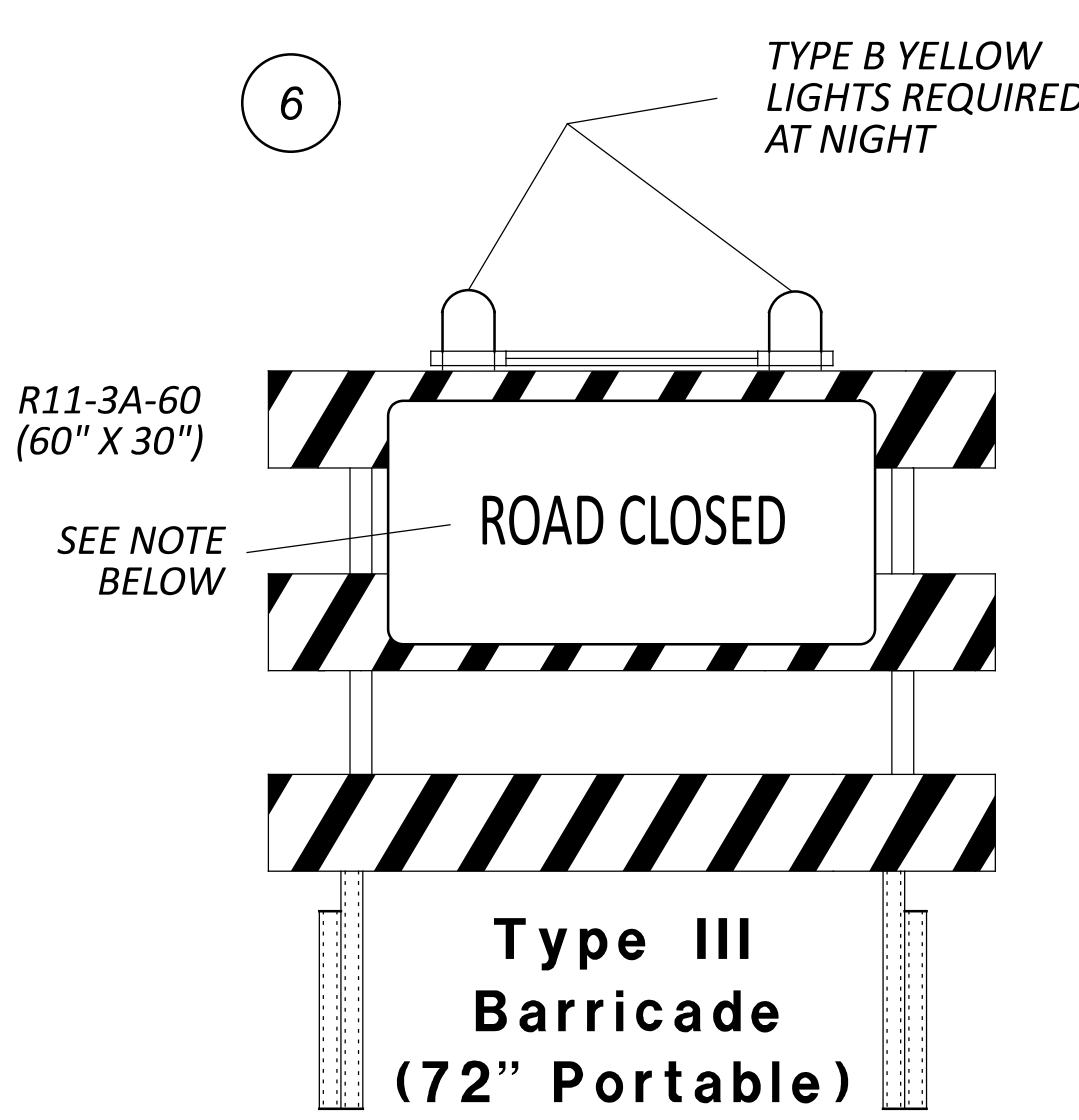
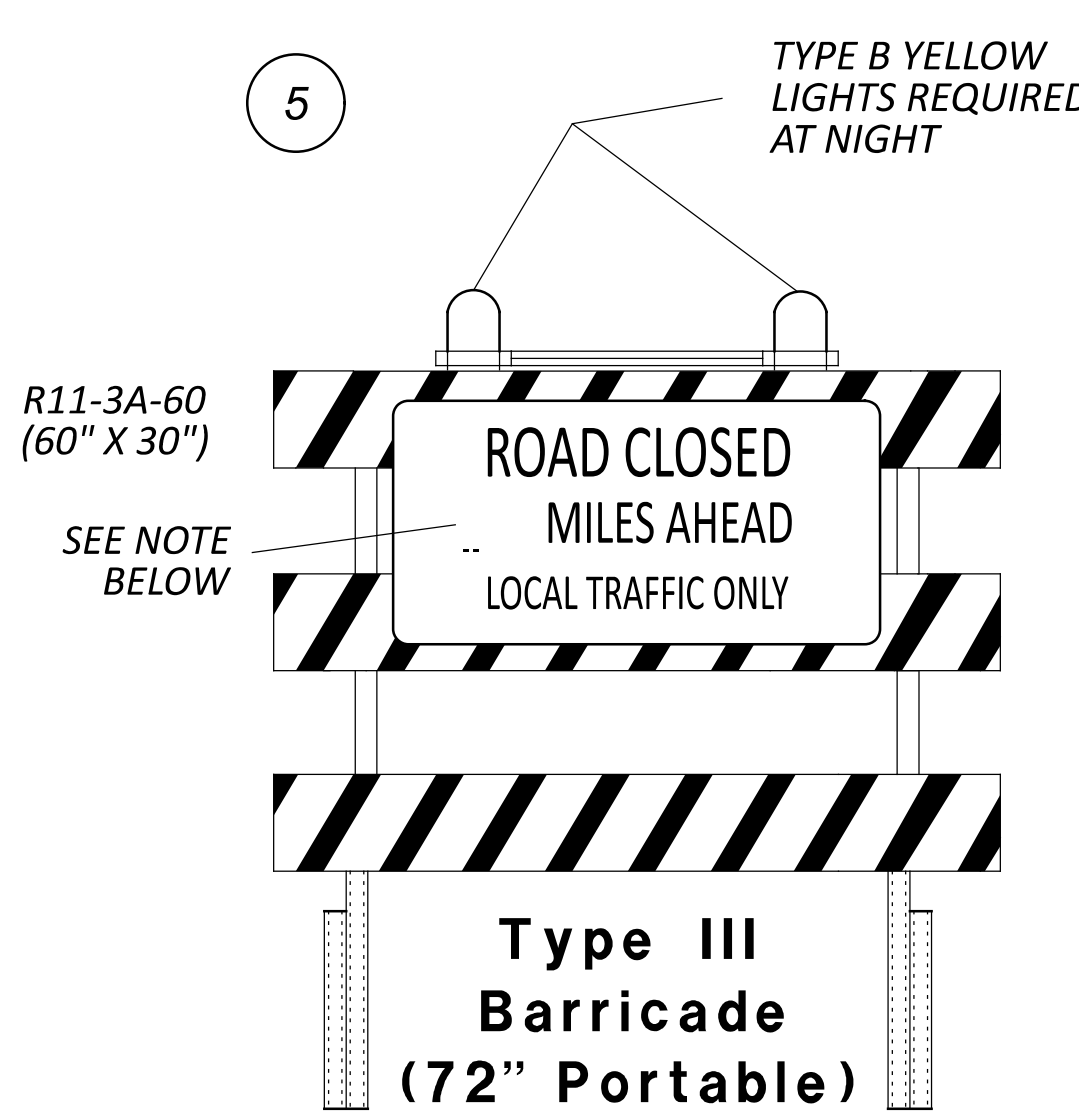
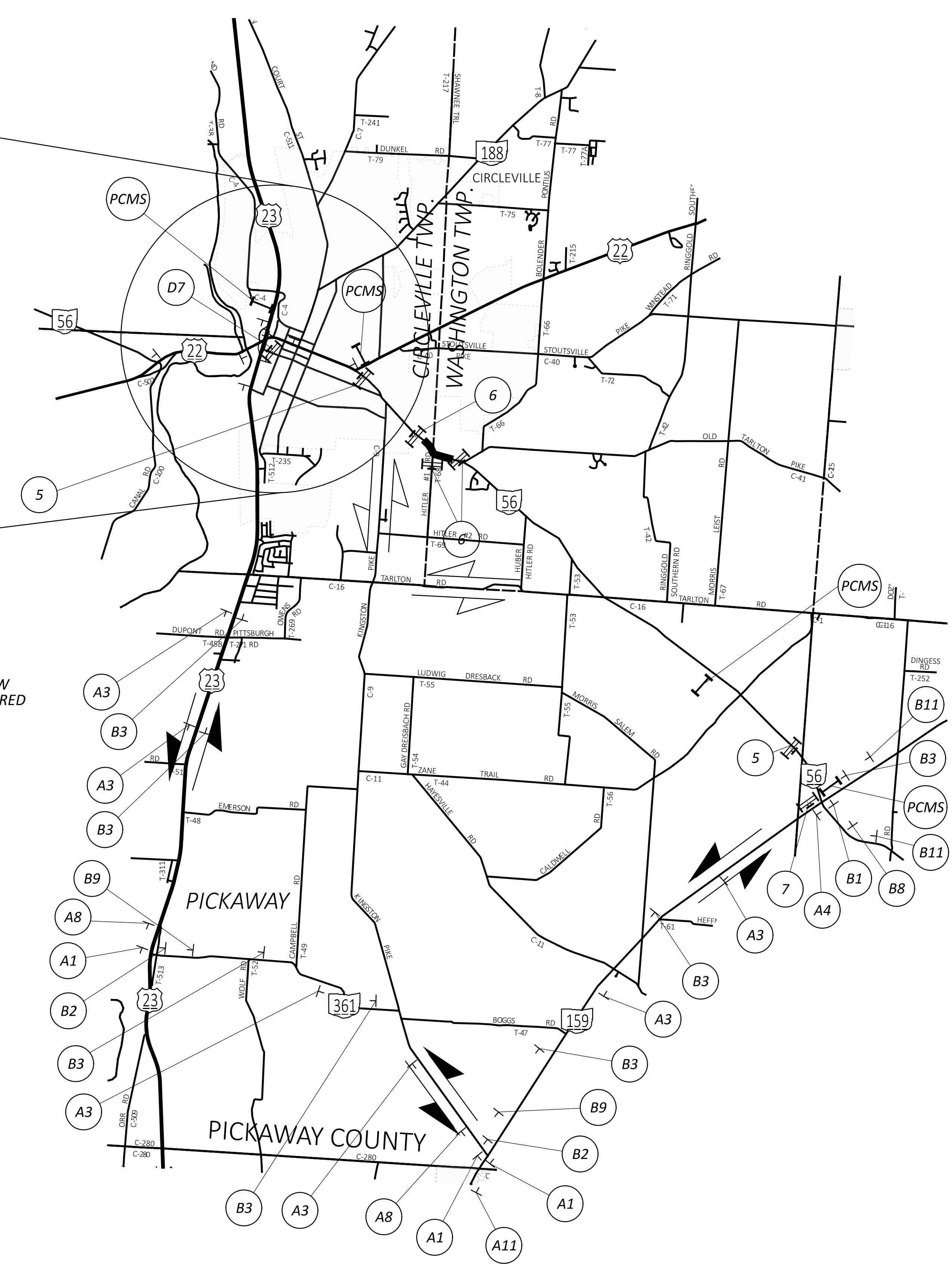
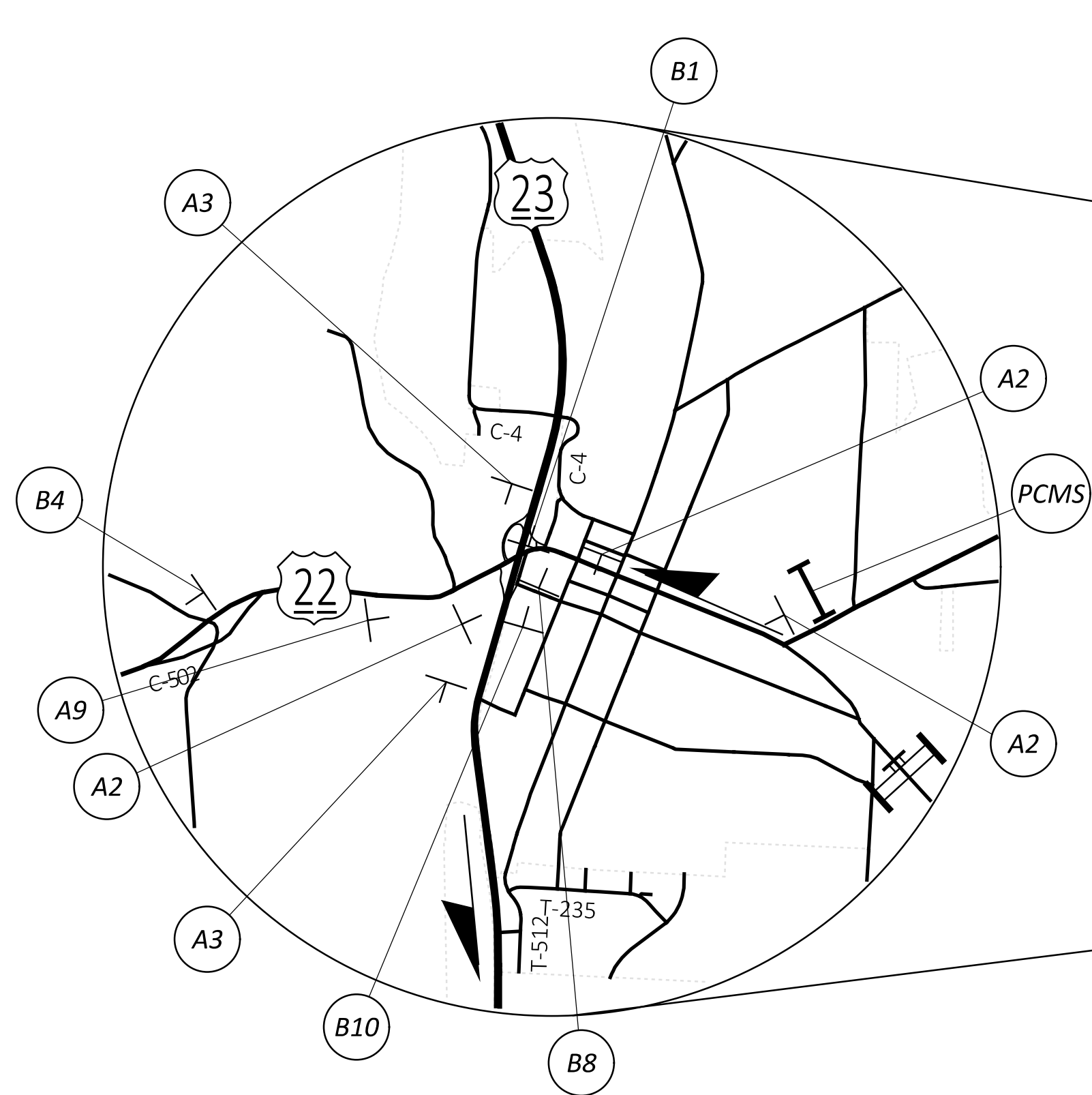
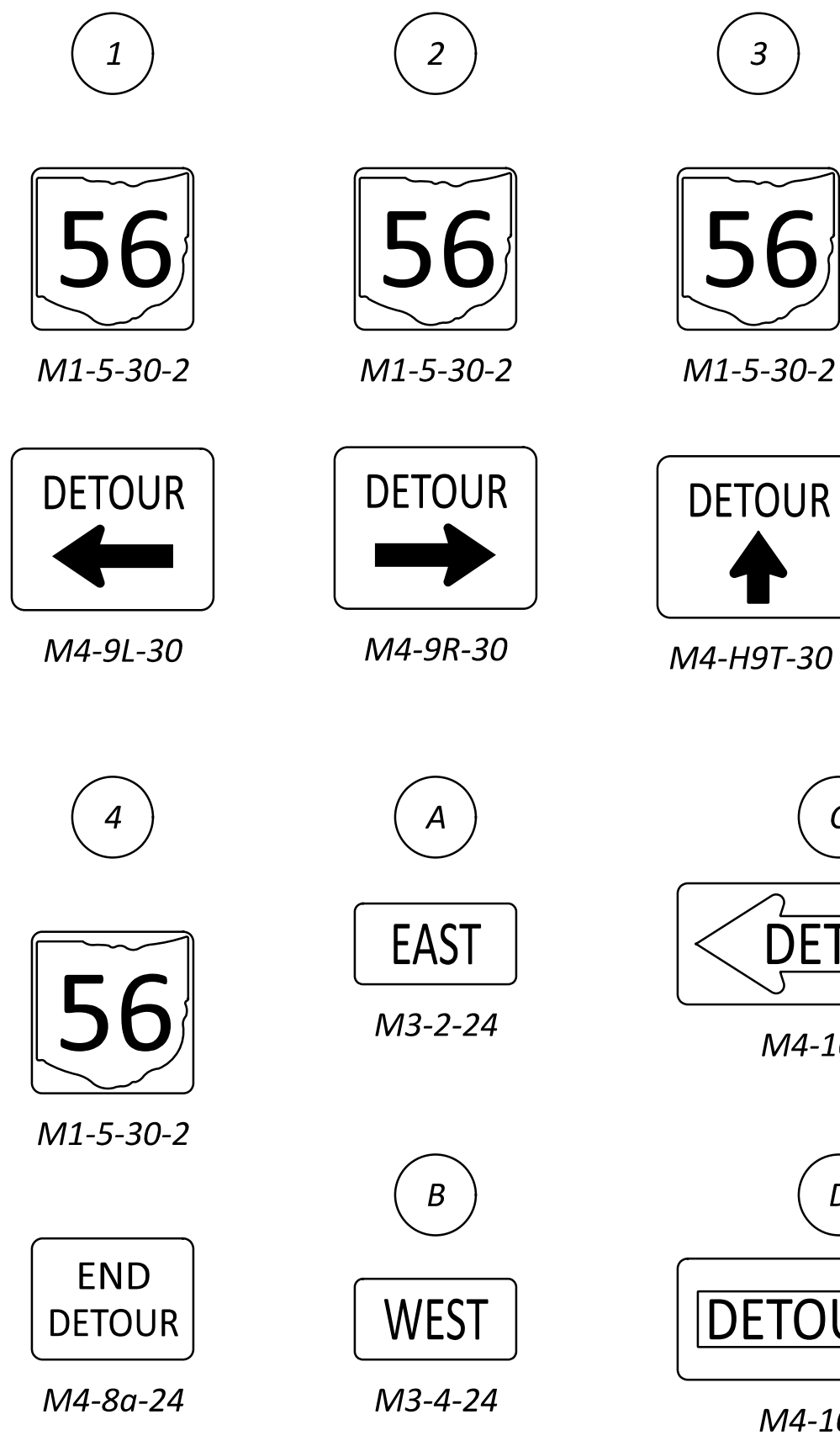


DESIGNER  
**MAK**

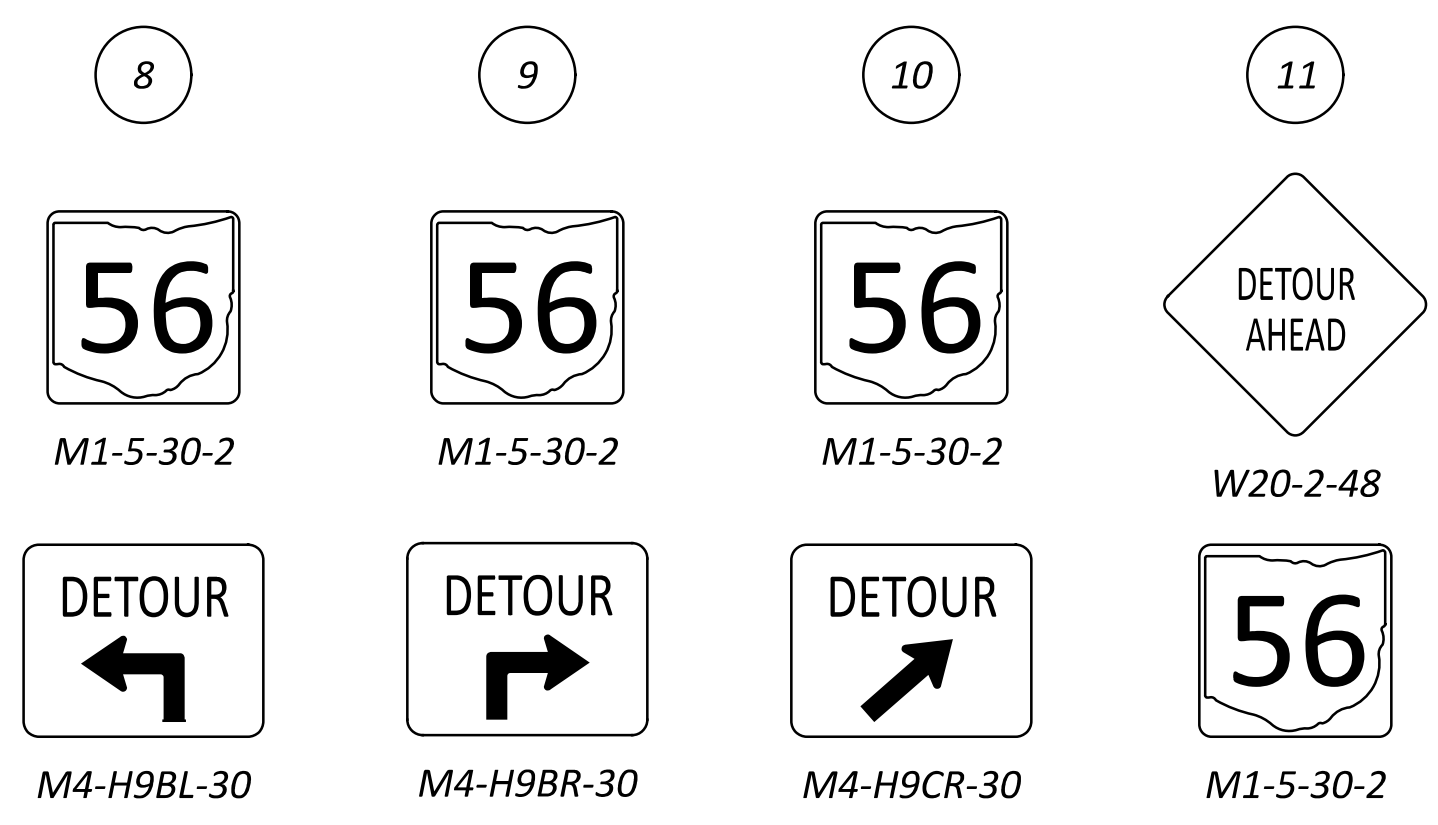
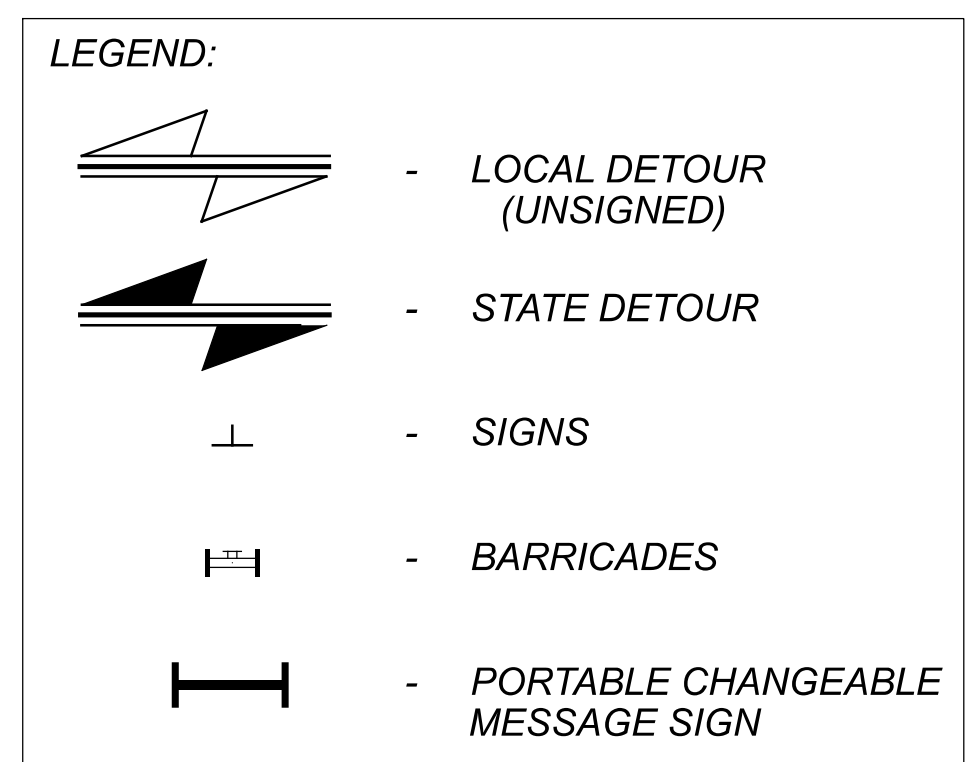
REVIEWER  
JPH MM-DD-YY

PROJECT ID  
122160

SHEET TOTAL  
P.06 | 13



See Section 6F.63 and Figure 6F-7 of the OMUTCD.  
 DISTANCE FROM SIGN #5 AT US 22 = 1.1 MILES  
 DISTANCE FROM SIGN #5 AT SR 159 = 5.2 MILES

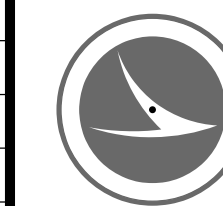


NOTE:  
 THE CONTRACTOR SHALL PROVIDE, ERECT, MAINTAIN, AND REMOVE ALL DETOUR SIGNING. ALL SIGNS AND BARRICADES ARE TO BE INCLUDED IN PAYMENT ITEM 614 - DETOUR SIGNING. ALL SIGNS EXCEPT M1-5 ARE TO BE BLACK ON ORANGE CONSTRUCTION SIGNS, ON TYPE 2 POSTS OR BARRICADES, ON OR ADJACENT TO EXISTING ROUTE MARKING SIGNS WHERE PRACTICAL. FLASHING LIGHTS ARE REQUIRED AT NIGHT FOR SIGNS 5-7, 11.

SHEET NUM.				PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.05	P.06	P.11	P.12	01/S5K/06						
									<b>ROADWAY</b>	
		462.5		462.5	202	38001	462.5	FT	GUARDRAIL REMOVED, AS PER PLAN	P.03
		2		2	202	42011	2	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E, AS PER PLAN	P.03
			174	174	203	10000	174	CY	EXCAVATION	
		199		199	203	20000	199	CY	EMBANKMENT	
			57	57	203	20001	57	CY	EMBANKMENT, AS PER PLAN	P.03
		174		174	203	35111	174	CY	GRANULAR MATERIAL, TYPE B, AS PER PLAN	P.03
		612.5		612.5	606	15100	612.5	FT	GUARDRAIL, TYPE MGS WITH LONG POSTS	
		1		1	606	26151	1	EACH	ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN, (MASH 2016)	P.03
		1		1	606	26550	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T	p.03
									<b>EROSION CONTROL</b>	
			22	22	659	00300	22	CY	TOPSOIL	
			169	169	659	10000	169	SY	SEEDING AND MULCHING	
			0.02	0.02	659	20000	0.02	TON	COMMERCIAL FERTILIZER	
			0.03	0.03	659	31000	0.03	ACRE	LIME	
			1	1	659	35000	1	MGAL	WATER	
				2,000	832	30000	2,000	EACH	EROSION CONTROL	
	173								<b>TRAFFIC CONTROL</b>	
		8		8	626	00110	8	EACH	BARRIER REFLECTOR, TYPE 2, 2 WAY	
									<b>RETAINING WALLS (001)</b>	
		18,000		18,000	504	11100	18,000	SF	STEEL SHEET PILING LEFT IN PLACE, MINIMUM SECTION MODULUS 22.4 CU. IN. / FT.	
									<b>MAINTENANCE OF TRAFFIC</b>	
	32			32	614	11110	32	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
				LS	614	12420	LS		DETOUR SIGNING	
100				100	614	13000	100	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
4				4	614	18601	4	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.05
1				1	617	25000	1	MGAL	WATER	
									<b>INCIDENTALS</b>	
				LS	614	11000	LS		MAINTAINING TRAFFIC	
				LS	623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	P.03
				LS	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER  
MAK

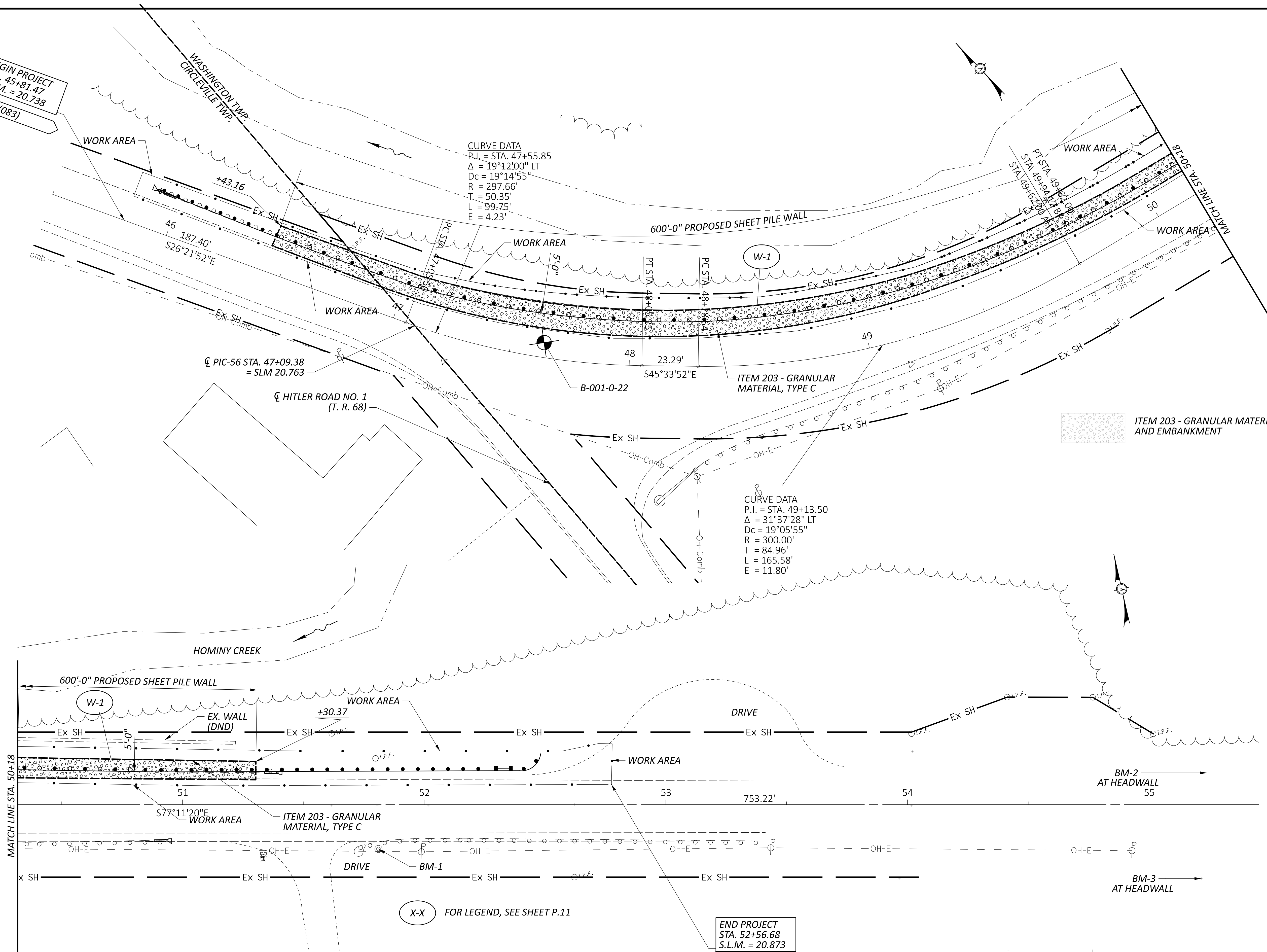
REVIEWER  
JPH MM-DD-YY

PROJECT ID  
122160

SHEET TOTAL  
P.08 | 13



BEGIN PROJECT  
STA. 45+81.47  
S.L.M. = 20.738  
E250 (083)



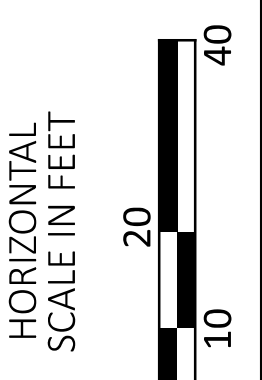
CURVE DATA  
 P.I. = STA. 47+55.85  
 $\Delta = 19^\circ 12' 00''$  LT  
 $D_c = 19^\circ 14' 55''$   
 $R = 297.66'$   
 $T = 50.35'$   
 $L = 99.75'$   
 $E = 4.23'$

CURVE DATA  
 P.I. = STA. 49+13.50  
 $\Delta = 31^\circ 37' 28''$  LT  
 $D_c = 19^\circ 05' 55''$   
 $R = 300.00'$   
 $T = 84.96'$   
 $L = 165.58'$   
 $E = 11.80'$

ITEM 203 - GRANULAR MATERIAL, TYPE B AND EMBANKMENT

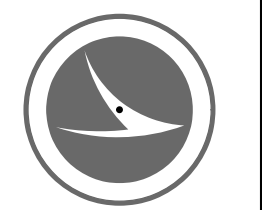
END PROJECT  
 STA. 52+56.68  
 S.L.M. = 20.873  
 E250 (083)

FOR GUARDRAIL, SEE SHEET P.10  
 FOR QUANTITIES, SEE SHEET P.11  
 FOR BENCHMARK INFORMATION, SEE SHEET P.03



SHEET PILE WALL PLAN  
 STA. 45+50 TO STA. 55+50

DESIGN AGENCY



DESIGNER  
MAK

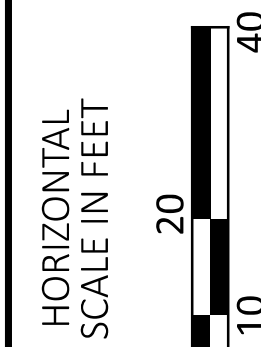
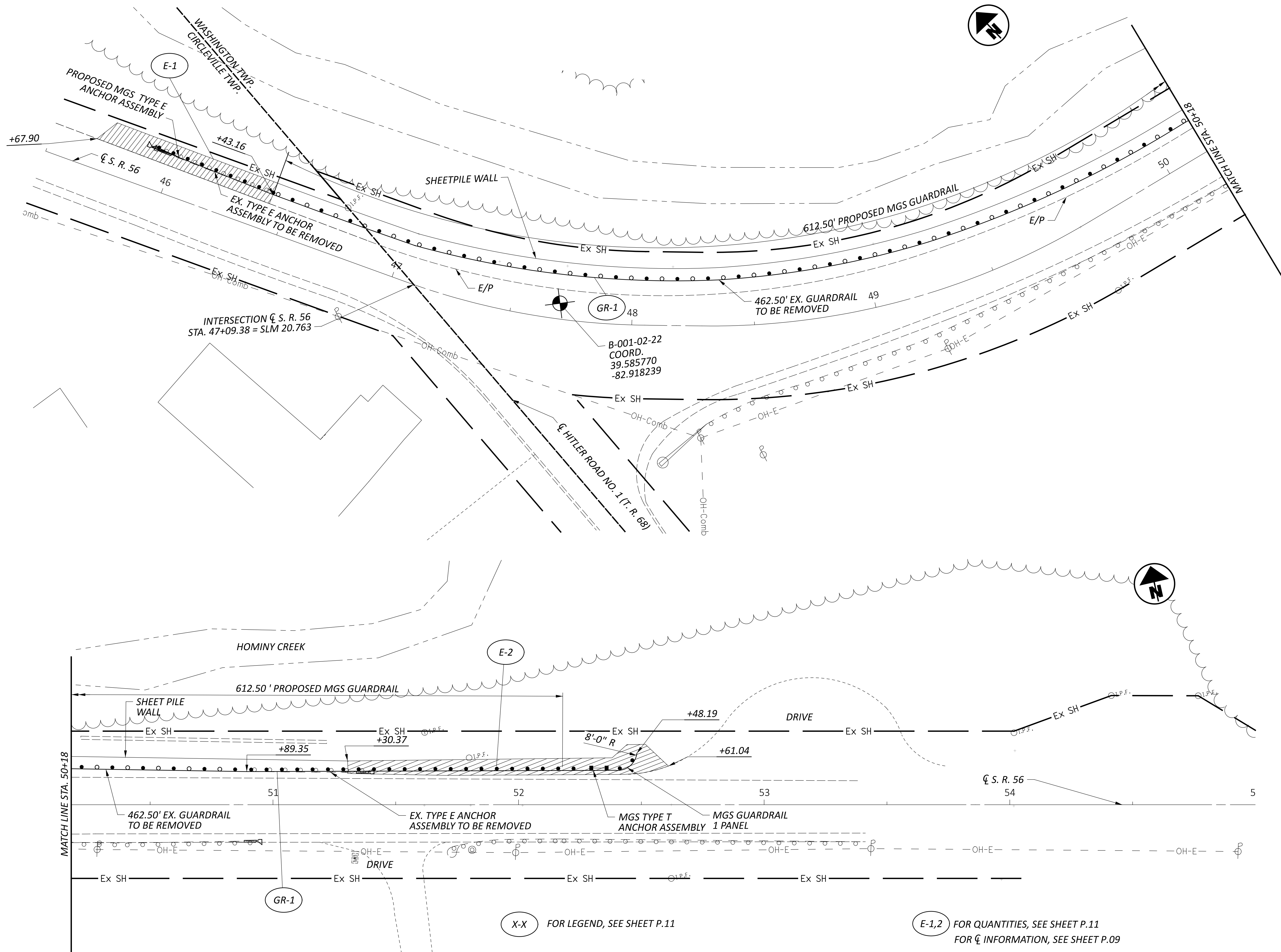
REVIEWER

JPH MM-DD-YY

PROJECT ID  
122160

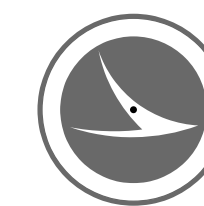
SHEET TOTAL

P.09 13



GUARDRAIL PLAN  
STA. 45+50 TO STA. 55+00

DESIGN AGENCY



DESIGNER  
MAK

REVIEWER

JPH MM-DD-YY

PROJECT ID

122160

SHEET TOTAL

P.10 13

X-X FOR LEGEND, SEE SHEET P.11

E-1,2 FOR QUANTITIES, SEE SHEET P.11  
FOR  $\phi$  INFORMATION, SEE SHEET P.09  
FOR GUARDRAIL QUANTITIES, SEE SHEET P.11  
FOR SHEETPILE WALL, SEE SHEET P.09

REF. NO.	STATION		SIDE	202	202	606	606	606	626
	FROM	TO		GUARDRAIL REMOVED, AS PER PLAN	ANCHOR ASSEMBLY REMOVED, TYPE E, AS PER PLAN	GUARDRAIL TYPE MGS	ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN	ANCHOR ASSEMBLY, MGS TYPE T	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL
	FT	EACH	FT	EACH	FT	EACH	EACH	EACH	
GR-1	46+43.16	52+48.19	LT	462.5	2	612.50	1	1	8

**LEGEND**

- E-X EMBANKMENT
- GR-X GUARDRAIL
- W-X GRANULAR MATERIAL AND EXCAVATION

SHEET PILE WALL INFORMATION			
STATION	OFFSET (FT.)*	EDGE OF PAVEMENT ELEVATION (FT)	TOP OF WALL ELEVATION (FT)
46+43.16	19.97	719.21	718.630
47+05.50	21.91	718.71	718.250
48+05.25	24.70	717.35	716.650
49+00.00	25.28	713.99	713.410
49+62.00	21.72	713.76	713.170
51+30.37	17.86	714.65	713.970

**NOTES:**

\* - OFFSET IS MEASURED FROM THE CENTERLINE OF PAVEMENT OF S.R. 56 TO THE CREEK-FACING SIDE OF THE SHEET PILE WALL

ITEM 504 - STEEL SHEET PILING LEFT IN PLACE, MINIMUM SECTION MODULUS 22.4 CU. IN. / FT. =

600 FT \* 30 FT. = 18,000 SQ. FT.

QUANTITY CARRIED TO GENERAL SUMMARY = 18,000 SQ. FT.

- W-1 ITEM 203 - GRANULAR MATERIAL, TYPE B QUANTITY STA. 46+43.16 TO STA. 51+30.37  
 4,673 SQ. FT. \* 1.0 FT / 27 = 173.07 CU. YD.  
 174 CU. YD. CARRIED TO GENERAL SUMMARY
- ITEM 203 - EMBANKMENT STA. 46+43.16 TO STA. 51+30.37  
 (487.21 FT X 11.00 SQ. FT.) / 27 = 198.49 CU. YD.  
 199 CU. YD. CARRIED TO GENERAL SUMMARY

FOR LOCATIONS, SEE SHEET P.10

FOR GUARDRAIL PLAN, SEE SHEET P.10  
 FOR SHEET PILE WALL PLAN, SEE SHEET P.09

DESIGN AGENCY	
	
DESIGNER	MAK
REVIEWER	JPH MM-DD-YY
PROJECT ID	122160
SHEET	TOTAL
P.11	13

ITEM #	ROUTE	STATIONS	203	203	659
			EXCAVATION	EMBANKMENT	SEEDING AND MULCHING
			CU YD	CU YD	SQ YD
E-1	S. R. 56	STA. 45+67.90 TO STA. 46+43.16		24.6	72.1
E-2	S. R. 56	STA. 51+30.37 TO STA. 52+61.04		32.2	96.5
W-1	S. R. 56	STA. 46+43.16 TO STA. 51+30.37	173.1		
TOTALS CARRIED TO GENERAL SUMMARY			173.1	56.8	168.6

**ITEM 659 - TOPSOIL:**  
 THE APPLICATION RATE FOR THIS ITEM IS  
 111 CU YDS PER 1000 SQ YDS OF SEEDING

168.6 SQ YD / 1000 = 0.2  
 0.2 X 111 CU YDS = 22 CU YDS

TOTAL CARRIED TO GENERAL SUMMARY:  
 ITEM 659 - TOPSOIL = 22 CU YD

**ITEM 659 - COMMERCIAL FERTILIZER:**  
 THE APPLICATION RATE FOR THIS ITEM IS  
 30 POUNDS PER 1000 SQ FT OF SEEDING.

169 SQ YD OF SEEDING AND MULCHING (FROM TABLE)  
 168.6 X 9 SQ FT / SQ YD = 1,517 SQ FT  
 1517 / 1,000 = 1.5  
 1.5 X 30 POUNDS = 45 POUNDS = 0.02 TONS

TOTAL CARRIED TO GENERAL SUMMARY:  
 ITEM 659 - COMMERCIAL FERTILIZER = 0.02 TON

**ITEM 659 - LIME:**  
 THE APPLICATION RATE FOR THIS ITEM IS  
 BASED ON THE AREA OF SEEDING.

169 SQ YD OF SEEDING AND MULCHING (FROM TABLE)  
 168.6 X 9 SQ FT / SQ YD = 1,517 SQ FT  
 1517.4 / 43,560 SQ FT / ACRE = 0.03 ACRE

TOTAL CARRIED TO GENERAL SUMMARY:  
 ITEM 659 - LIME = 0.03 ACRE

**ITEM 659 - WATER:**  
 THE APPLICATION RATE FOR THIS ITEM IS  
 2 APPLICATIONS OF 300 GALLONS PER 1000  
 SQ FT OF SEEDING

169 SQ YD OF SEEDING AND MULCHING (FROM TABLE)  
 168.6 X 9 SQ FT / SQ YD = 1,517 SQ FT  
 1517.4 / 1,000 = 1.5  
 1.5 X 300 GAL. X 2 = 900 GALLONS = 1 M GAL

TOTAL CARRIED TO GENERAL SUMMARY:  
 ITEM 659 - WATER = 1 M GAL

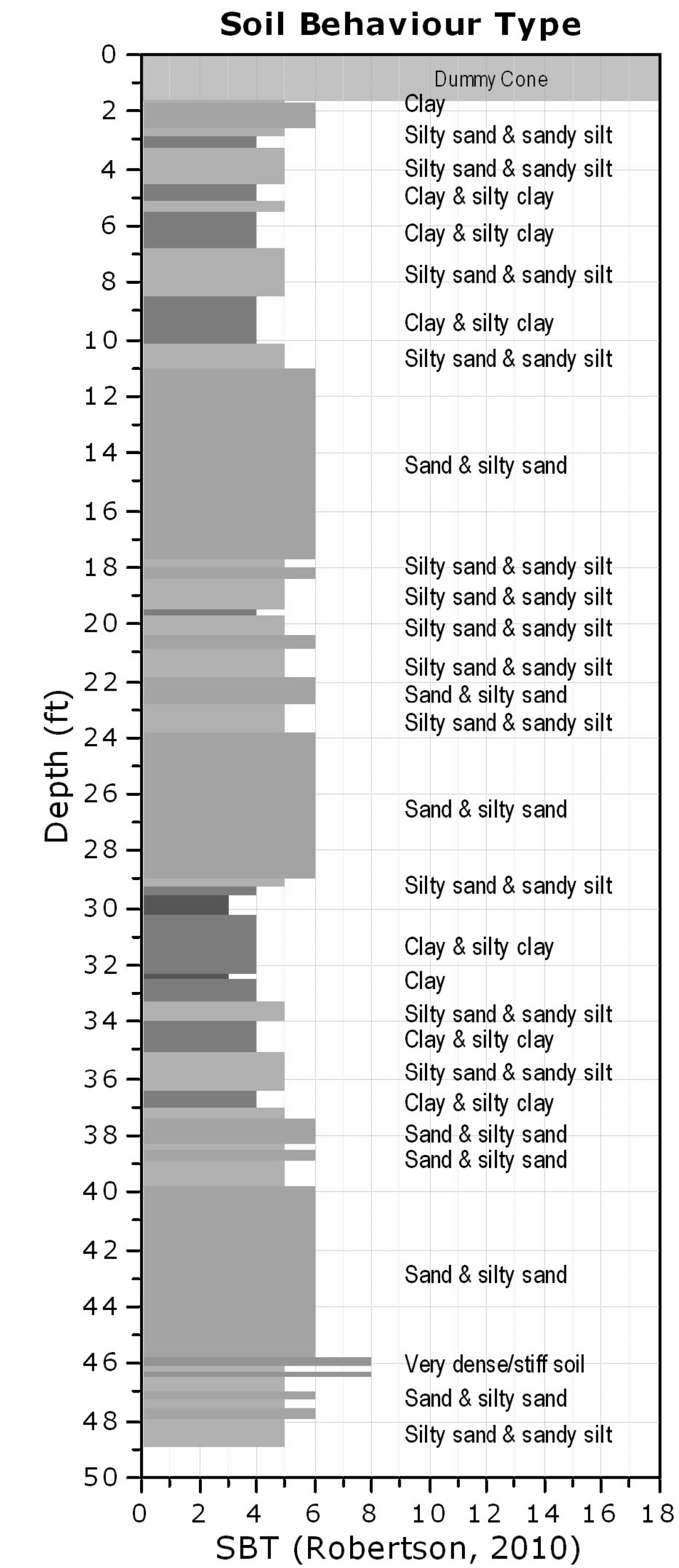
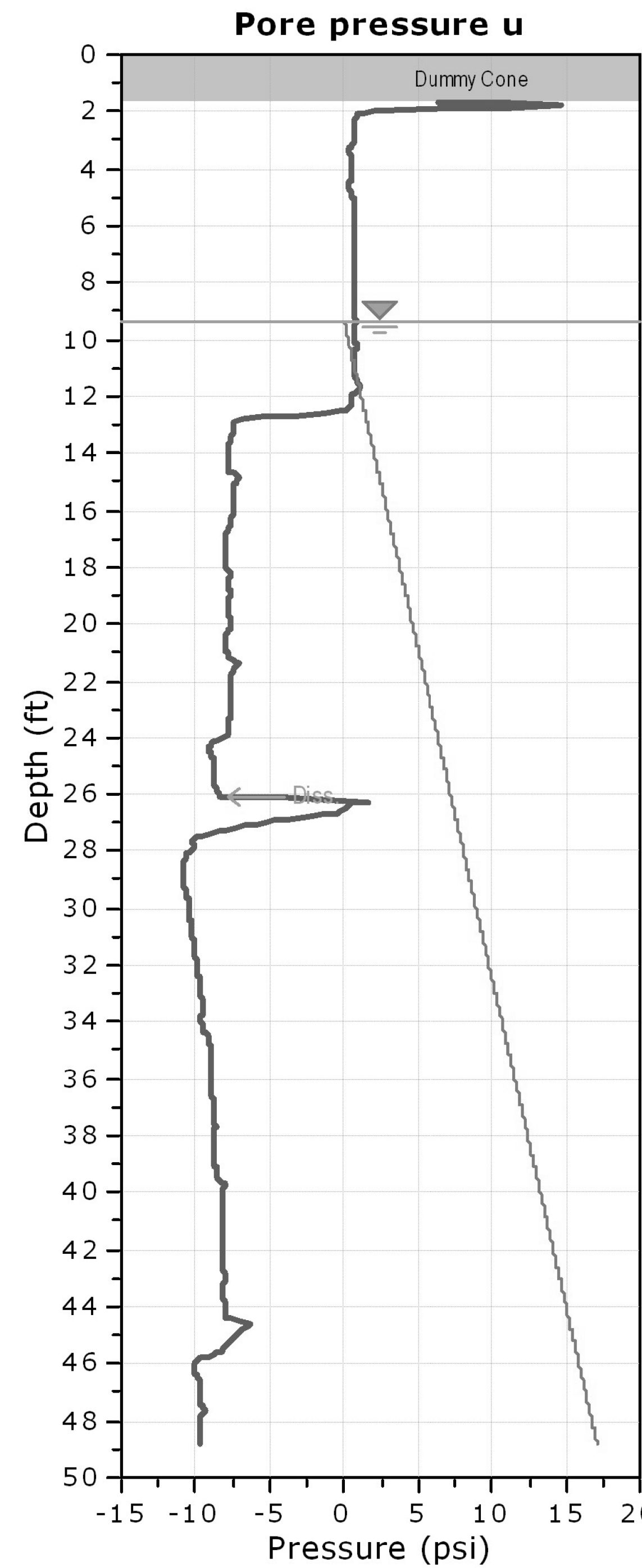
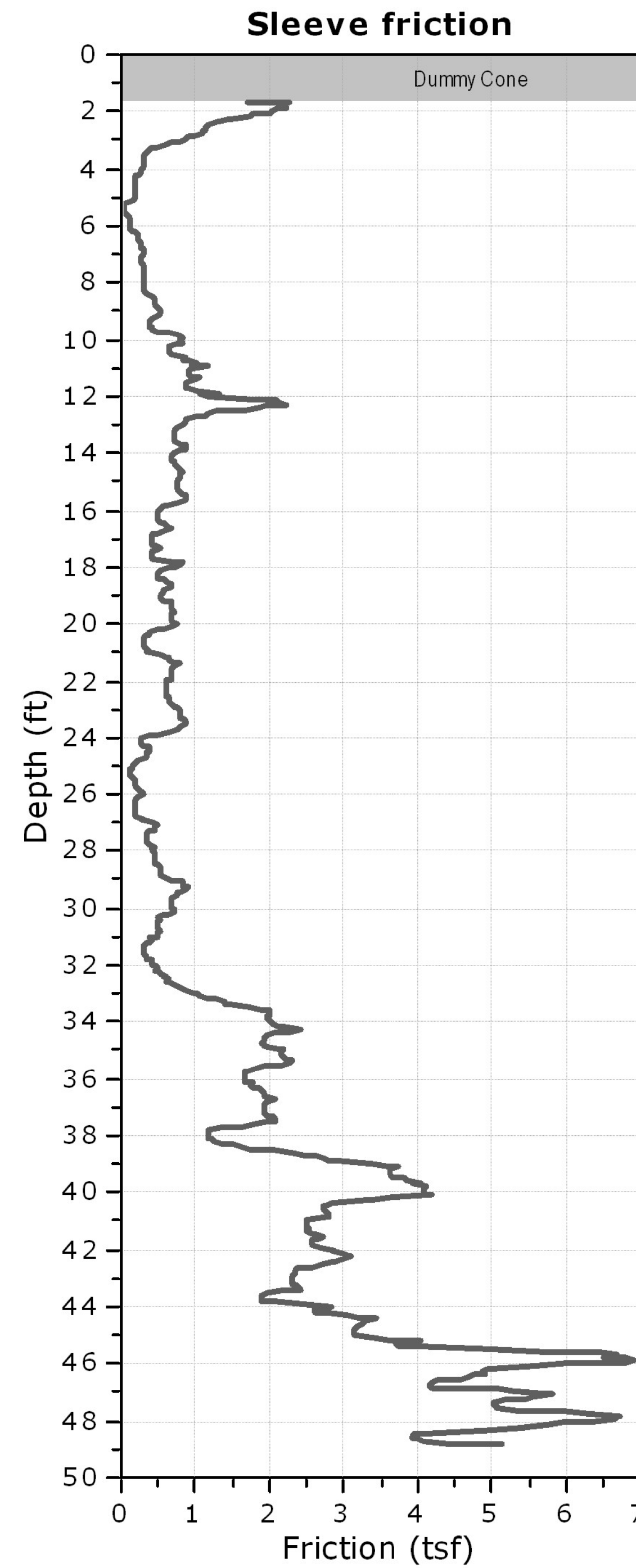
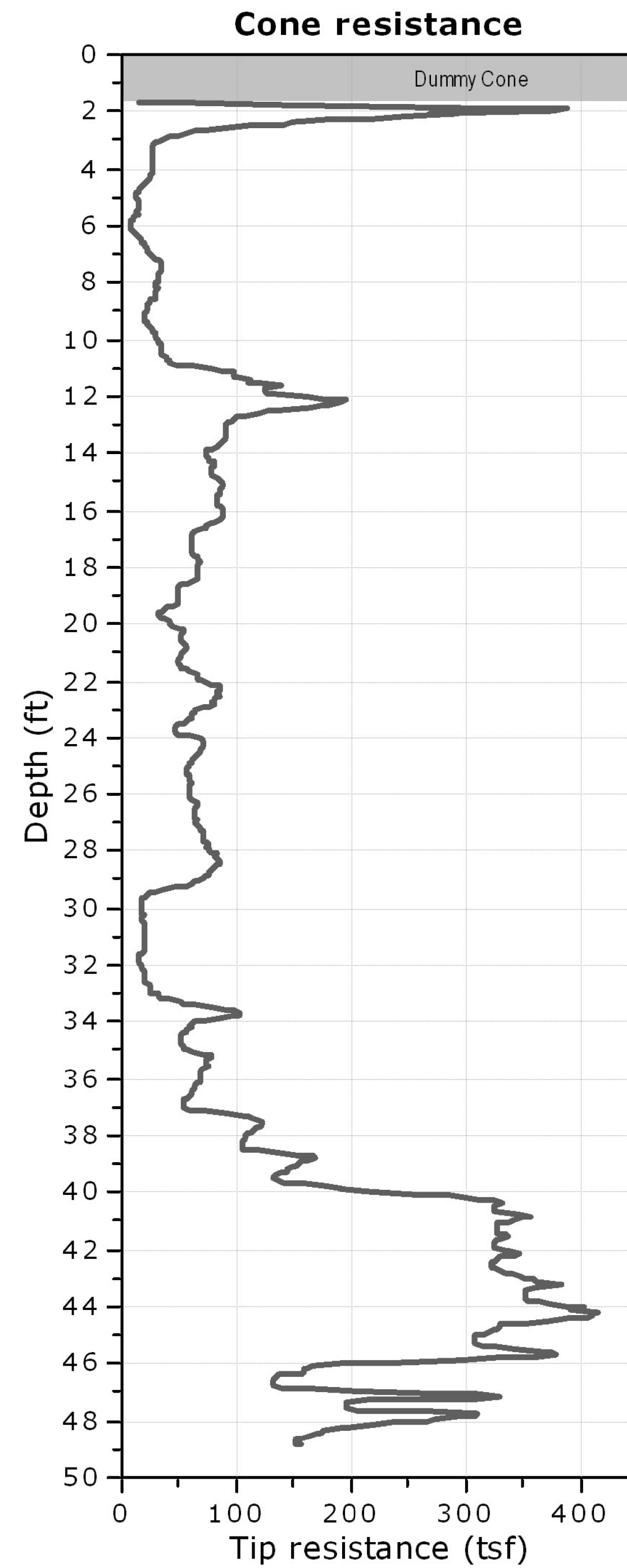




Project: PIC-56-20.41  
 Location: Pickaway County

CPT: C-001-0-23

Total depth: 48.87 ft, Date: 1/4/2023  
 Surface Elevation: 700.6 ft  
 Coords: lat 39.589685° lon -82.922881°



SOIL PROFILE

PIC-56-20.77

MODEL: Sheet PAPER SIZE: 34x22 (in.) DATE: 1/22/2025 TIME: 11:21:53 AM USER: mikatona  
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DESIGN AGENCY  
  
 DESIGNER  
**MAK**  
 REVIEWER  
 JDM MM-DD-YY  
 PROJECT ID  
 122160  
 SHEET TOTAL  
 P.13 | 13