

**ITEM 614, MAINTAINING TRAFFIC**

TWO-WAY ON TRAFFIC ON SR-65 SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 140 CONSECUTIVE CALENDAR DAYS THAT THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 8. THE 140-DAY CLOSURE OF SR-65 CAN NOT BEGIN UNTIL AFTER JUNE 1, 2027. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$5,000 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT. DETOURS SHALL BE ESTABLISHED, MAINTAINED AND SUBSEQUENTLY REMOVED BY THE STATE OF OHIO. THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER 14 DAYS IN ADVANCE OF THE PLANNED ROAD CLOSURE TO ALLOW FOR COORDINATING THE DETOUR SIGNING.

THE FIRST DAY THAT THE DETOUR IS IN EFFECT SHALL BE CONSIDERED THE STARTING DATE OF THE 140 DAY DETOUR/CLOSURE LIMITATION. THE 140th DAY OF THE 140 DAY DETOUR/CLOSURE LIMITATION SHALL BE CONSIDERED AS AN INTERIM COMPLETION DATE. ON OR BEFORE THE 140th DAY, THE ROADWAY SHALL BE OPENED TO THE SAFE AND CONVENIENT USE OF THE TRAVELING PUBLIC. IF THE ROADWAY IS NOT OPENED BY THIS INTERIM COMPLETION DATE, DISINCENTIVES SHALL BE ASSESSED AS PER THE ABOVE SPECIFICATION.

ACCESS TO ADJACENT PROPERTY OF THE WORK LIMITS SHALL BE MAINTAINED BY THE CONTRACTOR AT ALL TIMES AS PER 614.02(a).

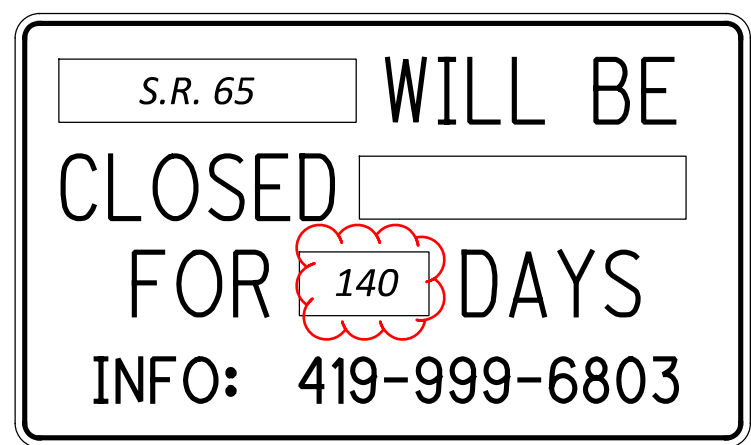
A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION ON US 30 SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 502 STRUCTURE FOR MAINTAINING TRAFFIC, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, ITEM 615 ROADS FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 410 AND 614.

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.

NOTICE OF CLOSURE SIGNS (W20-H13), SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED CLOSURES. THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD 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.

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

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION.



**W20-H13**

NOTE: THE CONTRACTOR IS TO SUPPLY THE DATE

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

**NOTIFICATION OF TRAFFIC RESTRICTIONS**

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP 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 TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HRS & < 2 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HRS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES AND RESTRICTIONS	>= 2 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

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

**DESIGNATED LOCAL DETOUR ROUTE**

IN ADDITION TO THE OFFICIAL, SIGNED DETOUR ROUTE, A LOCAL DETOUR HAS BEEN DETERMINED TO BE THE SECONDARY, UNSIGNED DETOUR ROUTE OR "DESIGNATED LOCAL DETOUR ROUTE." THIS ROUTE SHOWN ON THE DETOUR SHEET. 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 REPLACEMENT PAVEMENT FOR ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 AND ITEM 407, TACK COAT PLACED ON 5" OF ITEM 301, ASPHALT CONCRETE BASE, PG64-22

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR USE AS DETERMINED BY THE ENGINEER TO MAINTAIN AND SUBSEQUENTLY RESTORE THE DESIGNATED LOCAL DETOUR ROUTE.

- ITEM 253 - PAVEMENT REPAIR = 20 CY
- ITEM 407 - TACK COAT = 20 GAL
- ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22 = 10 CY
- ITEM 617 - COMPACTED AGGREGATE = 50 CY

**ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN**

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

LOCATION OF THE PORTABLE CHANGEABLE MESSAGE SIGN TO BE PROVIDED BY THE ENGINEER. THE INTENT IS FOR THE PCMS TO BE USED IN ADVANCE OF THE PROJECT AREA TO GET TRAFFIC TO FOLLOW THE DETOUR.

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

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

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

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

THE 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 8 SIGN MONTH ASSUMING 2 PCMS SIGN FOR 4 MONTHS

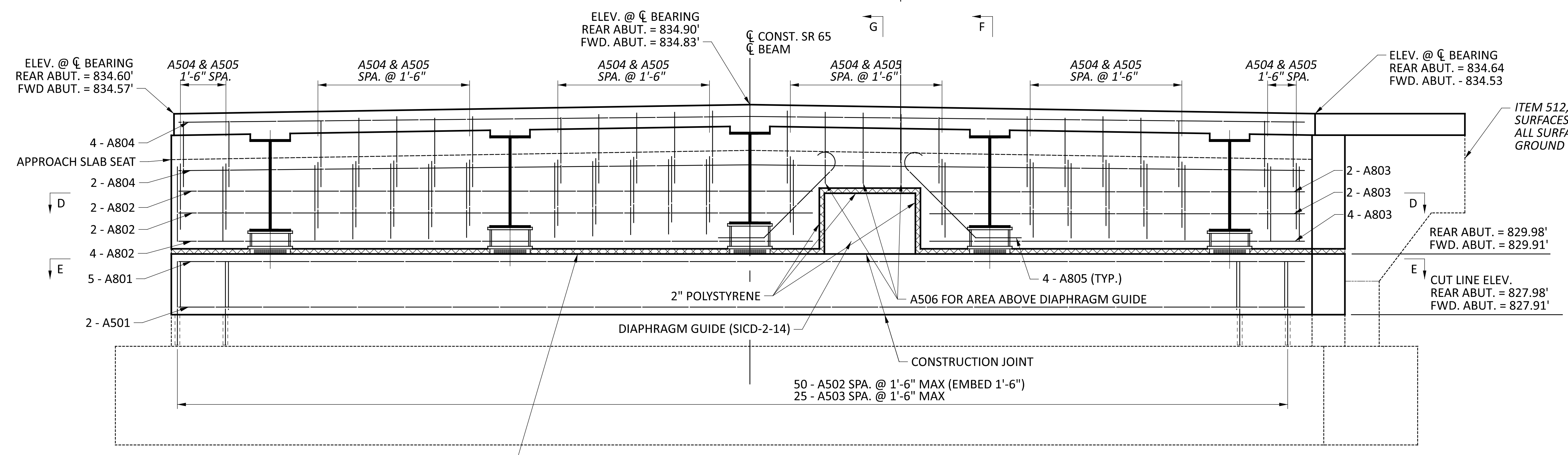
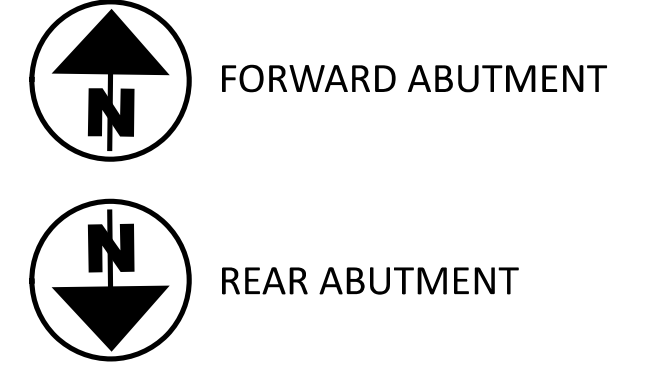
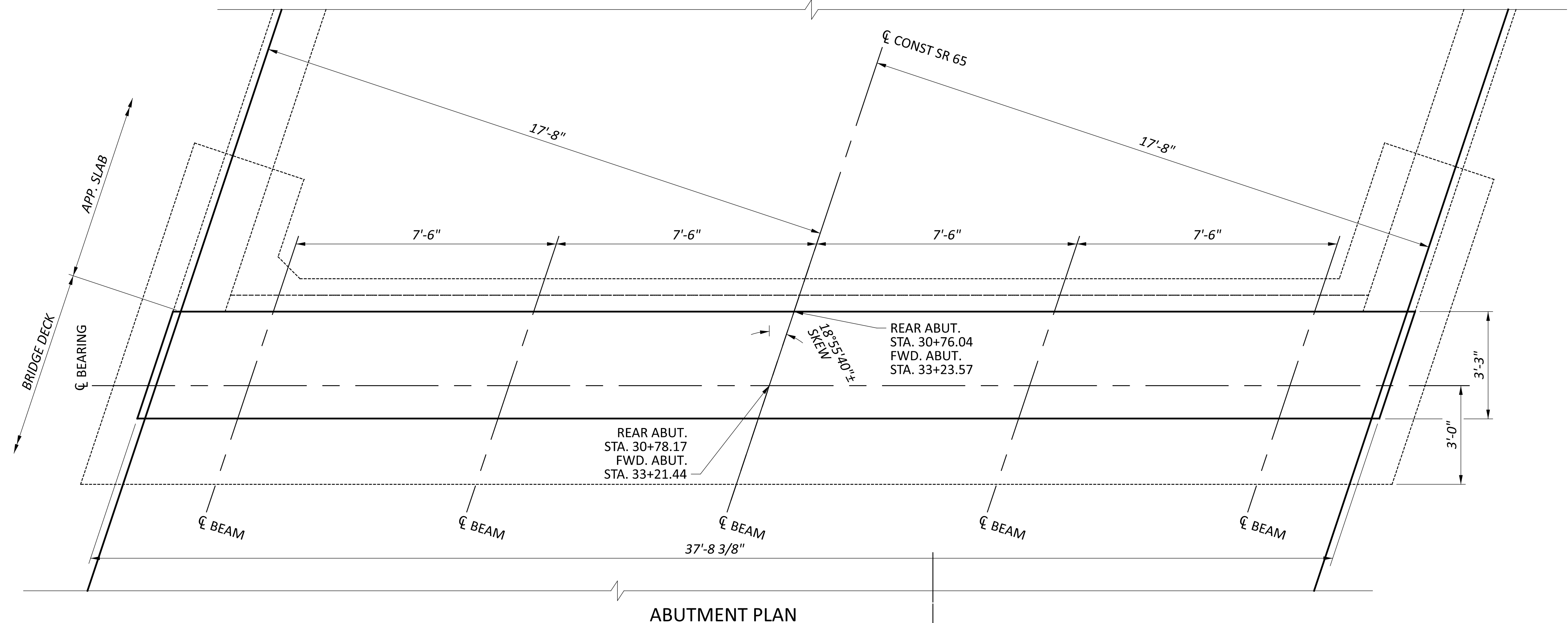
**COORDINATION OF CONTRACTORS**

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

SPECIFICALLY, COORDINATION SHALL BE MADE WITH THE CONTRACTOR OF THE D01-OL-FY27, OVERLAY PROJECT, PID 119054. THE DISTRICT 1 OVERLAY PROJECT WILL BE OVERLAYING THE ALL-30-10.72 LT&RT BRIDGES. THIS WORK WILL REQUIRE THE TEMPORARY CLOSURE OF THE ENTRANCE RAMP TO EASTBOUND US-30 FROM SR-115. THE RAMP CLOSURE IS PERMITTED TO TAKE PLACE SOMETIME BETWEEN APRIL 1, 2027 AND MAY 31, 2027. IT IS IMPORTANT THAT THE SR-65 OVERPASS CLOSURE DOES NOT OVERLAP WITH THE CLOSURE OF THIS EASTBOUND ENTRANCE RAMP TO US-30 FROM SR-115. IT IS ACCEPTABLE TO CLOSE THE SR-65 OVERPASS PRIOR TO THE JUNE 1, 2027 DATE IF THE RAMP CLOSURE AND ASSOCIATED WORK IS COMPLETED. THIS MUST BE COORDINATED WITH AND AGREED TO BY THE CONTRACTOR OF THE D01-OL-FY27 PROJECT.

ADDITIONALLY, COORDINATION SHALL BE MADE WITH THE CONTRACTOR OF THE ALL-65-10.55, SR-65/BLUELICK RD. ROUNDABOUT PROJECT, PID 120533. THE ROUNDABOUT PROJECT IS EXPECTED TO TAKE PLACE SOMETIME BETWEEN 8/1/2027 AND 10/31/2027.





2" POLYSTYRENE - EXPANDED POLYSTYRENE FILLER OR REMOVABLE FORMS SHALL BE USED IN FORMING TO PROVIDE THE CLEARANCE REQUIRED BETWEEN THE ABUTMENT AND SUPERSTRUCTURE AND SHALL BE INCLUDED WITH THE SUPERSTRUCTURE CONCRETE FOR PAYMENT.

NOTE:  
 SEE SHEET 7/17 FOR SECTIONS D-D AND E-E  
 SEE SHEET 8/17 FOR SECTIONS F-F AND G-G

ABUTMENT DETAILS  
 BRIDGE NO. ALL-65-13.250  
 SR 65 OVER US 30

SFN 0201413	
DESIGN AGENCY	
DESIGNER MJS	CHECKER NER
REVIEWER	
RTH 06-05-25	
PROJECT ID 112133	
SUBSET 6	TOTAL 17
SHEET P.27	TOTAL 38