

ITEM 614, REPLACEMENT SIGN

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ECT.

AN ESTIMATED QUANTITY OF 10 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NONGATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S)

PORTIONS OF THE MOT PLANS AS DESCRIBED BELOW HAVE BEEN APPROVED BY THE MOT EXCEPTION COMMITTEE (MOTEC) OR THE PROJECT IMPACT ADVISORY COUNCIL (PIAC) PER TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

APPROVED MOT EXCEPTION(S) INCLUDE:
PHASE 1 RAMP CLOSURES (K&G) SHALL BE A MAXIMUM OF 5 DAYS
PHASE 2 RAMP CLOSURES (K&J) SHALL BE A MAXIMUM OF 14 DAYS
PHASE 3 RAMP CLOSURES (G&H) SHALL BE A MAXIMUM OF 14 DAYS

A MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD A MINIMUM OF 30 CALENDAR DAYS PRIOR TO IMPLEMENTATION OF EACH APPROVED MOT EXCEPTION. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER AND THE VILLAGE OF BEAVERDAM AS WELL AS THE CONTRACTOR, WORKSITE TRAFFIC SUPERVISOR (WTS) AND ANY SUBCONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL.

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE. REFERENCE "EXCEPTION REQUEST APPROVAL DATED 12/14/2018 FOR PID 94214" IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

ANY CHANGES TO THE MOT THAT IMPACT THE PREVIOUSLY APPROVED MOT EXCEPTION(S) LISTED ABOVE SHALL BE APPROVED IN WRITING BY THE APPLICABLE ODOT CENTRAL OFFICE COMMITTEE (MOTEC OR PIAC). IN THE EVENT THAT SUCH CHANGES ARE PROPOSED, THE REQUEST SHALL BE COORDINATED THROUGH THE DISTRICT WORK ZONE TRAFFIC MANAGER (DWZTM) A MINIMUM OF 30 CALENDAR DAYS PRIOR TO THE DESIRED IMPLEMENTATION DATE. IF THE DISTRICT AGREES WITH THE PROPOSED CHANGES THE DWZTM SHALL SEEK APPROVAL FROM THE APPLICABLE ODOT CENTRAL OFFICE COMMITTEE. IN THE EVENT THE PROPOSED CHANGES ARE APPROVED IN WRITING, THE CLOSURES ARE STILL SUBJECT TO NOTIFICATION REQUIREMENTS WITHIN THIS NOTE PRIOR TO IMPLEMENTATION.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN

THIS WORK SHALL CONSIST OF FURNISHING, MAINTAINING, AND SUBSEQUENTLY REMOVING A 50-INCH PORTABLE BARRIER AT THE LOCATIONS SHOWN ON THE PLANS. FOR DETAILS, SEE SCD RM-4.1.

PORTABLE STEEL BARRIER IS AN APPROVED ALTERNATIVE TO PORTABLE CONCRETE BARRIER. FOR INFORMATION ON APPROVED VENDORS, SEE THE APPROVED PRODUCTS LIST MAINTAINED BY THE OFFICE OF ROADWAY ENGINEERING.

PORTABLE BARRIER, 32 INCHES HIGH WITH AN 18-INCH MINIMUM HEIGHT GLARE SCREEN MAY BE USED AT THE OPTION OF THE CONTRACTOR. THE GLARE SCREEN SHALL BE CONSTRUCTED USING ONE OF THE SCREENS PROVIDED ON THE APPROVED LIST, AVAILABLE ON THE OFFICE OF ROADWAY ENGINEERING WEBSITE.

PADDLE OR INTERMITTENT TYPE GLARE SCREENS SHALL BE DESIGNED USING A 20 DEGREE CUT-OFF ANGLE BASED ON TANGENT ALIGNMENT. THAT SPACING SHALL BE USED THROUGHOUT THE BARRIER LENGTH WITHOUT REGARD TO BARRIER CURVATURE.

THE GLARE SCREEN SYSTEM SHALL BE SECURELY FASTENED TO THE 32-INCH PORTABLE BARRIER USING THE HARDWARE AND PROCEDURES SPECIFIED BY THE MANUFACTURER.

FOR DIRECTIONS ON HOW TO INSTALL THE GLARE SCREEN AND THE BARRIER, SEE THE MANUFACTURER'S INSTRUCTIONS.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN.

SEQUENCE OF CONSTRUCTION

RESURFACING AND FULL DEPTH PHASING MAY BE PERFORMED TOGETHER OR INDEPENDENTLY. IF A LANE CLOSURE IS IN PLACE FOR THE RESURFACING SECTION IT SHALL BE CONTINUED THROUGH THE FULL DEPTH/CONTRA FLOW SECTION. ACCESS TO RAMPS SHALL BE MAINTAINED AT ALL TIMES UNLESS DURING THE PERMITTED RAMP CLOSURE WINDOW. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING FULL DEPTH AND RESURFACING WORK SUCH THAT ALL NOTES AND PROVISIONS HERE IN ARE ADHERED TO. ALL TRAFFIC CONTROL MODIFICATIONS NECESSARY TO ACCOMMODATE THE CONTRACTOR'S SCHEDULED WORK ORDER SHALL BE APPROVED BY THE ENGINEER.

FULL DEPTH PHASING

PHASE 1
PRIOR TO FULL DEPTH CONSTRUCTION OF I.R. 75, THE CONTRACTOR SHALL CONSTRUCT THE PROPOSED CULVERT NEAR STA. 897+00 AND TEMPORARY PAVEMENT NECESSARY TO MAINTAIN TRAFFIC IN THE SUBSEQUENT PHASES. THIS SHALL INCLUDE REPLACEMENT OF EXISTING SHOULDER PAVEMENT IN AREAS WHERE EXISTING SHOULDERS WILL BE UTILIZED TO MAINTAIN TRAFFIC IN PHASES 2 AND 3 AS SHOWN IN THE PLANS.

CONSTRUCT WEST HEADWALL AND AS MUCH OF BOX CULVERT AS POSSIBLE WITHOUT CLOSING RAMP K.

CLOSE RAMP K FOR A MAXIMUM OF 5 DAYS USING DETOUR ON SHEET 20. CONTINUE CONSTRUCTION OF BOX CULVERT.

CONSTRUCT BOX UNDER MAINLINE USING SHIFTS, SHOULDER AND LANE CLOSURES DURING PERMITTED LANE CLOSURE PERIODS. TRAFFIC SHALL BE MAINTAINED WITH APPLICABLE STANDARD CONSTRUCTION DRAWINGS.

CLOSE RAMP G FOR 5 DAYS MAX USING DETOUR ON SHEET 17. COMPLETE CONSTRUCTION OF BOX CULVERT.

ALL ITEMS REQUIRED TO SAFELY MAINTAIN TRAFFIC DURING CONSTRUCTION OF THE BOX CULVERT INCLUDING, BUT NOT LIMITED TO: TEMPORARY PAVEMENT, PORTABLE BARRIER, TEMPORARY PAVEMENT MARKINGS, AND IMPACT ATTENUATORS SHALL BE PAID FOR UNDER THE LUMP SUM ITEM 614 - MAINTAINING TRAFFIC.

PHASE 2
PRIOR TO THE START OF THIS PHASE, COMPLETE ALL TEMPORARY TRAFFIC CONTROL AS SHOWN IN THE PLANS. PRIOR TO PLACING TRAFFIC ON THE NB INSIDE SHOULDER, PLANE AND OVERLAY SHOULDER AS NEEDED TO ENSURE POSITIVE DRAINAGE AND ELIMINATE PONDING UNDER THE SR 696 STRUCTURE. ALL WORK NECESSARY TO ELIMINATE PONDING SHALL BE PAID FOR UNDER THE LUMP SUM BID FOR ITEM 614 - MAINTAINING TRAFFIC. SHIFT I.R. 75 NB TRAFFIC ONTO THE OUTSIDE SHOULDER AND CROSSOVER THE INSIDE LANE OF I.R. 75 SB TO THE INSIDE SHOULDER AND TEMPORARY PAVEMENT OF I.R. 75 NB. SHIFT OUTSIDE LANE OF I.R. 75 SB TO INSIDE LANE OF I.R. 75 SB. CONSTRUCT PORTIONS OF THE I.R. 75 SB PAVEMENT WHILE MAINTAINING RAMPS J AND K AS SHOWN IN THE PLANS.

RAMPS J AND K MAY BE CLOSED FOR UP TO 14 CONSECUTIVE CALENDAR DAYS TO COMPLETE OUTSIDE PAVEMENT AND RAMP CONSTRUCTION. TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEETS 19 AND 20.

PHASE 3
PRIOR TO THE START OF THIS PHASE, COMPLETE ALL TEMPORARY TRAFFIC CONTROL AS SHOWN IN THE PLANS. SHIFT BOTH I.R. 75 SB LANES ONTO THE PAVEMENT CONSTRUCTED IN PHASE 2. SHIFT AND CROSSOVER I.R. 75 NB TRAFFIC TO THE LOCATION OF I.R. 75 SB TRAFFIC IN PHASE 2. PHASE 2 PORTABLE BARRIER MAY REMAIN IN THE PHASE 2 LOCATION. CONSTRUCT PORTIONS OF THE I.R. 75 NB PAVEMENT WHILE MAINTAINING RAMPS G AND H AS SHOWN IN THE PLANS.

RAMPS G AND H MAY BE CLOSED FOR UP TO 14 CONSECUTIVE CALENDAR DAYS TO COMPLETE OUTSIDE PAVEMENT AND RAMP CONSTRUCTION. TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEETS 17 AND 18.

CONSTRUCT OUTSIDE SHOULDERS, RAMP ACCELERATION AND DECELERATION LANES, RAMPS, AND PART OF I.R. 75 NB PAVEMENT.

PHASE 4
BOTH SB LANES REMAIN IN PHASE 3 CONFIGURATION. SHIFT BOTH NB LANES ONTO NEW PAVEMENT CONSTRUCTED DURING PHASE 3. MAINTAIN ALL RAMPS AS SHOWN IN THE PLANS

CONSTRUCT ALL REMAINING INSIDE PAVEMENT, REMOVE MEDIAN WALL, GRADE THE MEDIAN AND INSTALL REMAINING DRAINAGE.

RESURFACING PHASING
A SINGLE LANE IN EACH DIRECTION MAY BE MAINTAINED DURING THE ALLOWABLE TIMES ON THE PERMITTED LANE CLOSURE NOTE. ALL LANE CLOSURES SHALL BE ACCORDING TO APPLICABLE STANDARD CONSTRUCTION DRAWINGS AND THE NOTES AND DETAILS HEREIN. TWO LANES IN EACH DIRECTION MUST BE MAINTAINED DURING NOT PERMITTED TIMES ON THE PERMITTED LANE CLOSURE SCHEDULE. RAMPS MAY BE CLOSED AS DETAILED IN THE PLANS.

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MAINTENANCE OF TRAFFIC NOTES

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