

ITEM 614 - MAINTAINING TRAFFIC

BEFORE THE WORK BEGINS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE NAME(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 PUBLIC 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.

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT AS FOLLOWS:

- FOR A PERIOD NOT TO EXCEED 45 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 6. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$10,000 PER DAY FOR EACH DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT;
- ONE LANE OF TWO-WAY TRAFFIC MAY BE MAINTAINED USING FLAGGERS FROM 8 AM TO 3 PM. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$115 PER MINUTE THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

S.R. 122 SHALL BE OPEN DURING THE OHIO CHALLENGE HOT AIR BALLOON FESTIVAL AT MIDDLETOWN'S SMITH PARK (JULY 15 AND 16). THE CONTRACTOR SHALL VERIFY THE EVENT DATES BEFORE CLOSING S.R. 122.

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.

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.

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	<= 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.

BRIDGE WILL BE CLOSED MMM-DD FOR 45 DAYS
INFO: 513-932-3030

W20-H13-60

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

S.R. 122 JUST WEST OF BUT-122-0606 APPROACH SLAB
S.R. 122 JUST EAST OF BUT-122-0626 APPROACH SLAB

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.

SIGNED DETOUR RESTORATION

TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET 6. 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 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 DETOUR ROUTE.

- ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 50 CU. YD.
- ITEM 407, NON-TRACKING TACK COAT 10 GAL.
- ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 50 CU. YD.
- ITEM 617, COMPACTED AGGREGATE, TYPE A 50 CU. YD.
- ITEM 617, WATER 10 M GAL.
- ITEM 642, CENTER LINE, TYPE 1 1.00 MILE

GREAT MIAMI RIVER RECREATIONAL TRAIL DETOUR

THE GREAT MIAMI RIVER RECREATIONAL TRAIL SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 28 CONSECUTIVE CALENDAR DAYS, WHEN PEDESTRIAN TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 7. THE TRAIL SHALL BE COMPLETELY CLOSED OFF UNDER THE BUT-122-6.26 STRUCTURE TO PROVIDE ROOM FOR ALL NECESSARY BRIDGE WORK DURING CONSTRUCTION.

ITEM 614 - DETOUR SIGNING

THE CONTRACTOR SHALL PROVIDE, MAINTAIN, AND SUBSEQUENTLY REMOVE ALL DETOUR SIGNING AND SUPPORTS AS SHOWN ON SHEETS 6-7 AND ON MT-101.60. PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 - DETOUR SIGNING.

MAINTENANCE OF BOAT TRAFFIC

BOAT TRAFFIC SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION OF THE PROJECT EITHER THROUGH EXISTING RIVER CHANNEL OR THROUGH PORTAGE TRAIL APPROVED BY THE ENGINEER.

ADEQUATE SIGNING BOTH UPSTREAM AND DOWNSTREAM SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR. THE FOLLOWING TYPE SIGNS ARE CONSIDERED TO BE MINIMUM TREATMENT:

- APPROXIMATELY ONE-QUARTER MILE UPSTREAM, ADVANCED WARNING TYPE SIGNS ON BOTH BANKS;
- APPROXIMATELY 300 FEET UPSTREAM, SIGNS SPECIFYING ACTIONS REQUIRED OF BOATER ON BOTH BANKS;
- APPROXIMATELY ONE-QUARTER MILE DOWNSTREAM, ADVANCE WARNING TYPE SIGNS ON BOTH BANKS; AND
- APPROXIMATELY 300 FEET DOWNSTREAM, SIGNS SPECIFYING ACTIONS REQUIRED OF BOATER ON BOTH BANKS.

THE ABOVE SIGNING SHALL BE MOUNTED IN SUCH A WAY AS TO BE A MINIMUM OF 4 FEET ABOVE THE WATER LEVEL, UNOBSTRUCTED BY TREE BRANCHES, AND PROPERLY ANGLED FOR MAXIMUM VISIBILITY FROM THE MAIN CLEAR CHANNEL. THE METHOD OF SUPPORTING THE SIGNS SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. UPON COMPLETION OF THE PROJECT, THE SIGNS AND SUPPORT SYSTEMS SHALL BE COMPLETELY REMOVED FROM THE RIVER CHANNEL. THE CONTRACTOR SHALL NOTIFY LOCAL CANOE/BOAT LIVERIES USING THIS PORTION OF THE RIVER AT LEAST 14 DAYS PRIOR TO ANY CHANGES AFFECTING BOAT TRAFFIC. PORTAGE TRAILS IF USED SHALL BE CONSTRUCTED AND MAINTAINED BY THE CONTRACTOR WITH THE LEAST POSSIBLE DISTURBANCE TO THE SURROUNDING AREA. THE TRAIL SHALL BE ADEQUATELY MARKED IN BOTH DIRECTIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE RIGHT-OF-WAY FOR THE PORTAGE TRAILS IF REQUIRED.

IN THE EVENT PIPES ARE USED TO DIVERT OR CARRY RIVER WATER, BOTH THE INLET AND OUTLET ENDS SHALL BE ADEQUATELY PROTECTED BY GRATES OR FENCE SO THAT PEOPLE OR BOATS ARE NOT DRAWN THROUGH OR HELD BY THEM.

THE CONTRACTOR SHALL BE REQUIRED TO CLOSELY COORDINATE THE CONSTRUCTION SCHEDULE (INCLUDING TEMPORARY ACCESS RESTRICTIONS) WITH ODOT AND ODNR PRIOR TO THE START OF CONSTRUCTION ACTIVITIES. DUE TO THE HIGH LEVEL OF RECREATIONAL USE THAT OCCURS ON THE GREAT MIAMI RIVER, RESTRICTIONS/CLOSURES WILL NOT OCCUR ON SUMMER HOLIDAYS (MEMORIAL DAY, FOURTH OF JULY, AND LABOR DAY) AND DURING SUMMER WEEKENDS (FRIDAY THROUGH SUNDAY).

IF ON-THE-WATER LAW ENFORCEMENT ASSISTANCE IS NEEDED DURING CONSTRUCTION OR IF ANY QUESTIONS REGARDING NAVIGATION ARISE, THE ODOT PROJECT ENGINEER SHALL CONTACT THE ODNR DIVISION OF PARKS AND WATERCRAFT LAW ENFORCEMENT OFFICER SHANNON HOFFER VIA EMAIL OR TELEPHONE (SHANNON.HOFFER@DNR.OH.GOV OR 937-902-4950).

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.

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 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 & 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.

WINDOW CONTRACT TABLE

DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE \$ PER DAY	WORK WINDOW	
			START	END
BUT-122-0606 AND BUT-122-0626: ROAD CLOSURE TO PERFORM WORK, INCLUDING REPLACE JOINT ARMOR, REPLACE BEARINGS, REPLACE LIGHT PILASTERS, PATCH & SEAL WEARING SURFACE, RETROFIT RAILING	45 DAYS	\$10,000	CONTRACT EXECUTION DATE	PROJECT COMPLETION DATE

CALCULATED
KDW
CHECKED
TWG

MAINTENANCE OF TRAFFIC GENERAL NOTES

BUT-122-6.06 / 6.26

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