

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, AND ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC.

SEQUENCE OF CONSTRUCTION

A. COMPLETE ALL WATERLINE RELOCATION WORK BETWEEN LABOR DAY AND MEMORIAL DAY PRIOR TO ANY ROADWAY AND BRIDGE REMOVAL AND REPLACEMENT AND AS FURTHER RESTRICTED BELOW.

B. MAINTAIN TRAFFIC DURING RELOCATION OF THE 36" WATERLINE PER MT-95.61 AND MT-101.90. OPEN TRENCHES SHALL BE COVERED WITH STEEL PLATES IF THE REQUIREMENTS OF MT-101.90 ARE NOT MET FOR DRUMS.

C. MAINTAIN TRAFFIC DURING RELOCATION OF THE 12" WATERLINE WITH FLAGGERS PER MT-97.10. ALL WORK SHALL BE PERFORMED BETWEEN THE HOURS OF 9:00 P.M. AND 5:00 A.M. ALL TRENCHES SHALL BE COVERED WITH STEEL PLATES DURING NON-WORKING HOURS. LANE CLOSURES SHALL NOT EXCEED 5 CONSECUTIVE CALENDAR DAYS FOR THIS WORK.

PHASE 1A

A. REMOVE THE EXISTING ROADWAY CURB AND BRIDGE SIDEWALK ALONG THE RIGHT (NORTH) SIDE OF THE ROAD. REMOVE THE EXISTING CATCH BASINS AND CASTINGS ALONG THE CURB LINE. PLACE TEMPORARY PAVEMENT ALONG THE EXISTING PAVEMENT.

B. MAINTAIN TRAFFIC WITH ONE LANE IN EACH DIRECTION BY CLOSING THE CENTER LANE TO TWO WAY TRAFFIC AND SHIFTING WESTBOUND TRAFFIC TO THE CENTER LANE PER THE DETAILS IN THE PLANS.

PHASE 1B / PHASE 1 BRIDGE WORK

A. REMOVE AND REPLACE THE BRIDGE, APPROACH SLABS, PAVEMENT, AND DRAINAGE ON THE LEFT (SOUTH) SIDE OF THE ROAD. THE PROPOSED CURB INLET BASINS SHALL BE COMPLETED TO A DEPTH WHICH ALLOWS DRAINAGE THROUGH THE STRUCTURE. THE INLETS SHALL BE COVERED WITH STEEL PLATES AND TEMPORARY PAVEMENT TO MAINTAIN TRAFFIC. CASTINGS SHALL BE INSTALLED IN A LATER PHASE.

B. MAINTAIN TRAFFIC WITH ONE LANE IN EACH DIRECTION BY CLOSING THE CENTER LANE AND SHIFTING TRAFFIC TO THE RIGHT (NORTH) SIDE OF THE EXISTING BRIDGE AND ONTO THE TEMPORARY PAVEMENT PER THE DETAILS IN THE PLANS.

PHASE 2

A. REMOVE AND REPLACE THE CENTER PORTION OF THE BRIDGE, APPROACH SLABS, PAVEMENT, AND DRAINAGE.

B. MAINTAIN TRAFFIC WITH ONE LANE IN EACH DIRECTION BY CLOSING THE CENTER LANE AND SHIFTING TRAFFIC TO THE OUTSIDE EDGES OF THE EASTBOUND AND WESTBOUND LANES AND TEMPORARY PAVEMENT PER THE DETAILS IN THE PLANS.

PHASE 3

A. REMOVE AND REPLACE THE BRIDGE, APPROACH SLABS, PAVEMENT, GUARDRAIL, AND DRAINAGE ON THE RIGHT (NORTH) SIDE OF THE ROAD.

B. MAINTAIN TRAFFIC WITH ONE LANE IN EACH DIRECTION BY CLOSING THE CENTER LANE AND SHIFTING TRAFFIC TO THE LEFT (SOUTH) SIDE OF THE NEW BRIDGE AND TEMPORARY PAVEMENT PER THE DETAILS IN THE PLANS.

PHASE 4

A. COMPLETE THE BRIDGE SIDEWALK AND RAILING, GUARDRAIL, CURB, AND DRAINAGE INLET CASTINGS ON THE LEFT (SOUTH) SIDE OF THE ROAD.

B. MAINTAIN TRAFFIC WITH ONE LANE IN EACH DIRECTION BY CLOSING THE CENTER LANE AND SHIFTING TRAFFIC TO THE RIGHT (NORTH) SIDE OF THE NEW PAVEMENT PER THE DETAILS IN THE PLANS.

PHASE 5

A. PLACE SURFACE COURSE AND FINAL PAVEMENT MARKINGS.

B. MAINTAIN TRAFFIC PER STANDARD DRAWINGS MT-95.60, MT-95.61, AND MT-99.20.

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	FOURTH OF JULY
NEW YEAR'S	LABOR DAY
MEMORIAL DAY	THANKSGIVING

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

DAY OF HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00AM FRIDAY (THANKSGIVING ONLY)
THURSDAY	6:00AM WEDNESDAY THROUGH 6:00AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

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.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

ITEM 410, TRAFFIC COMPACTED SURFACE, TYPE A OR B 16 CU. YD.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 2 CU. YD.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION AS SHOWN IN THE PLANS.

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.

PLACEMENT OF ASPHALT CONCRETE

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 2 M. GAL.

WORK ZONE MARKINGS AND SIGNS

ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

REMOVAL OF WORK ZONE PAVEMENT MARKINGS

ALL WORK ZONE PAVEMENT MARKINGS PLACED ON FINAL PAVEMENT SURFACES SHALL BE REMOVED BY WATER BLASTING ONLY. AT THE CONTRACTOR'S OPTION, WORK ZONE PAVEMENT MARKINGS PER 740.06, TYPE I (REMOVABLE) MAY BE USED, HOWEVER NO ADDITIONAL COMPENSATION WILL BE MADE.

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 OF ITEM 02, PORTABLE BARRIER, 50", AS PER PLAN

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

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING 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.

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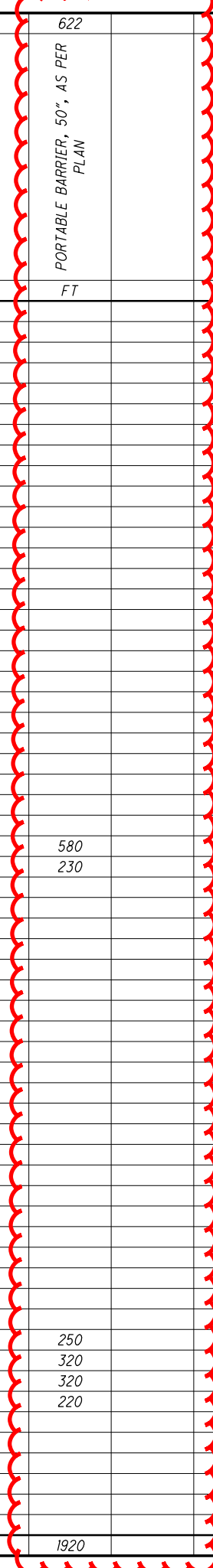
MAINTENANCE OF TRAFFIC NOTES

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REF NO.	SHEET NO.	PHASING	614	614	614	614	614	614	614	614	614	614	614	614	615	622
			INCREASED BARRIER DELINEATION FT	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) EACH	BARRIER REFLECTOR, TYPE I ONE WAY EACH	BARRIER REFLECTOR, TYPE I BIDIRECTIONAL EACH	OBJECT MARKER, ONE WAY EACH	OBJECT MARKER, TWO WAY EACH	WORK ZONE EDGE LINE, CLASS I, 6" (WHITE) MILE	WORK ZONE EDGE LINE, CLASS I, 6" (YELLOW) MILE	WORK ZONE CENTER LINE, CLASS I MILE	WORK ZONE CHANNELIZING LINE, CLASS I, 12" FT	WORK ZONE STOP LINE, CLASS I FT	WORK ZONE ARROW, CLASS I EACH	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A SY	PORTABLE BARRIER, 50", AS PER PLAN FT
PHASE 1A																
EL-1	12	STA 14+00 TO STA 16+52									0.05					
EL-2	12	STA 14+00 TO STA 16+52									0.05					
EL-3	12-13	STA 14+00 TO STA 25+42								0.22						
CL-1	12	STA 16+52 TO STA 24+50													0.15	
CL-2	12-13	STA 22+90 TO STA 24+50													0.03	
PHASE 1B																
EL-1	14	STA 15+50 TO STA 25+90									0.20					
EL-2	14	STA 14+00 TO STA 18+59										0.09				
EL-3	14	STA 14+00 TO STA 18+59										0.09				
EL-4	14	STA 19+00 TO STA 22+83									0.07					
CL-1	14-15	STA 18+59 TO STA 25+76													0.14	
IA-1	14	STA 17+79		1												
IA-2	14	STA 19+60		1												
IA-3	14	STA 22+15		1												
IA-4	15	STA 23+80		1												
PB-1	14-15	STA 18+00 TO STA 23+80	365			13		13								580
PB-2	14	STA 19+85 TO STA 22+15	15			6		6								230
	14	STA 19+00 TO STA 20+86													104	
	14	STA 21+15 TO STA 22+83													94	
PHASE 2																
EL-1	16-17	STA 14+00 TO STA 24+50										0.2				
EL-2	16-17	STA 14+00 TO STA 24+50										0.2				
EL-3	16	STA 19+06 TO STA 22+79									0.07					
EL-4	16	STA 19+00 TO STA 22+83									0.07					
CL-1	17	STA 24+50 TO STA 25+79													0.02	
CL-2	17	STA 24+50 TO STA 25+00													0.01	
CH-1	17	STA 25+00 TO STA 25+85												85		
IA-1	16	STA 18+91		1												
IA-2	16	STA 18+91		1												
IA-3	16	STA 19+60		1												
IA-4	16	STA 22+00		1												
IA-5	16	STA 22+65		1												
IA-6	16	STA 22+65		1												
PB-1	16	STA 19+50 TO STA 22+00	35		6			6								250
PB-2	16	STA 19+16 TO STA 22+65	134		8			8								320
PB-3	16	STA 19+16 TO STA 22+65	134		8			8								320
PB-4	16	STA 19+85 TO STA 22+00			6			6								220
AR-1	17	STA 25+10													1	
AR-2	17	STA 25+48													1	
AR-3	17	STA 25+55													1	
TOTALS CARRIED TO SHEET 11			683	10	28	19	28	19		1.31	0.35	85	3	198		1920



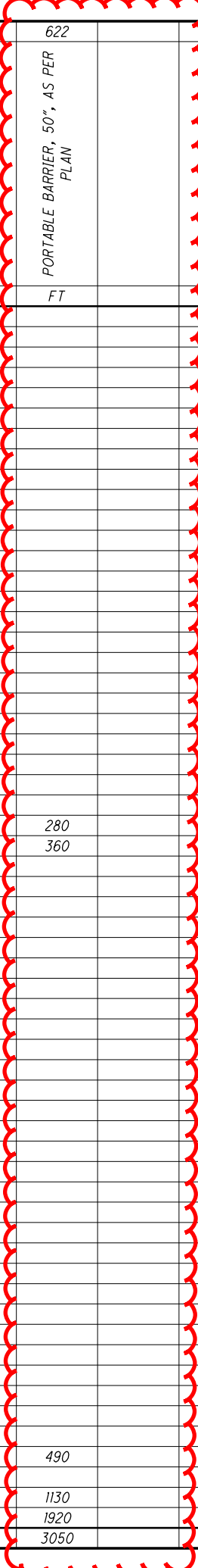
MAINTENANCE OF TRAFFIC SUBSUMMARY

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REF NO.	SHEET NO.	STATION TO STATION	614	614	614	614	614	614	614	614	614	614	614	614	615	622			
			INCREASED BARRIER DELINEATION FT	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) EACH	BARRIER REFLECTOR, TYPE 1 ONE WAY EACH	BARRIER REFLECTOR, TYPE 1 BIDIRECTIONAL EACH	OBJECT MARKER, ONE WAY EACH	OBJECT MARKER, TWO WAY EACH	WORK ZONE EDGE LINE, CLASS 1, 6" (WHITE) MILE	WORK ZONE EDGE LINE, CLASS 1, 6" (YELLOW) MILE	WORK ZONE CENTER LINE, CLASS 1 MILE	WORK ZONE CHANNELIZING LINE, CLASS 1, 12" FT	WORK ZONE STOP LINE, CLASS 1 FT	WORK ZONE ARROW, CLASS 1 EACH	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A SY	PORTABLE BARRIER, 50", AS PER PLAN FT			
PHASE 2 (CONTINUED)																			
ST-1	17	STA 25+79														12			
ST-2	17	STA 25+85														15			
	16	STA 19+06 TO STA 20+32													70				
	16	STA 21+30 TO STA 22+79													83				
PHASE 3																			
EL-1	18	STA 14+00 TO STA 17+02										0.06							
EL-2	18	STA 14+00 TO STA 17+02										0.06							
EL-3	18	STA 14+50 TO STA 25+94									0.22								
EL-4	18-19	STA 19+02 TO STA 22+57									0.07								
CL-1	18-19	STA 17+02 TO STA 25+76											0.17						
CL-2	18-19	STA 23+00 TO STA 24+50											0.03						
CH-1	19	STA 25+10 TO STA 25+94												84					
IA-1	18	STA 19+60		1															
IA-2	18	STA 22+00		1															
PB-1	18	STA 19+20 TO STA 22+00	40			7		7								280			
PB-2	18	STA 19+85 TO STA 23+40	140			9		9								360			
AR-1	19	STA 25+10												1					
AR-2	19	STA 25+48												1					
AR-3	19	STA 25+55												1					
ST-1	19	STA 25+76													12				
ST-2	19	STA 25+94													15				
PHASE 4																			
EL-1	20	STA 14+00 TO STA 19+02										0.10							
EL-2	20	STA 14+00 TO STA 19+02										0.10							
EL-3	20-21	STA 16+50 TO STA 25+76									0.18								
CL-1	20-21	STA 19+02 TO STA 25+76											0.13						
CL-2	20-21	STA 23+25 TO STA 25+00											0.03						
CH-1	21	STA 25+00 TO STA 25+94												94					
IA-1	21	STA 23+50		1															
AR-1	21	STA 25+10												1					
AR-2	21	STA 25+48												1					
AR-3	21	STA 25+55												1					
ST-1	21	STA 25+76													12				
ST-2	21	STA 25+94													15				
PB-1	20	STA 18+60 TO STA 23+50	67			11		11								490			
SUBTOTALS FROM THIS SHEET			247	3		27		27			0.79		0.36		178	81	6	153	1130
SUBTOTALS FROM SHEET 10			683	10	28	19	28	19			1.31		0.35		85	3		198	1920
TOTALS CARRIED TO GENERAL SUMMARY			930	13	28	46	28	46			2.10		0.71		263	81	9	351	3050



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