

ASPHALT CONCRETE SURFACE COURSE SEALING REQUIREMENTS

IN ADDITION TO THE GUTTER SEALING REQUIREMENTS SPECIFIED IN SCD BP-3.1 AND C&MS 401.15, AFTER COMPLETION OF THE SURFACE COURSE, THE CONTRACTOR SHALL USE A CERTIFIED 702.01 PG BINDER TO SEAL THE FOLLOWING LOCATIONS:

- ALL CASTINGS INCLUDING BUT NOT LIMITED TO MONUMENTS, MANHOLES, WATER VALVES, CATCH BASINS, CURB INLETS.
- BUTT JOINTS AND FEATHER JOINTS INCLUDING BRIDGE APPROACHES
- FORWARD JOINT FOR DRIVEWAY ASPHALT AND TRAILING JOINT WHEN BUTTING TO EXISTING ASPHALT DRIVE.
- PERIMETER OF ALL PAVEMENT REPAIRS OR OTHER ASPHALT INLAYS WHEN PAVEMENT REPAIRS/INLAYS ARE NOT OVERLAID WITH AN ASPHALT CONCRETE SURFACE COURSE.
- ALL COLD LONGITUDINAL JOINTS BETWEEN PAVED SHOULDERS AND GUARDRAIL ASPHALT.

THE MATERIAL USED SHALL BE CERTIFIED 702.01 PG BINDER. THE WIDTH OF THE SEALER SHALL BE 2-3 INCHES.

ANY ADDITIONAL COSTS ASSOCIATED WITH THE WORK IDENTIFIED IN THIS NOTE SHALL BE INCLUDED IN THE APPROPRIATE CONCRETE SURFACE COURSE ITEM OF WORK.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (449), AS PER PLAN, 1.5", PG 76-22M

THE COARSE VIRGIN AGGREGATE FOR THIS ITEM SHALL BE LIMITED TO A BLEND OF AIR COOLED BLAST FURNACE SLAG (ACBFS) OR TRAP ROCK FROM ONTARIO AND LIMESTONE. THE CONTRACTOR SHALL USE A MINIMUM 60% OF ACBFS OR TRAP ROCK FROM ONTARIO WITH LIMESTONE COMPRISING THE REMAINING PERCENTAGE. AT LEAST 50% OF FINE VIRGIN AGGREGATE FOR THIS ITEM SHALL BE LIMITED TO ACBFS OR TRAP ROCK FROM ONTARIO.

TABLE 442.02-2 APPLIES EXCEPT NO. 4 SIEVE REQUIREMENTS ARE 52 TO 60 TOTAL PERCENT PASSING. FOR THE NO. 4 SIEVE DO NOT EXCEED 63 IN PRODUCTION.

WHEN ACBFS IS USED FOR A FRACTION OF THE COARSE AGGREGATE, PROVIDE A TOTAL ASPHALT BINDER CONTENT GREATER THAN OR EQUAL TO 6.2 PERCENT. IF ACBFS MAKES UP 100% OF THE COARSE AGGREGATE, APPLY THE BINDER CONTENT REQUIREMENTS OF C&MS 442.

EXISTING SUBSURFACE DRAINAGE

PROVIDE UNOBSTRUCTED OUTLETS FOR ALL EXISTING UNDERDRAINS OR AGGREGATE DRAINS ENCOUNTERED DURING CONSTRUCTION.

PROVIDE AN OUTLET PER STANDARD CONSTRUCTION DRAWING DM-1.1 FOR ALL UNDERDRAINS THAT OUTLET TO A SLOPE. UNDERDRAINS THAT CAN BE CONNECTED TO THE NEW OR EXISTING UNDERDRAINS AT THE END OF THE PROJECT LIMITS AS WELL AS ALL NECESSARY BENDS OR BRANCHES REQUIRED FOR CONNECTION ARE INCLUDED IN THE BASIS OF PAYMENT FOR UNCLASSIFIED PIPE UNDERDRAINS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

- ITEM 611, 6" CONDUIT, TYPE F, 20 FT.
- ITEM 611, 15" CONDUIT, TYPE A, 16 FT.
- ITEM 605, 6" UNCLASSIFIED PIPE UNDERDRAINS, 30 FT.

ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING TYPE B1 CONCRETE BARRIER ACCORDING TO THE CMS AND STANDARD CONSTRUCTION DRAWING RM-4.3 WITH THE FOLLOWING MODIFICATIONS:

1. PROVIDE ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC, 9" THICK CONCRETE FOUNDATION WITH AN APPROXIMATE WIDTH OF 4.0' AS SHOWN IN THE TYPICAL SECTIONS.
2. INSTALL DOWEL BARS BETWEEN THE CONCRETE FOUNDATION AND THE CONCRETE BARRIER. THE SIZE LENGTH AND PLACEMENT OF THE DOWEL BARS SHALL FOLLOW THE DOWELING DETAILS SHOWN ON SHEET 2 OF RM-4.3.

ALL COSTS FOR THIS ITEM OF WORK, INCLUDING SAWCUTTING OF EXISTING SHOULDER ASPHALT, LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN.

ITEM 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN

AFTER COMPLETION OF ALL WORK, BUT PRIOR TO FINAL ACCEPTANCE OF THE PROJECT, AN OHIO PROFESSIONAL SURVEYOR SHALL DETERMINE THE MINIMUM VERTICAL CLEARANCES OF ALL EXISTING AND NEW BRIDGES WITHIN THE PROJECT LIMITS. AT A MINIMUM, MEASUREMENTS SHALL BE TAKEN ALONG EACH FASCIA BEAM AT THE EDGE OF SHOULDERS, EDGE LINES, LANE LINES, AND CROWN OF THE ROADWAY BELOW.

THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM SHALL BE USED, WHERE APPLICABLE, TO DOCUMENT THE MEASUREMENTS. WHERE THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM IS NOT APPLICABLE, THE MEASUREMENTS SHALL BE DOCUMENTED ON A CONTRACTOR-DEVELOPED FORM THAT CLOSELY RESEMBLES THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM AND ACCURATELY DEPICTS THE BRIDGE AND THE LANE AND SHOULDER CONFIGURATION OF THE ROADWAY THAT PASSES BELOW THE BRIDGE.

THE COMPLETED FORM SHALL BEAR THE STAMP OR SEAL OF THE OHIO PROFESSIONAL SURVEYOR WHO HAS TAKEN THE MEASUREMENTS AND SHALL BE SUBMITTED TO THE PROJECT ENGINEER PRIOR TO FINAL ACCEPTANCE OF THE PROJECT.

THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM CAN BE DOWNLOADED FROM THE FOLLOWING FTP SITE:

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/CUY-114522>

CONCRETE BARRIER END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING BARRIER END ANCHORAGE, REINFORCED, TYPE B1 ACCORDING TO THE CMS AND STANDARD DRAWING RM-4.3 WITH THE FOLLOWING MODIFICATIONS:

1. THE BASE OF THE END ANCHORAGE WILL HAVE AN APPROXIMATE WIDTH OF 4'-0" AS SHOWN ON THE TYPICALS.

ALL COSTS FOR THIS ITEM OF WORK, INCLUDING SAWCUTTING OF EXISTING SHOULDER ASPHALT, LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 622 - CONCRETE BARRIER END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN.

ADDENDUM	NUMBER	DATE	DESCRIPTION
	3	12/11/2024	UPDATED QUANTITY

ITEM 619 FIELD OFFICE, TYPE B, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF CMS 619, THE CONTRACTOR SHALL FURNISH AND SET UP A WI-FI ROUTER MEETING THE REQUIREMENTS OF IEEE 802.11AC FOR THE EXCLUSIVE USE OF THE DEPARTMENT.

ALL OTHER FIELD OFFICE ITEMS SUPPLIED SHALL MEET THE REQUIREMENTS OF A TYPE B FIELD OFFICE.

ITEM 619 FIELD OFFICE, TYPE B, AS PER PLAN: 19 MONTHS 

BP PIPELINES (SEE SCHEMATIC PLAN FOR LOCATIONS)

BP'S DAMAGE PREVENTION SPECIALIST, DAN PLEVNY AT 216-906-6374 MUST BE CONTACTED AT LEAST 48 HOURS PRIOR TO UNDERTAKING ANY ACTIVITIES WITHIN THE PIPELINE RIGHT OF WAY (SEE SCHEMATIC PLAN FOR APPROXIMATE LOCATION). NO CONSTRUCTION WORK WITHIN THE PIPELINE RIGHT OF WAY MAY COMMENCE WITHOUT HIS/HER PRESENCE OR PRIOR APPROVAL. IN THE EVENT DAN PLEVNY CANNOT BE REACHED PLEASE CONTACT DAN SMITH AT 216-246-3697 48 HOURS PRIOR TO UNDERTAKING ANY ACTIVITIES WITHIN THE PIPELINE RIGHT OF WAY.

IF THE BP DAMAGE PREVENTION SPECIALIST, IN HIS/HER SOLE DISCRETION, DETERMINES THAT OHIO DEPARTMENT OF TRANSPORTATION (HEREAFTER REFERRED TO AS ODOT) ACTIVITIES COULD RESULT IN DAMAGE TO THE PIPELINE, SUCH DAMAGE PREVENTION SPECIALIST WILL NOTIFY ODOT, THEIR OPERATOR OR CONTRACTOR.

ODOT HEREIN ACKNOWLEDGES THAT THE BP DAMAGE PREVENTION SPECIALIST SHALL HAVE FULL AUTHORITY TO STOP ANY OF ODOT'S EXCAVATION OR CONSTRUCTION RELATED ACTIVITIES IN CLOSE PROXIMITY TO THE BP PIPELINE IF IN THE BP DAMAGE PREVENTION SPECIALIST'S SOLE OPINION, ODOT'S ACTIVITIES COULD RESULT IN DAMAGE TO THE BP PIPELINE. NOTE: UNLESS OTHERWISE STIPULATED HEREIN, NO EQUIPMENT WILL BE ALLOWED ON OR NEAR BP'S PIPELINE WITHOUT PRIOR WRITTEN APPROVAL FROM BP.

EXCAVATION SPECIFIC REQUIREMENTS

1. NO EXCAVATION OR CONSTRUCTION ACTIVITY WILL BE PERMITTED IN THE VICINITY OF A PIPELINE UNTIL ALL APPROPRIATE COMMUNICATIONS HAVE BEEN MADE WITH BP'S FIELD OPERATIONS AND THE RIGHT-OF-WAY DEPARTMENT. A FORMAL ENGINEERING ASSESSMENT MAY BE REQUIRED.
2. THERE SHALL BE NO EXCAVATION OR BACKFILLING WITHIN THE PIPELINE RIGHT-OF-WAY FOR ANY REASON WITHOUT A REPRESENTATIVE OF BP ON SITE GIVING PERMISSION.
3. IN SOME INSTANCES, EXCAVATION AND OTHER CONSTRUCTION ACTIVITIES AROUND CERTAIN PIPELINES CAN BE CONDUCTED SAFELY ONLY WHEN THE PIPELINE OPERATING PRESSURE HAS BEEN REDUCED. CONTRACTORS ARE THEREFORE CAUTIONED THAT EXCAVATION WHICH EXPOSES OR SIGNIFICANTLY REDUCES THE COVER OVER A PIPELINE MAY HAVE TO BE DELAYED UNTIL THE REDUCED OPERATING PRESSURES ARE ACHIEVED.

GENERAL CONSTRUCTION ACTIVITIES

1. THE CONTRACTOR SHALL NOT BE PERMITTED TO TRANSPORT CONSTRUCTION MATERIALS OR EQUIPMENT LONGITUDINALLY OVER THE PIPELINE.
2. WHERE IT IS NECESSARY FOR CONSTRUCTION EQUIPMENT (I.E., TRACTORS, BACKHOES, DUMP TRUCKS, ETC.) OR EQUIPMENT TRANSPORTING CONSTRUCTION MATERIALS TO CROSS THE PIPELINE, THE CROSSING OF THE PIPELINE RIGHT- OF-WAY SHALL BE AT, OR AS NEAR TO, A 90° ANGLE AS IS FEASIBLE.

BP PIPELINES CONT'D

3. TO GAIN ACCESS TO THE JOB SITE, THE CONTRACTOR SHALL SUBMIT A PLAN INDICATING WHERE CONSTRUCTION EQUIPMENT WILL CROSS THE PIPELINE, ALONG WITH THE DEPTH OF THE PIPE AT THE CROSSINGS, ANY PROPOSED RAMPING OVER THE PIPELINE, TOGETHER WITH THE FOLLOWING SPECIFICATIONS FOR THE EQUIPMENT: TYPE AND WEIGHT OF EQUIPMENT; FOR TRACK EQUIPMENT – TRACK WIDTH AND LENGTH; FOR WHEELED EQUIPMENT – NUMBER OF AXLES (SINGLE OR TANDEM AXLES). BP WILL PERFORM A STRESS FACTOR CALCULATION TO DETERMINE IF THE EQUIPMENT CAN SAFELY CROSS THE PIPELINE. IF CROSSING OF THE PIPELINE IS ALLOWED, SPECIAL MEASURES MAY NEED TO BE TAKEN TO ENSURE THE INTEGRITY OF THE PIPELINE.

4. NO TRACK TYPE CONSTRUCTION EQUIPMENT SHALL BE PERMITTED TO PIVOT OR TURN DIRECTLY OVER THE TOP OF THE PIPELINE.

5. A SCRAPER OR PAN TYPE TRACTOR SHALL NOT BE USED FOR REMOVAL OF SOIL WITHIN TEN FEET (10') OF THE CENTERLINE OF THE PIPELINE. RUBBER TIRE OR SMALL TRACK TYPE EQUIPMENT IS AN ACCEPTABLE ALTERNATIVE.

6. A SHEEPSFOOT ROLLER SHALL NOT BE USED FOR COMPACTION PURPOSES WITHIN THE BP/CHICAP/OLYMPIC ROW.

7. NO VIBRATORY ROLLERS SHALL BE USED WITHIN THE BP/CHICAP/OLYMPIC ROW.

ITEM 202 - CONCRETE BARRIER REMOVED, AS PER PLAN

REMOVAL OF THE EXISTING CONCRETE BARRIER FOUNDATION SHALL BE INCLUDED IN THIS ITEM OF WORK. THE CONTRACTOR MAY ELECT TO SAWCUT THE PAVEMENT AT THE BARRIER FOUNDATION EDGE PRIOR TO THE CONCRETE BARRIER AND CONCRETE BARRIER FOUNDATION REMOVAL AS TO PREVENT ADJACENT PAVEMENT FROM BEING DISTURBED. IN AREAS WHERE THE PROPOSED FOOTER LIMITS DIFFER FROM THE EXISTING FOOTER LIMITS, REMOVAL OF PAVEMENT BETWEEN THE SAWCUT AND THE EXISTING FOOTER SHALL BE INCLUDED IN THIS ITEM OF WORK.

THIS ITEM OF WORK SHALL ALSO INCLUDE REMOVAL OF REINFORCED SECTIONS OF BARRIER LOCATED WITHIN THE PROJECT LIMITS INCLUDING, BUT NOT LIMITED TO, LIGHT POLE FOUNDATIONS AND SIGN FOUNDATIONS, AS WELL AS REMOVAL OF ANY REFERENCE MARKERS AND BARRIER MOUNTED SUPPORTS LOCATED ON THE EXISTING BARRIER. IF NEEDED, REMOVAL OF THE EXISTING CONDUIT AND DISTRIBUTION CABLE SHALL ALSO BE INCLUDED IN THIS ITEM. EXISTING LIGHT POLE FOUNDATIONS SHALL BE REMOVED AS PER C&MS 625.21C. EXERCISE CAUTION SO AS NOT TO DAMAGE THE EXISTING CONDUIT AND CIRCUIT DISTRIBUTION CABLE ENTERING/EXITING AND MEDIAN JUNCTION BOXES IN THE BARRIER. EXISTING SIGN FOUNDATIONS SHALL BE REMOVED AS PER C&MS 630.12.

ALL COSTS FOR THIS ITEM OF WORK, INCLUDING SAWCUTTING, LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS SHALL BE INCLUDED IN THE UNIT PID PRICE FOR ITEM 202 - CONCRETE BARRIER REMOVED, AS PER PLAN.

625. PULL BOX MISC.: ADJUST TO GRADE

THIS WORK SHALL CONFORM TO ALL REQUIREMENTS OF C&MS SECTION 625. PULL BOX SHALL BE ADJUSTED TO GRADE FOR THE CROSSOVER PAVEMENT DURING MAINTENANCE OF TRAFFIC. THIS PAY ITEM SHALL INCLUDE ALL RESTORATION IN THE IMMEDIATE SURROUNDING AREA. CONTRACTOR SHALL NOT DISTURB CABLES INSIDE THE PULL BOX. ANY DAMAGE TO CABLES IN THE PULL BOX SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

DESIGN AGENCY



DESIGNER
MAH

REVIEWER
JMB 01-29-24

PROJECT ID
114522

SHEET TOTAL
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ITEM 614, MAINTAINING TRAFFIC (AT ALL TIMES)



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, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, AND ITEM 615 ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A ... 1600 SY
 ITEM 615 - ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN ... LS

ITEM 615 - ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN INCLUDES ALL THE PROVISIONS OF 615.10 AND THE REMOVAL OF THE EXISTING PAVEMENT NEEDED TO CONSTRUCT THE CROSSEVERS.

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.

SEQUENCE OF CONSTRUCTION

PRE-PHASE

THIS PHASE SHALL INCLUDE REMOVAL OF EXISTING MEDIAN BARRIER AND CONSTRUCTION OF Crossover. PLACE PORTABLE BARRIER TO CLOSE SOUTHBOUND MEDIAN SHOULDER. USE STANDARD DRAWING MT-95.40 TO CLOSE THE LEFT LANE OF NORTHBOUND BETWEEN STATIONS 75+00 TO 80+00 WHILE REMOVING THE EXISTING BARRIER. ONCE THE EXISTING MEDIAN BARRIER IS REMOVED, MOVE THE PORTABLE BARRIER TO CREATE A NORTHBOUND INSIDE SHOULDER CLOSURE. REMOVE EXISTING MEDIAN BARRIER BETWEEN STATIONS 75+00 TO 78+42. BEGIN NORTHERN Crossover CONSTRUCTION.

PLACE PORTABLE BARRIER TO CREATE NORTHBOUND AND SOUTHBOUND INSIDE SHOULDER CLOSURES BETWEEN STATIONS 55+00 TO 60+00. BEGIN SOUTHERN Crossover CONSTRUCTION.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR THE PRE-PHASE WORK:
 NORTHERN Crossover - SOUTHBOUND 1 BARRIER SETUP AT 640', NORTHBOUND 2 BARRIER SETUPS AT 830'
 SOUTHERN Crossover - SOUTHBOUND 1 BARRIER SETUP AT 730', NORTHBOUND 1 BARRIER SETUP AT 730'
 ITEM 622 PORTABLE BARRIER, 50" AS PER PLAN = 640 + 2X830 + 730 + 730 = 3760 LF
 ITEM 614 WORKZONE IMPACT ATTENUATOR, 24" WIDE HAZARD (UNIDIRECTIONAL) = 5 EA

PHASE 1

THIS PHASE SHALL RECONSTRUCT THE SOUTHBOUND LANES OF SR 237. ONE LANE OF NORTHBOUND TRAFFIC WILL BE MAINTAINED UTILIZING THE EXISTING OUTSIDE NORTHBOUND LANE AND SHOULDER, WHILE ONE LANE OF SOUTHBOUND TRAFFIC WILL BE MAINTAINED BY THE Crossover CONSTRUCTED IN THE PRE-PHASE TO UTILIZE THE EXISTING INSIDE NORTHBOUND LANE AND SHOULDER.

NORTHBOUND RAMP TO SNOW ROAD WILL REMAIN OPEN. SOUTHBOUND TRAFFIC TO SNOW ROAD WILL EXIT NORTH OF AIRPORT AND UTILIZE EXISTING RAMPS TO AVOID MERGING IN Crossover APPROACH TANGENT.

PHASE 2

THIS PHASE SHALL RECONSTRUCT THE NORTHBOUND LANES OF SR 237. ONE LANE OF SOUTHBOUND TRAFFIC WILL BE MAINTAINED UTILIZING THE EXISTING OUTSIDE SOUTHBOUND LANE AND SHOULDER, WHILE ONE LANE OF NORTHBOUND

TRAFFIC WILL BE MAINTAINED BY THE Crossover CONSTRUCTED IN THE PRE-PHASE TO UTILIZE THE EXISTING INSIDE SOUTHBOUND LANE AND SHOULDER. LANE CLOSURES LEADING TO Crossover WILL UTILIZE MERGES AS DESIGNED IN PHASE 1. NORTHBOUND RAMP TO SNOW ROAD WILL REMAIN OPEN. SOUTHBOUND TRAFFIC TO SNOW ROAD WILL EXIT NORTH OF AIRPORT AND UTILIZE EXISTING RAMPS TO AVOID MERGING IN Crossover APPROACH TANGENT.

PHASE 3

THIS PHASE SHALL REMOVE TEMPORARY PAVEMENT FOR MAINTAINING TRAFFIC AND CONSTRUCT NEW MEDIAN BARRIER AND ASPHALT SHOULDER FOR THE NORTHERN Crossover AND REMOVE THE TEMPORARY PAVEMENT FOR MAINTAINING TRAFFIC AND RESTORE TO PRE-EXISTING CONDITION FOR THE SOUTHERN Crossover. MAINTAIN TRAFFIC IN ACCORDANCE WITH SCD MT-95.40.

ITEM 614, MAINTAINING TRAFFIC (LANE CLOSURE/ REDUCTION REQUIRED)

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.

ITEM 614, MAINTAINING TRAFFIC (SIGNS AND BARRICADES)

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

ITEM 614, MAINTAINING TRAFFIC (WINTER TIME LIMITATIONS)



ALL EXISTING LANES, INCLUDING RAMPS, SHALL BE OPEN AND AVAILABLE TO TRAFFIC IN THE WINTER PHASE OR PROPOSED FINAL ALIGNMENT BETWEEN [OCTOBER 15] AND [APRIL 1]. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$5,000 PER CALENDAR DAY.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (449), AS PER PLAN, PG 76-22M

THE COARSE VIRGIN AGGREGATE FOR THIS ITEM SHALL BE LIMITED TO A BLEND OF AIR COOLED BLAST FURNACE SLAG (ACBFS) OR TRAP ROCK FROM ONTARIO AND LIMESTONE. THE CONTRACTOR SHALL USE A MINIMUM 60% OF ACBFS OR TRAP ROCK FROM ONTARIO WITH LIMESTONE COMPRISING THE REMAINING PERCENTAGE. AT LEAST 50% OF FINE VIRGIN AGGREGATE FOR THIS ITEM SHALL BE LIMITED TO ACBFS OR TRAP ROCK FROM ONTARIO.

TABLE 442.02-2 APPLIES EXCEPT NO. 4 SIEVE REQUIREMENTS ARE 52 TO 60 TOTAL PERCENT PASSING. FOR THE NO. 4 SIEVE DO NOT EXCEED 63 IN PRODUCTION.

WHEN ACBFS IS USED FOR A FRACTION OF THE COARSE AGGREGATE, PROVIDE A TOTAL ASPHALT BINDER CONTENT GREATER THAN OR EQUAL TO 6.2 PERCENT. IF ACBFS MAKES UP 100% OF THE COARSE AGGREGATE, APPLY THE BINDER CONTENT REQUIREMENTS OF C&MS 442.

IN ADDITION TO THE JOINT SEALING REQUIREMENTS SPECIFIED IN 401.17, THE CONTRACTOR SHALL SEAL THE PERIMETER OF ALL RUMBLE STRIP PAVEMENT REPLACEMENT AREAS. THE MATERIAL USED SHALL BE A CERTIFIED 702.01 PG BINDER. THE WIDTH OF THE SEALER SHALL BE 2-3 INCHES.

THE PAYMENT FOR ALL LABOR, MATERIALS AND EQUIPMENT REQUIRED TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (449), AS PER PLAN, PG76-22M.

RUMBLE STRIP REMOVAL AND REPLACEMENT

ALL EXISTING STRIPS ON THE WESTBOUND OUTSIDE SHOULDER THAT ARE IN CONFLICT WITH THE PROPOSED MOVEMENT OF TRAFFIC DURING THE MOT OPERATIONS SHALL BE REMOVED BY PAVEMENT PLANING. THE REMOVED RUMBLE STRIP AREAS SHALL BE FILLED WITH ASPHALT CONCRETE SURFACE COURSE. THE RUMBLE STRIP REMOVAL AND REPLACEMENT AREA SHALL BE 2.5 FEET WIDE AND 1.5 INCHES DEEP, CENTERED ON THE RUMBLE STRIP. THE PAVEMENT PLANING AND PLACEMENT OF ASPHALT CONCRETE SURFACE COURSE SHOULD BE COMPLETED IN THE SAME OPERATION. THE ESTIMATED REMOVAL AND REPLACEMENT LENGTH IS 7,671 FT.

IMMEDIATELY FOLLOWING COMPLETION OF MOT OPERATIONS AND RESTORING THE TRAFFIC TO ITS ORIGINAL POSITION, NEW RUMBLE STRIPS SHALL BE INSTALLED AT THE LOCATION WHERE THE EXISTING RUMBLE STRIPS WERE REMOVED.

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

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1.5" DEPTH) ... 2131 SY

ITEM 407 - NON-TRACKING TACK COAT ... 192 GAL

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449), AS PER PLAN, PG76-22M, 1.5" ... 89 CY

ITEM 618 - RUMBLE STRIPS, SHOULDER, (ASPHALT CONCRETE) ... 1.46 MILE

SCHEDULE OF THROUGH LANES TO BE MAINTAINED

ALL LANE CLOSURES MAY ONLY BE IMPLEMENTED AT THE TIMES PERMITTED BY THE "DISTRICT 12 PERMITTED LANE CLOSURE TIMES" LIST, WHICH IS LOCATED ON THE ODOT WEBSITE:

<http://www.dot.state.oh.us/districts/D12/HighwayManagement/Pages/PermittedLaneClosures.aspx>

THE LATEST REVISION, AT 14 DAYS PRIOR TO THE BID DATE, SHALL BE IN EFFECT FOR THIS PROJECT.

NO LANE OR SHOULDER CLOSURES SHALL BE IN PLACE WHEN NO WORK IS BEING PERFORMED, UNLESS DIRECTED BY THE ENGINEER. SHOULDER CLOSURES SHALL ONLY BE ALLOWED AT THE TIMES SPECIFIED FOR LANE CLOSURES.

ANY ROADWAY NOT LISTED SHALL NOT HAVE ANY LANE CLOSURES ON WEEKDAYS FROM 6:30AM TO 9:00AM AND 3:00PM TO 8:00PM. CONTACT TROY ONESTI, DISTRICT 12 WORK ZONE TRAFFIC MANAGER, AT (216) 584-2204 IF THERE ARE ANY QUESTIONS.

ALL NOTES ON THE PERMITTED LANE CLOSURE TIMES SHALL BE PART OF THE PROJECT.

ADDENDUM	NUMBER	DATE	DESCRIPTION
	3	12/11/2024	UPDATED NOTES

DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

INCREASED BARRIER DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL PB AND PERMANENT CONCRETE BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE UNDER EITHER OF THE FOLLOWING CONDITIONS: ALONG TAPERS AND TRANSITION AREAS; OR ALONG CURVES (OUTSIDE ONLY) WITH DEGREE OF CURVATURE GREATER THAN OR EQUAL TO 3 DEGREES.

THE INCREASED BARRIER DELINEATION SHALL CONSIST OF EITHER DELINEATION PANELS OR THE TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.

DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED." PANELS SHALL BE INSTALLED AND SPACED PER TRAFFIC SCD MT-101.70.

TRIPLE-STACKED BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTOR WOULD BE OTHERWISE ATTACHED. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TRIPLE-STACKED BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THEY SHALL BE SPACED AND ALIGNED PER TRAFFIC SCD MT-101.70.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 1, ONE-WAY 183 EACH
 ITEM 614, OBJECT MARKER, TWO-WAY 183 EACH
 ITEM 614, INCREASED BARRIER DELINEATION 9,441 FEET

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

DESIGN AGENCY



DESIGNER
TAS

REVIEWER
JMB 01-29-24

PROJECT ID
114522

SHEET TOTAL
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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 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) 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:

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

ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS (CONTD.)

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 80 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 A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)

R11-H5A-48 SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. SIGNS SHALL BE MOUNTED AT THE OFFSETS AND ELEVATIONS AS PRESCRIBED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THEY SHALL BE MAINTAINED ON SUPPORTS MEETING CURRENT SAFETY CRITERIA.

THE SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE CONSECUTIVE CALENDAR DAYS, SUCH AS DURING WINTER SHUT-DOWNS.

(THE SIGNS ON THE MAINLINE SHALL BE DUAL MOUNTED UNLESS NOT PHYSICALLY POSSIBLE. THE FIRST SIGN SHALL BE PLACED BETWEEN THE ROAD WORK AHEAD (W20-1) SIGN AND THE NEXT SIGN IN THE SEQUENCE. SIGNS SHALL BE ERECTED ON EACH ENTRANCE RAMP AND EVERY 2 MILES THROUGH THE CONSTRUCTION WORK LIMITS. SIGNS ON THE MAINLINE SHALL BE R11-H5A-48. SIGNS USED ON THE RAMPS SHALL BE R11-H5A-24. R11-H5A-24 SIGNS MAY BE USED IN THE MEDIAN IN LIEU OF R11-H5A-48 SIGNS IF IT IS NOT PHYSICALLY POSSIBLE TO PROVIDE R11-H5A-48 SIGNS IN THE MEDIAN.)

THE R11-H5A-48 SIGNS SHALL BE MOUNTED ON 2 NO. 3 POSTS WHEN LOCATED WITHIN CLEAR ZONES.

WORK ZONE INCREASED PENALTIES SIGN (R11-H5A) (CONTD.)

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS.

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVAL OF THE SIGN AND SUPPORT.

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN 7 EACH

ITEM 614, MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

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

NEW YEAR'S (OBSERVED)	GENERAL/REGULAR ELECTION DAY (NOV)
TOTAL SOLAR ECLIPSE (4/8/24)	THANKSGIVING
MEMORIAL DAY	CHRISTMAS (OBSERVED)
FOURTH OF JULY (OBSERVED)	(OTHER HOLIDAY OR SPECIAL EVENT)
LABOR DAY	

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

DAY OF HOLIDAY OR SPECIAL EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
MONDAY (TOTAL SOLAR ECLIPSE)	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY (GEN./REG. ELECTION)	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

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

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

ADDENDUM	NUMBER	DATE	DESCRIPTION
	3	12/11/2024	UPDATED LINE SPACING

TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT

OHIO TIM IS OHIO'S TRAFFIC INCIDENT MANAGEMENT PROGRAM WHICH IS COMMITTED TO MAINTAINING THE SAFE AND EFFECTIVE FLOW OF TRAFFIC DURING EMERGENCIES AS TO PREVENT FURTHER DAMAGE, INJURY OR UNDUE DELAY OF THE MOTORING PUBLIC. IN ADDITION TO COMPLYING WITH THE PROVISION OF OMUTCD CHAPTER 6I, CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT MANAGEMENT AREAS, THE CONTRACTOR SHALL ACTIVELY PARTICIPATE IN TIM PLANNING AND IMPLEMENTATION AS OUTLINED BELOW.

- SUPERINTENDENT SHALL IDENTIFY THE INDIVIDUAL PERSONS ON THE PROJECT WHO WILL, OR MAY NEED TO, PERFORM THE DUTIES HEREIN. AT A MINIMUM, INCLUDE THE SUPERINTENDENT, FOREMEN AND SUPERVISORS (OR EQUIVALENT) AS WELL AS THE WORKSITE TRAFFIC SUPERVISOR (WTS; IF APPLICABLE TO THE PROJECT). THESE INDIVIDUALLY IDENTIFIED PERSONS SHALL COLLECTIVELY BE KNOWN AS CONTRACTOR TRAFFIC INCIDENT MANAGEMENT (TIM) CONTACTS. NOTIFY THE PROJECT ENGINEER OF THE CONTRACTOR TIM CONTACTS (ALONG WITH CONTACT INFORMATION FOR EACH) AT OR BEFORE THE PRECONSTRUCTION MEETING.
- SUPERINTENDENT SHALL NOTIFY THE ENGINEER IMMEDIATELY IF ANY CONTRACTOR TIM CONTACT IS ADDED, REMOVED OR THE CONTACT INFORMATION CHANGES OVER THE COURSE OF THE PROJECT.
- PRIOR THE FIRST DAY OF WORK IN THE FIELD, EACH CONTRACTOR TIM CONTACT ON THE PROJECT SHALL HAVE ATTENDED AND SUCCESSFULLY COMPLETED OHIO TIM TRAINING PROVIDED BY THE DEPARTMENT OR DESIGNEE. TRAINING INFORMATION CAN BE FOUND AT WWW.OHIOTIM.COM.
- SUPERINTENDENT, AT A MINIMUM, SHALL ATTEND AND ACTIVELY PARTICIPATE IN A DEPARTMENT SCHEDULED TIM MEETING BEFORE CONSTRUCTION WORK BEGINS AND BEFORE EACH PHASE CHANGE. THESE MEETINGS WILL RESULT IN A DEPARTMENT ISSUED PROJECT SPECIFIC TRAFFIC INCIDENT MANAGEMENT PLAN (TIMP). AT THE TIM MEETINGS THE ATTENDING CONTRACTOR TIM CONTACTS SHALL:
 - COLLABORATE WITH ODOT AND SAFETY FORCES;
 - SHARE PROJECT SPECIFIC DETAILS THAT IMPACT TIM RESPONDERS; AND
 - RECOMMEND WAYS TO INCORPORATE NECESSARY EMERGENCY ACCESS AND OTHER TIM ELEMENTS FOR TIM RESPONDERS GIVEN PROJECT SPECIFIC WORK BEING COMPLETED AND PROJECT SPECIFIC PHASING.
- CONTRACTOR TIM CONTACTS SHALL IMPLEMENT COMPONENTS OF THE RESULTING TIMP (SUCH AS APPROVED EMERGENCY INGRESS/EGRESS POINTS, ETC), AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
- CONTRACTOR TIM CONTACTS SHALL PERFORM, AT A MINIMUM, THE FOLLOWING FUNCTIONS WHEN AN INCIDENT/CRASH OCCURS:
 - IF OBSERVED OR PRESENT WHEN OCCURS, CALL 911 AND THEN NOTIFY THE TRAFFIC MANAGEMENT CENTER (TMC) TO PROVIDE THE FOLLOWING:
 - LOCATION, INCLUDING MILEPOST NUMBER AND DIRECTION OF TRAVEL
 - NUMBER AND TYPE OF VEHICLES INVOLVED, IF KNOWN
 - ESTIMATED EXTENT OF DAMAGE OR INJURY, IF KNOWN
 - ESTIMATED NUMBER OF PATIENTS INVOLVED, IF KNOWN
 - ANY POTENTIAL HAZARDOUS CONDITIONS, IF KNOWN
 - THE PLACARD NUMBER ON ANY HAZARDOUS MATERIALS PLACARD FROM A SAFE DISTANCE, IF APPLICABLE AND VISIBLE
 - FOLLOWING AN INCIDENT/CRASH:
 - INITIATE TRAFFIC MANAGEMENT/PROVIDE TEMPORARY TRAFFIC CONTROL AS INDICATED IN THE TIMP, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
 - RECOMMEND ROADWAY REPAIR NEEDS.
 - PROVIDE REPAIR RESOURCES AND INITIATE REPAIRS, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
 - ATTEND AND PARTICIPATE IN AN AFTER ACTION REVIEW (AAR).

ALL COSTS, UNLESS OTHERWISE SPECIFIED, RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614, MAINTAINING TRAFFIC. FAILURE TO PERFORM THE REQUIREMENTS OF THIS PLAN NOTE WILL RESULT IN A DAILY FINE OF 2% OF ITEM 614, MAINTAINING TRAFFIC AND MAY RESULT IN ONE OR MORE CONTRACTOR TIM CONTACTS BEING REMOVED FROM THE LIST OF OHIO TIM TRAINED INDIVIDUALS (AT THE SOLE DISCRETION OF THE OHIO TIM EXECUTIVE COMMITTEE). IN THE EVENT AN INDIVIDUAL IS REMOVED FROM THE OHIO TIM TRAINED LIST, THE INDIVIDUAL WILL BE REMOVED FROM CONTRACTOR TIM CONTACT RESPONSIBILITIES ON ALL PROJECTS.

WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A PREQUALIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE TRAINED IN ACCORDANCE WITH CMS 614.03, SHALL HAVE SUCCESSFULLY COMPLETED ODOT ADMINISTERED WTS TESTING (AND RE-TESTING WHEN APPLICABLE) AND BE LISTED ON THE ODOT PREQUALIFIED WTS ROSTER. PREQUALIFICATION EXPIRES EVERY 5 YEARS. RE-TESTING SHALL BE SUCCESSFULLY REPEATED EVERY 5 YEARS TO REMAIN PREQUALIFIED.

THE NAME OF THE PREQUALIFIED WTS AND RELATED 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7), THE CONTRACTOR MAY DESIGNATE AN ALTERNATE (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY; HOWEVER, THE PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRAINING, PREQUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR ENGINEER'S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.

THE WTS POSITION HAS THE PRIMARY RESPONSIBILITY OF IMPLEMENTING THE TRAFFIC MANAGEMENT PLAN (TMP), MONITORING THE SAFETY AND MOBILITY OF THE ENTIRE WORK ZONE, AND CORRECTING TEMPORARY TRAFFIC CONTROL (TTC) DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE WTS, AND ALTERNATE WTS WHEN ON DUTY, SHALL HAVE SUFFICIENT AUTHORITY TO EFFECTIVELY CARRY OUT THE IDENTIFIED WTS RESPONSIBILITIES AND DUTIES. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS.
2. BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF, AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES.
3. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.
4. BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.
5. BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL.
6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS ARE ON THE PROJECT.
7. COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING.

8. BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03.
 9. ON A CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.
 10. ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER.
 11. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:
 - A. INITIAL TTC SETUP (DAY AND NIGHT REVIEW).
 - B. DAILY TTC SETUP AND REMOVAL.
 - C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP.
 - D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK ZONE.
 - E. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT.
 - F. ALL OTHER EMERGENCY TTC NEEDS.
 12. COMPLETE THE DEPARTMENT APPROVED (CA-D-8) WITHIN GOFORMZ AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER BY THE END OF THE WORKDAY IN WHICH THE INSPECTION OCCURRED. THE CA-D-8 INCLUDES A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. CONTACT GOFORMZ.HELP@DOT.OHIO.GOV TO OBTAIN A USER ACCOUNT. ANY DEFICIENCIES OBSERVED SHALL BE NOTED ON THE CA-D-8, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION'S INSPECTION FORMS WEBSITE.
 13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.
- THE DEPARTMENT WILL DEDUCT:
- A. THE PRORATED DAILY AMOUNT OF ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY IN WHICH THE WTS FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. THE PRORATED DAILY AMOUNT WILL BE EQUAL TO THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC DIVIDED BY THE DIFFERENCE BETWEEN THE ORIGINAL COMPLETION DATE AND THE FIRST DAY OF WORK, IN CALENDAR DAYS.
 - B. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A FAILURE TO PERFORM WTS DUTIES REOCCURS OR A TTC ISSUE IS IDENTIFIED IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIMEFRAME PER THE ENGINEER. DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION C.

C. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A LANE OR RAMP IS BLOCKED (FULLY OR PARTIALLY) WITHOUT TTC, AS DETERMINED BY THE ENGINEER. THIS DEDUCTION SHALL BE IN ADDITION TO ANY OTHER DISINCENTIVES ESTABLISHED FOR UNAUTHORIZED LANE USE.

FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR, THE HIGHEST DEDUCTION AMOUNT WILL APPLY.

IF THREE OR MORE TOTAL DAYS RESULT IN ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS (AND ANY ALTERNATE WTS, IF APPLICABLE) SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AT THE PROJECT LEVEL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS (AND ALTERNATE WTS, IF APPLICABLE). ACCUMULATION OF THREE PROJECT LEVEL REMOVALS (FROM ANY PROJECTS STATEWIDE) SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY FORMERLY PREQUALIFIED WTS. A WTS (AND ALTERNATE WTS, IF APPLICABLE) MAY BE IMMEDIATELY AND CONCURRENTLY REMOVED FROM THE WORK AT THE PROJECT LEVEL IN ACCORDANCE WITH C&MS 108.05 AND DISQUALIFIED STATEWIDE FROM THE ODOT PREQUALIFIED WTS ROSTER (REGARDLESS OF THE NUMBER OF PROJECT LEVEL REMOVALS), AS WELL AS BEING SUBJECT TO OTHER POTENTIAL CONSEQUENCES, IN CASES OF FALSIFIED, DISHONEST OR OTHERWISE UNETHICAL ACTIVITY OR DOCUMENTATION.

PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 611 – CONDUIT MISC.: 12" SLOTTED DRAIN, TYPE 1 OR 2

THIS ITEM SHALL CONSIST OF 12 INCH DIAMETER SLOTTED DRAIN ALUMINUM COATED STEEL CONDUIT 707.01 WITH 6 INCH TRAPEZOIDAL GALVANIZED SOLID BAR GRATE AS APPROVED BY THE ENGINEER. ALL COSTS FOR LABOR AND MATERIALS, INCLUDING CLEANOUT OF THE EXISTING CATCH BASIN, THE 12" PIPE TO OUTLET THE SLOTTED DRAIN INTO THE CATCH BASIN, SAWCUTTING THE EXISTING PAVEMENT, TYPE 2 BEDDING, CONNECTION TO EXISTING DRAINAGE STRUCTURES INCLUDING CORING INTO THE STRUCTURE, AND BACKFILLING AS DETAILED ON STANDARD CONSTRUCTION DRAWING DM-1.3, AS WELL AS REMOVAL AFTER MAINTENANCE OF TRAFFIC PHASE 2, PAVEMENT RESTORATION AND RESTORATION OF THE CATCH BASIN SHALL BE INCLUDED IN THE PRICE BID PER FOOT FOR ITEM 611 - CONDUIT MISC.: 12" SLOTTED DRAIN, TYPE 1 OR 2.

RESTORATION OF THE CATCH BASIN SHALL MEET THE REQUIREMENTS OF CMS 611.10.C - RECONSTRUCTION TO GRADE. THE INSTALLATION PLAN (611.04.B) AND PERFORMANCE INSPECTION (611.12) REQUIREMENTS OF CMS 611 ARE WAIVED FOR THIS WORK.

RESTORATION OF THE PAVEMENT SHALL BE AS PER THE FULL DEPTH ASPHALT REPLACEMENT TYPICAL SECTION ON SHEET 4.

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

ITEM 611 - CONDUIT MISC.: 12" SLOTTED DRAIN, TYPE (1 OR 2) 584 FT

PN 127 - 01/18/2019 - LANE VALUE CONTRACT

THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVES AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE FOR EACH UNIT OF TIME THE DESCRIBED CRITICAL LANE/RAMP (AIRPORT ACCESS) IS RESTRICTED FROM FULL USE BY THE TRAVELING PUBLIC WITHIN THE RESTRICTED TIME PERIOD. THE LANE VALUE CONTRACT TABLE IS LOCATED IN THE PLAN GENERAL NOTES. THE DISINCENTIVES WILL BE ASSESSED FOR ALL RESTRICTIONS OF THE CRITICAL WORK. CRITICAL WORK IS SHOWN IN THE LANE VALUE CONTRACT TABLE. CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED SECTIONS OPEN TO UNRESTRICTED TRAFFIC AS SHOWN IN THE TABLE, OR THE ENTIRE PROJECT IF NOT OTHERWISE LISTED. UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAFFIC LANES BEING AVAILABLE FOR USE WITH SPECIFIED STRIPING AND SAFETY FEATURES IN PLACE.

LANE VALUE CONTRACT TABLE

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT
1 LANE OF CUY SR237 EACH DIRECTION	PER PLCS	EACH MINUTE	\$155

ITEM 614, WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN

WORK ZONE RAISED PAVEMENT MARKERS, AS PER PLAN, AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614 OR C&MS 621 AS SPECIFIED HEREIN.

RAISED PAVEMENT MARKERS IN USE DURING THE SNOW-PLOWING SEASON SHALL CONFORM TO 621.

RAISED PAVEMENT MARKERS IN USE DURING THE NON-SNOW-PLOW SEASON SHALL CONFORM TO EITHER 614 OR TO 621.

THE SNOW-PLOWING SEASON SHALL RUN FROM OCTOBER 15TH THROUGH APRIL 1ST.

IF PROJECT DELAYS, NOT THE FAULT OF ODOT, CAUSE THE WORK TO EXTEND INTO THE SNOW-PLOWING SEASON, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING WORK ZONE RAISED PAVEMENT MARKERS (WZRPMS) CONFORMING TO C&MS 614, WITH RAISED PAVEMENT MARKERS CONFORMING TO 621, AS DETERMINED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

THIS ITEM SHALL INCLUDE PURCHASE, INSTALLATION AND REMOVAL OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN, INCLUDING FILLING OF ANY DEPRESSIONS CREATED IN THE PAVEMENT AS PER C&MS 621.08.

THE FOLLOWING BID ITEMS SHOULD BE INCLUDED IN THE PLANS:

ITEM 614 WORK ZONE RAISED PAVEMENT MARKER AS PER PLAN 126 EACH



ADDENDUM	NUMBER	DATE	DESCRIPTION
	3	12/11/2024	ADDED NOTE

DESIGN AGENCY



DESIGNER
TAS

REVIEWER
JMB 01-29-24

PROJECT ID
114522

SHEET TOTAL
P. 11 | 120

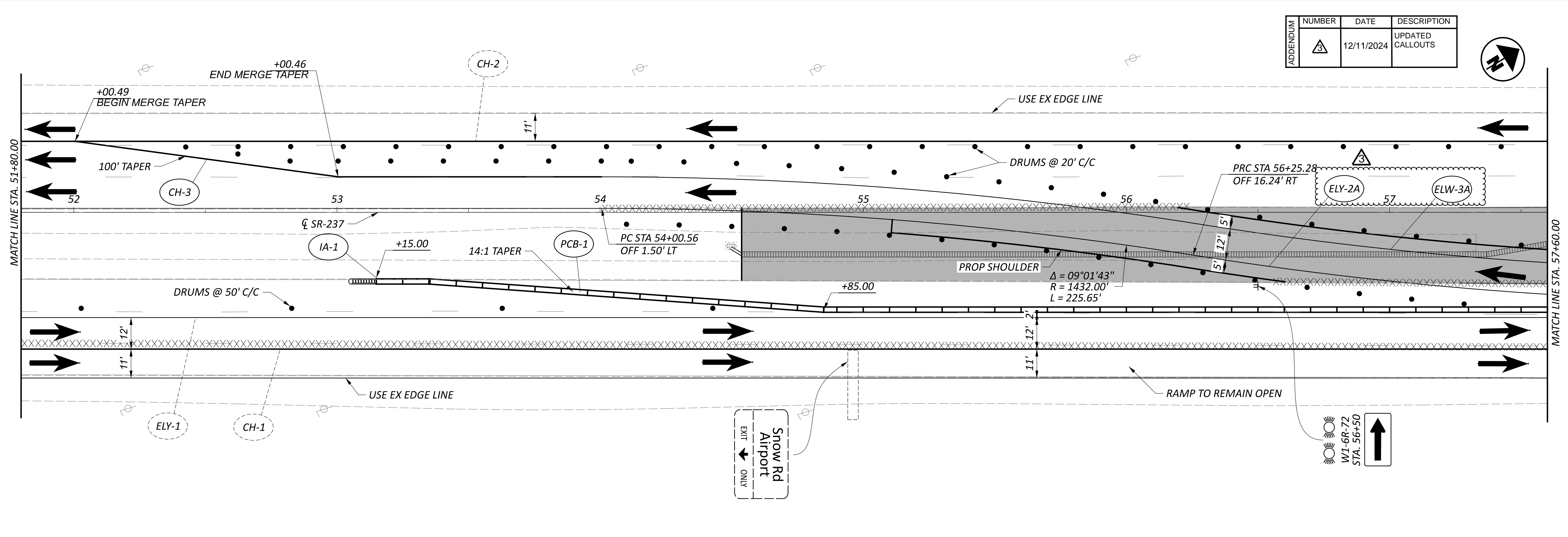
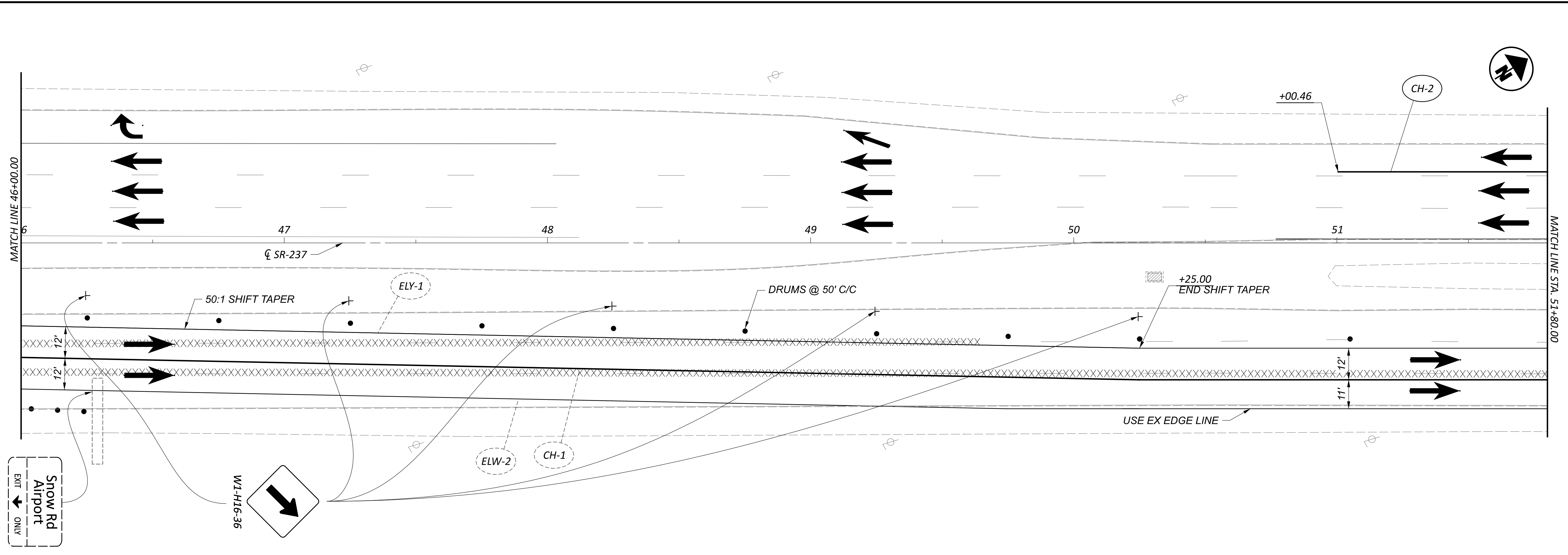
REF NO.	SHEET NO.	PHASE NO.	STATION TO STATION		614	614	614	614	614	614	614	622	625	630	630	630	630	630	646			
					WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	WORK ZONE RAISED PAVEMENT MARKER	WORK ZONE EDGE LINE, CLASS I, 6", 873, WHITE	WORK ZONE EDGE LINE, CLASS I, 6", 873, YELLOW	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 873	WORK ZONE DOTTED LINE, CLASS I, 6", 873	WORK ZONE GORE MARKING, CLASS II, 873	PORTABLE BARRIER, 50", AS PER PLAN	PULL BOX, MISC.: ADJUST TO GRADE	SIGN, OVERHEAD EXTRUSHEET	SIGN, TEMPORARY OVERLAY	COVERING OF SIGN	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	REMOVAL OF TEMPORARY OVERLAY SIGN AND DISPOSAL	EDGE LINE, 4" (740.06)			
					EACH	EACH	MILE	MILE	FT	FT	FT	FT	EACH	SF	SF	SF	EACH	EACH	MILE			
CH-1	27-29	1&2	44+24.34	TO 59+75.08		104			3101	3												
CH-2	28-29	1	51+00.46	58+34.59					734													
CH-3	28	1	52+00.49	53+00.46					100													
CH-4	32-33	1&2	100+00.00	106+46.00					1292	3												
CH-5	32-33	1&2	100+00.00	106+46.00					1292													
DL-1	26	1&2	N/A	N/A					540													
DL-2	31-32	1&2	91+00.00	97+00.00					1200	3												
DL-3	32-33	1&2	103+00.00	108+76.93					1154													
ELW-1	26-27	1&2	N/A	N/A																		
ELW-2	27-28	1&2	44+24.34	50+25.00		56	0.39															
ELW-3A	28-32	1	53+00.46	100+00.00		135	0.89															
ELW-3B	43-44	2	84+00.00	100+00.00		45	0.30															
ELW-4	29-31	1	65+14.64	81+22.29		96	0.30															
ELW-5	31-32	1&2	83+79.22	100+00.00			0.61															
ELW-6	31-32	1&2	88+45.91	102+25.00			0.52															
ELW-7	32-33	1&2	97+00.00	106+46.00			0.36															
ELW-8	40-42	2	52+53.42	79+76.88		80	0.52															
ELW-9	41-43	2	58+34.59	83+70.85		59	0.48															
ELY-1	27-31	1&2	44+24.34	81+72.29		92	1.42															
ELY-2A	28-33	1	54+00.56	108+76.93		90	1.04															
ELY-2B	43-45	2	84+00.00	108+76.93		40	0.47															
ELY-3	40-42	2	52+53.42	79+76.88		80	0.51															
ELY-4	40-43	2	55+09.64	83+70.85		59	0.54															
GM-1	32	1&2	100+00.00	102+25.00					218	3												
IA-1	28	1	53+15.00			1																
IA-2	30	1	79+65.60			1																
IA-3	31	1&2	100+00.00			2																
IA-4	40	2	56+09.64			1																
IA-5	41	2	59+00.00			1																
IA-6	42	2	70+94.71			1																
IA-7	42	2	76+75.00			1																
IA-8	43	2	81+00.00			1																
PCB-1	28-30	1	53+15.00	79+65.60					2651													
PCB-2A	30-32	1	71+50.00	100+00.00					2850	3												
PCB-2B	43-44	2	83+70.85	100+00.00					1629													
PCB-3	40-43	2	56+09.64	81+00.00					2490													
PCB-4	41	2	59+00.00	63+94.68					495													
PCB-5	42	2	70+94.71	74+88.25					394													
PCB-6	42	2	76+75.00	78+42.00					167													
PCB-7	42-43	2	79+76.78	83+70.85					394													
OH-1	31	1&2	83+65.00											16				2	3			
OH-2	32	1&2	101+45.00												154							
OH-3	33	1&2	106+25.00															2				
OH-4	33	1&2	106+25.00															2				
OH-5	33	1&2																2				
OH-6	34	1&2																2				
	13		55+02.00										1									
	8	Snow Rd	54+00.00	58+00.00		1			834										0.30			
	8	Snow Rd	54+00.00	58+00.00		1			834										0.30			
	8	Snow Rd	75+00.00	79+00.00		1			784										0.30			
	8	Snow Rd	75+00.00	79+00.00		1			784	3									0.30			
SUBTOTALS						13	936	4.61	3.97	6520	2894	218		14306	1		448	32	154	6	4	1.22
TOTALS CARRIED TO GENERAL SUMMARY						13	936	8.58	6520	2894	218		14306	1		448	32	154	6	4	2	

APPENDIX	NUMBER	DATE	DESCRIPTION
	3	12/11/2024	UPDATED QUANTITIES

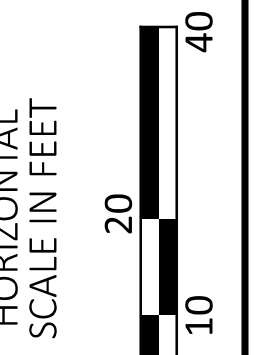
MAINTENANCE OF TRAFFIC SUBSUMMARY

DESIGN AGENCY

 DESIGNER
 TAS
 REVIEWER
 JMB 01-29-24
 PROJECT ID
 114522
 SHEET TOTAL
 P. 12 | 120

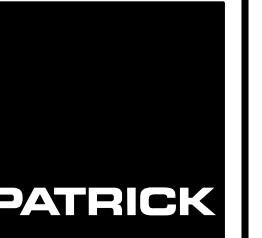


ADDENDUM	NUMBER	DATE	DESCRIPTION
	1	12/11/2024	UPDATED CALLOUTS

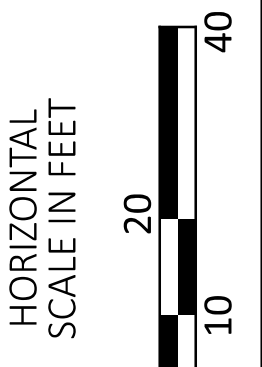
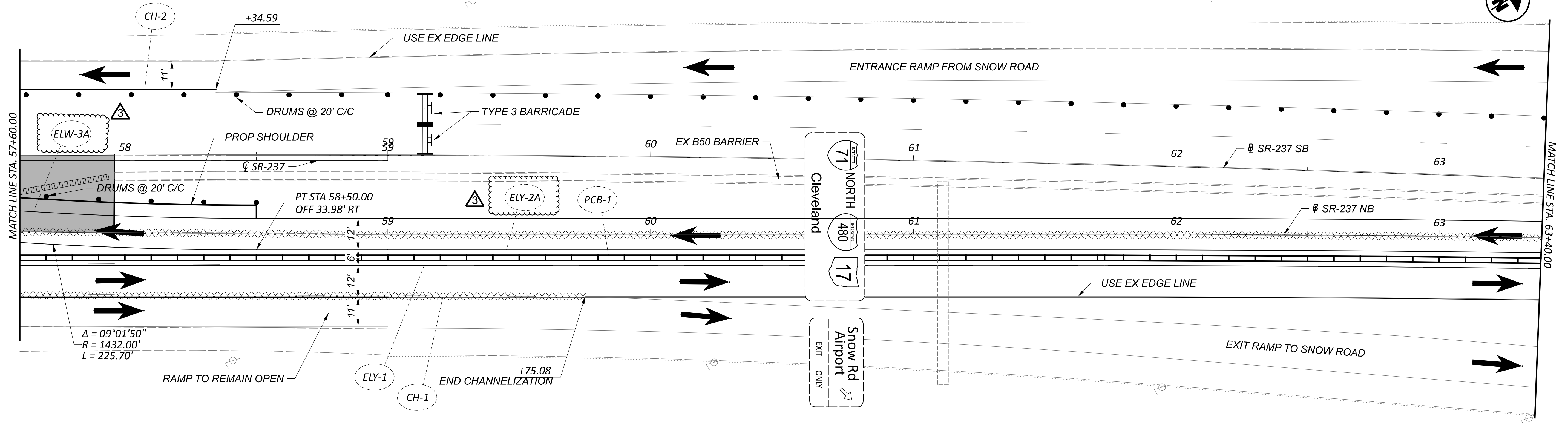


MAINTENANCE OF TRAFFIC - PHASE 1
 STA. 46+00 TO STA. 57+60

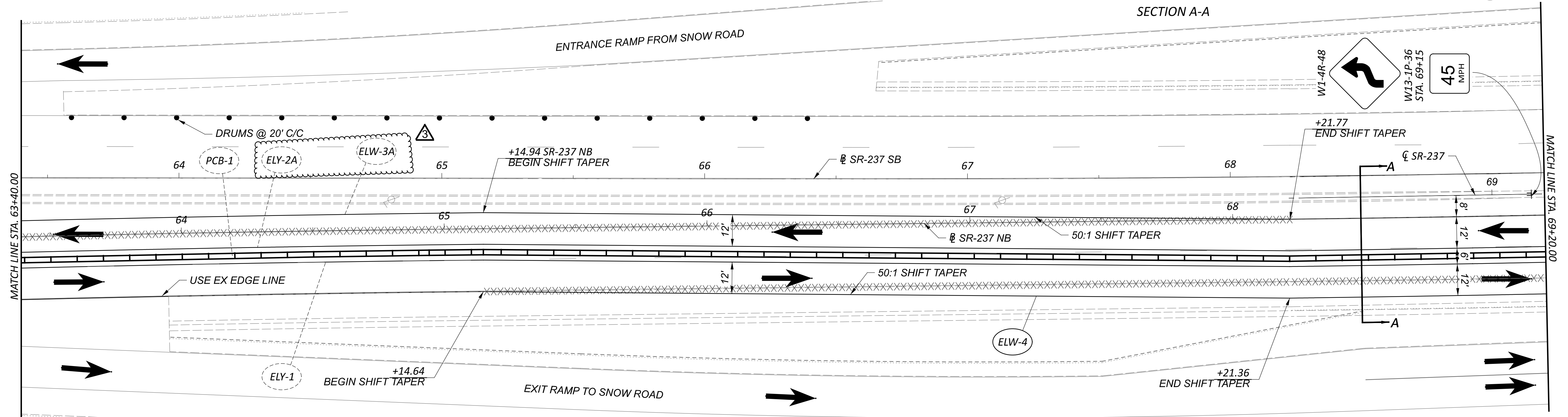
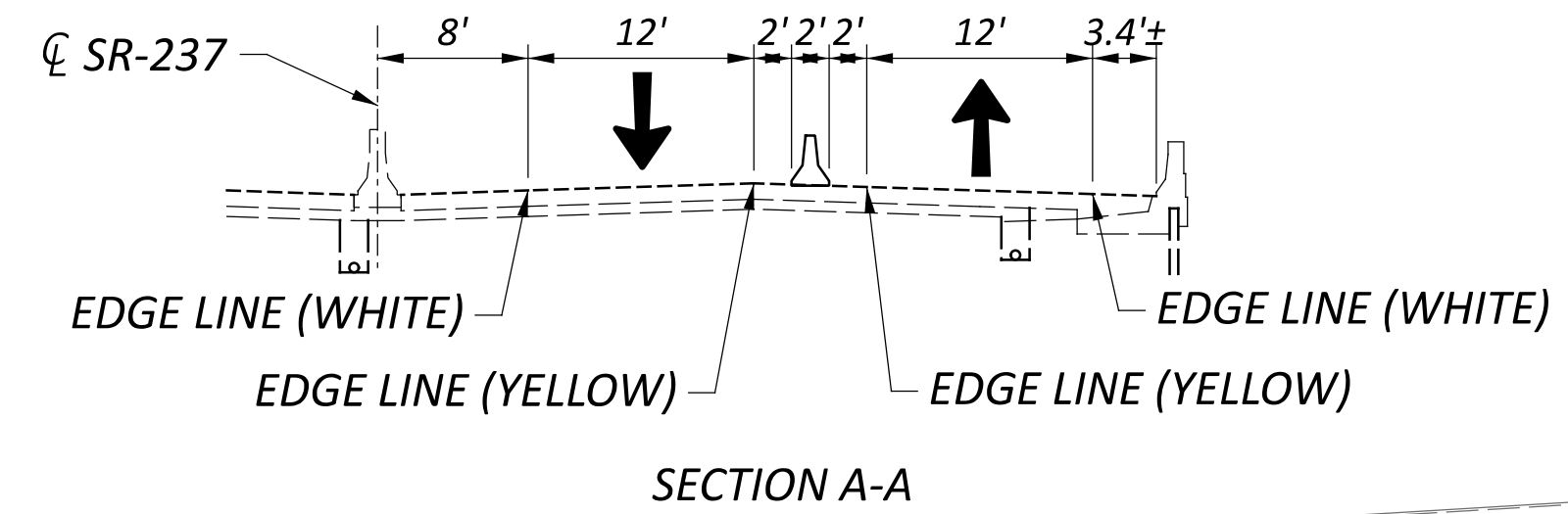
DESIGN AGENCY



DESIGNER	TAS
REVIEWER	JMB
PROJECT ID	01-29-24
SHEET	114522
TOTAL	P. 28 / 120



ADDENDUM	NUMBER	DATE	DESCRIPTION
3		12/11/2024	UPDATED CALLOUTS



MAINTENANCE OF TRAFFIC - PHASE 1
 STA. 57+60 TO STA. 69+20

DESIGN AGENCY



DESIGNER

TAS

REVIEWER

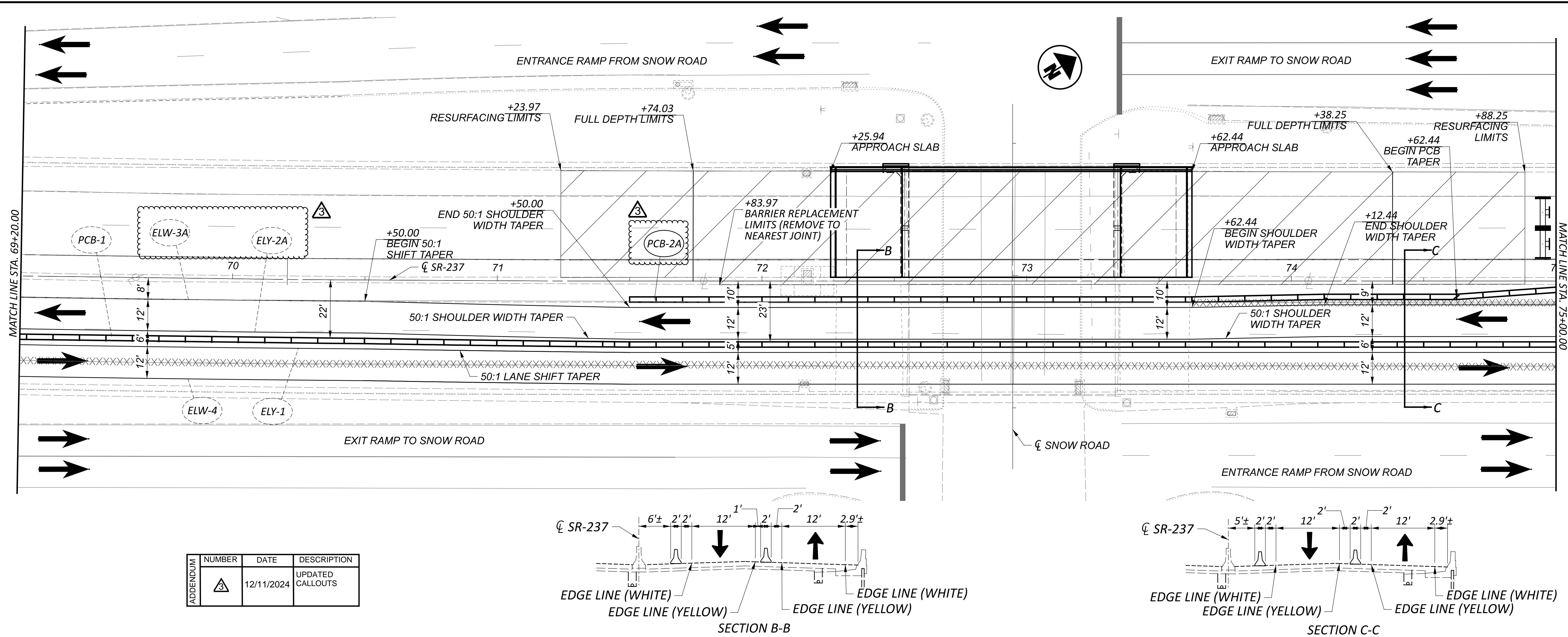
JMB 01-29-24

PROJECT ID

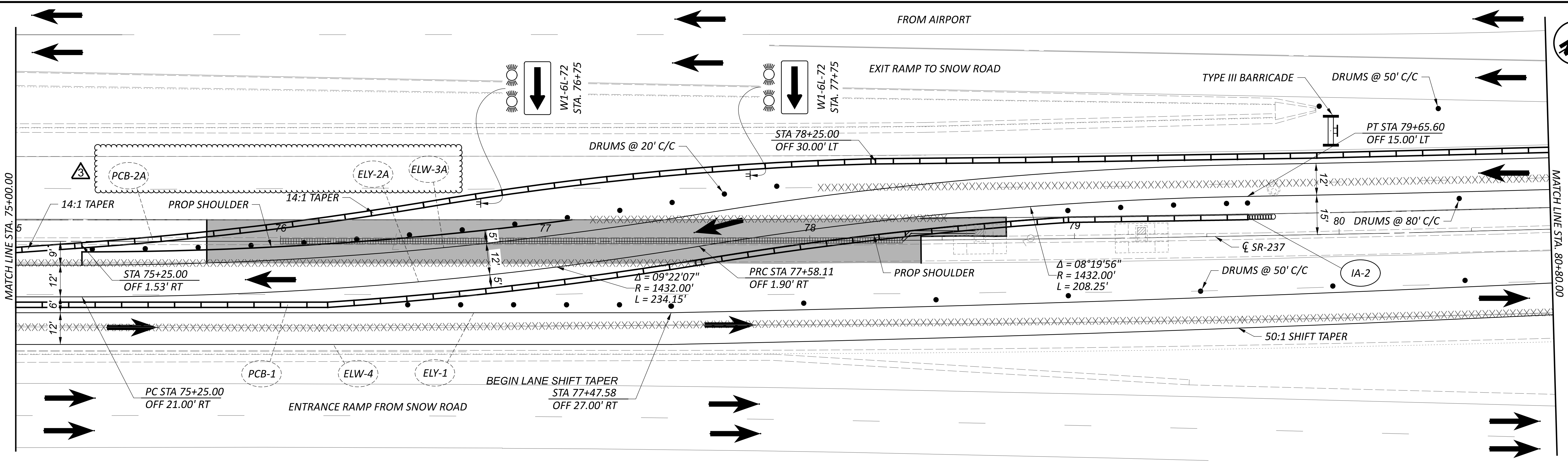
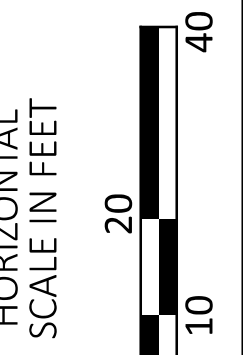
114522

SHEET TOTAL

P. 29 120



APPENDIX	NUMBER	DATE	DESCRIPTION
	3	12/11/2024	UPDATED CALLOUTS



MAINTENANCE OF TRAFFIC - PHASE 1
 STA. 69+20 TO STA. 80+80

DESIGN AGENCY



DESIGNER

TAS

REVIEWER

JMB 01-29-24

PROJECT ID

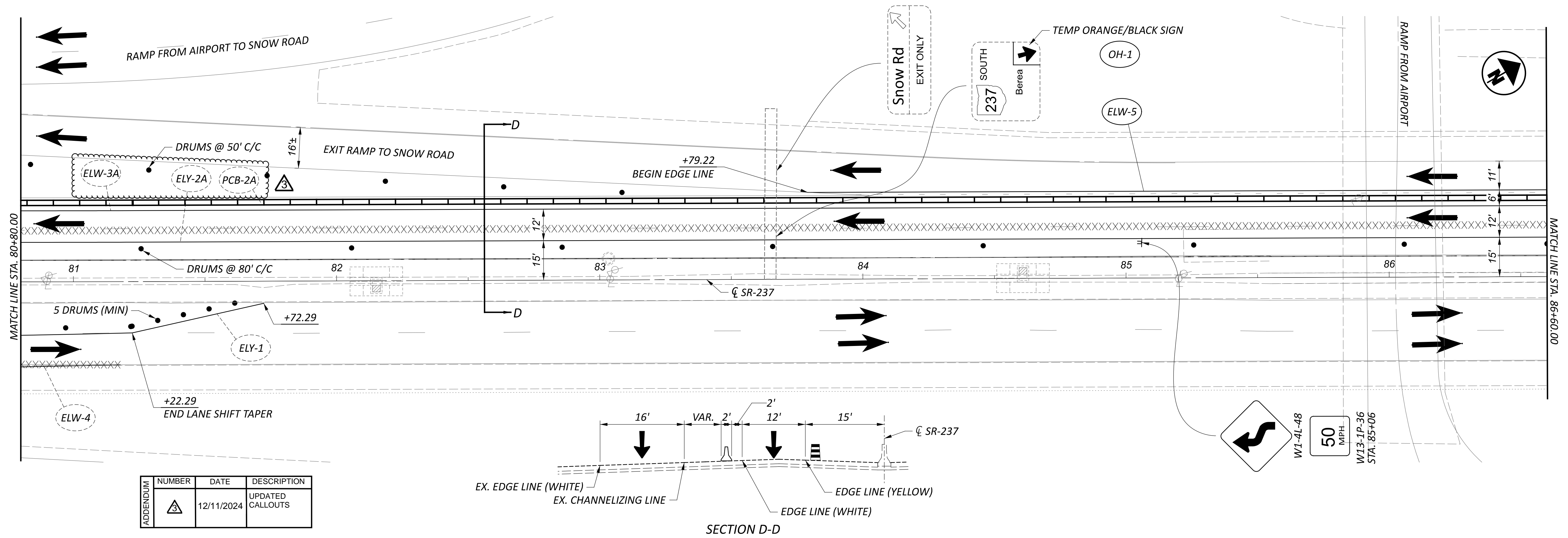
114522

SHEET

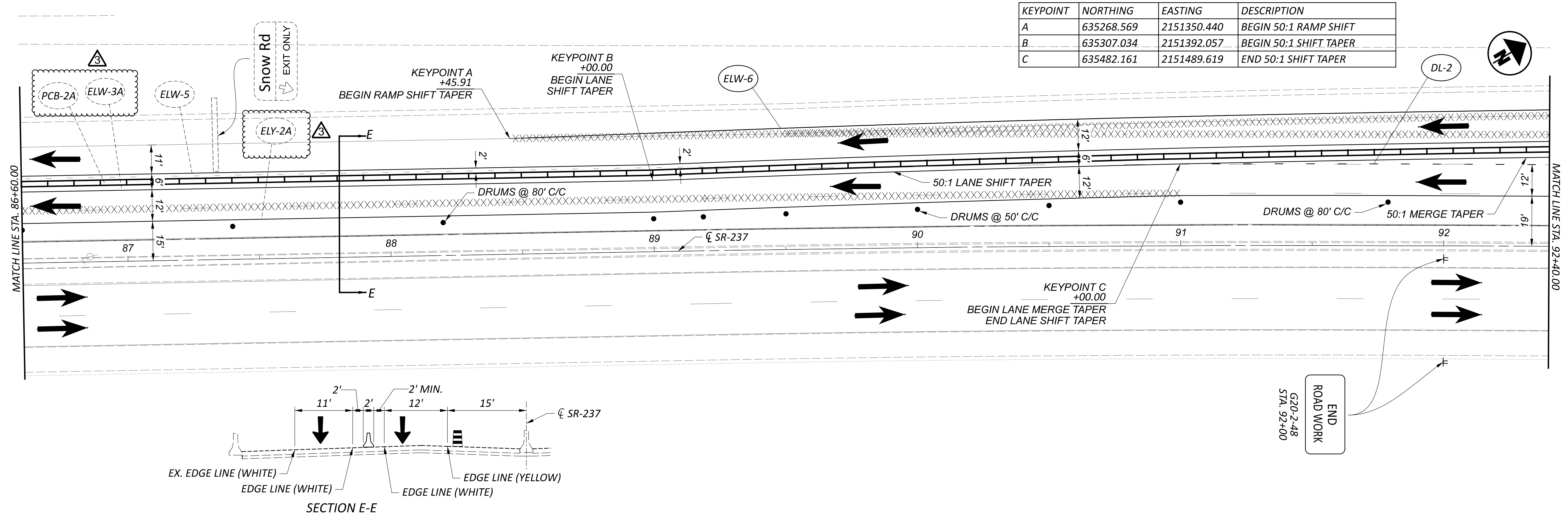
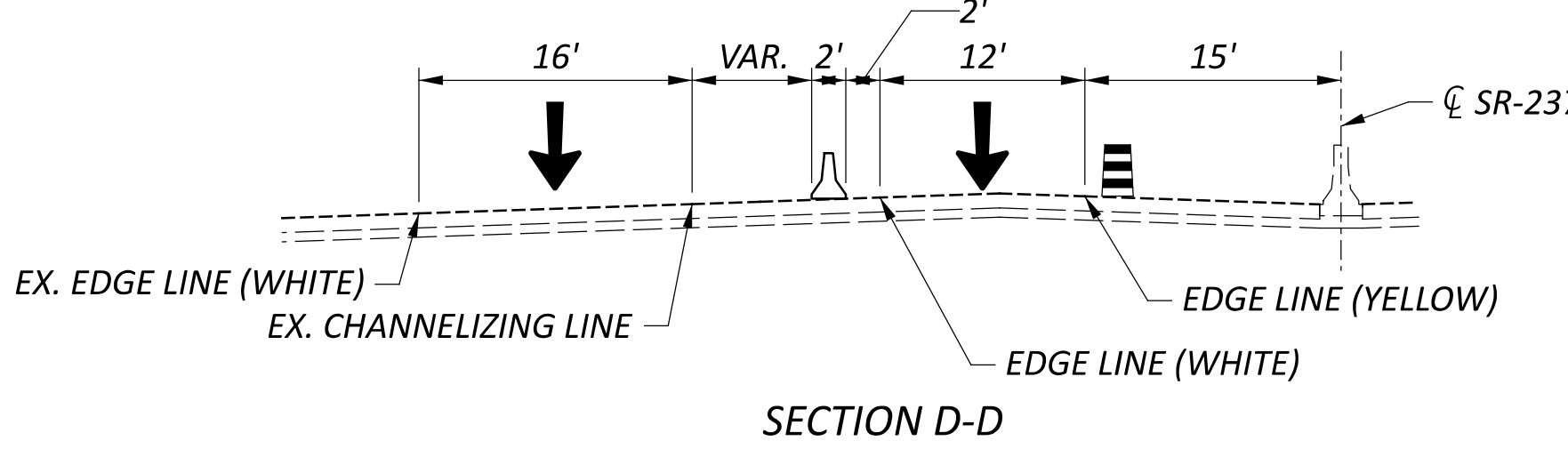
P. 30

TOTAL

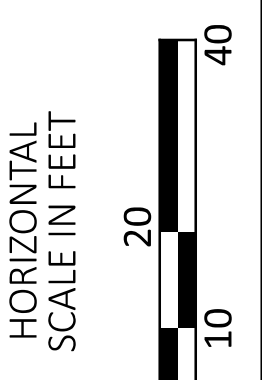
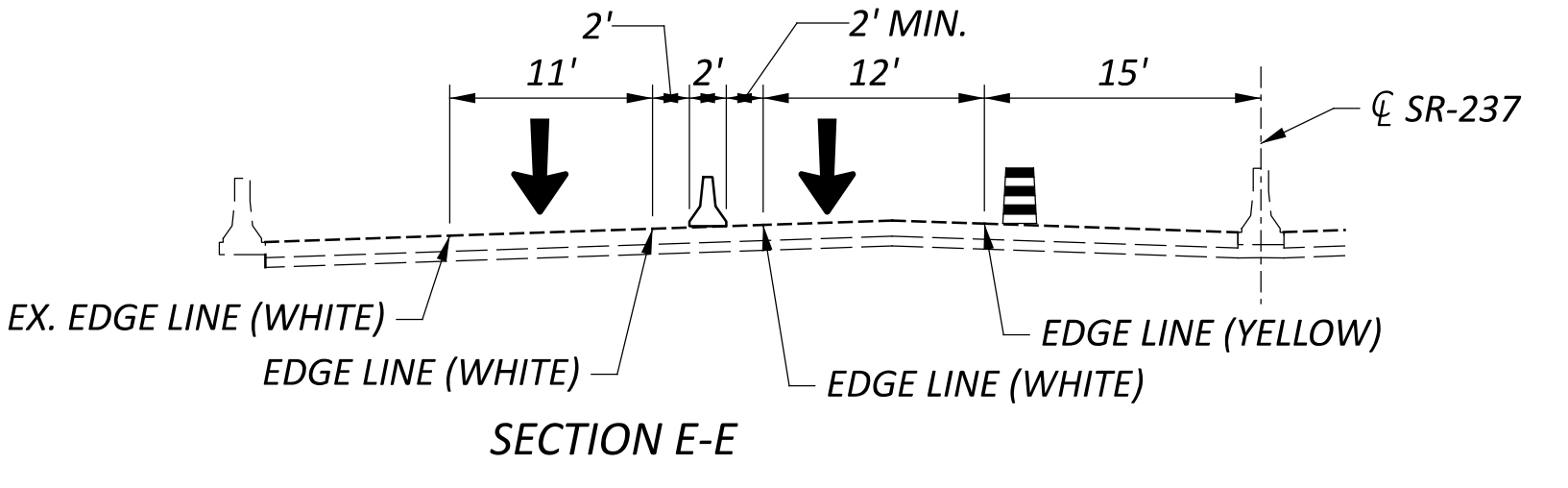
120



ADDENDUM	NUMBER	DATE	DESCRIPTION
	3	12/11/2024	UPDATED CALLOUTS



KEYPOINT	NORTHING	EASTING	DESCRIPTION
A	635268.569	2151350.440	BEGIN 50:1 RAMP SHIFT
B	635307.034	2151392.057	BEGIN 50:1 SHIFT TAPER
C	635482.161	2151489.619	END 50:1 SHIFT TAPER

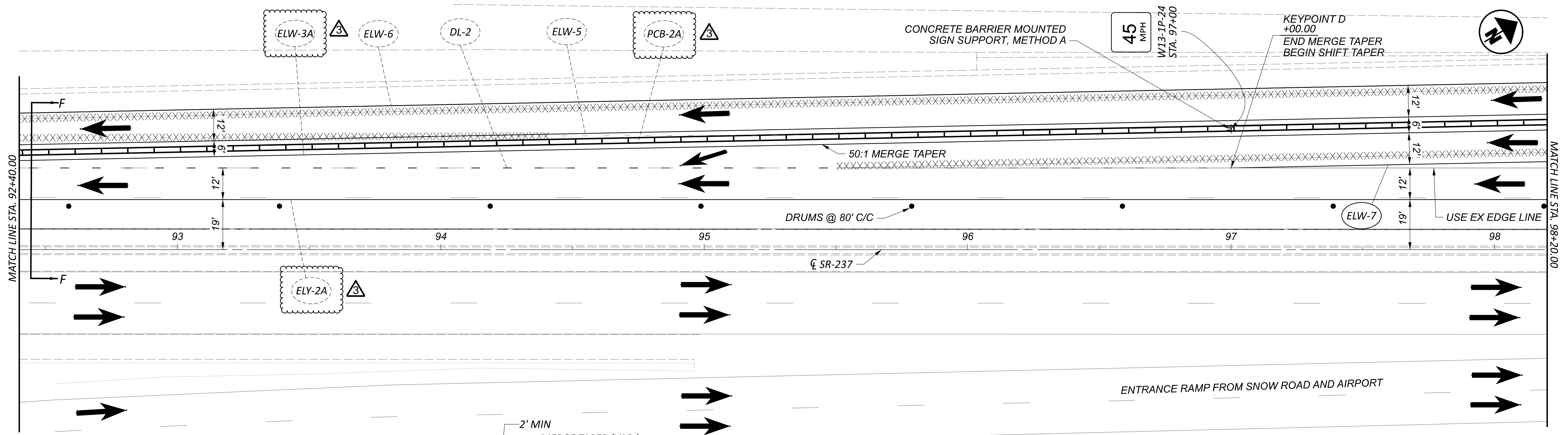


MAINTENANCE OF TRAFFIC - PHASE 1
 STA. 80+80 TO STA. 92+40

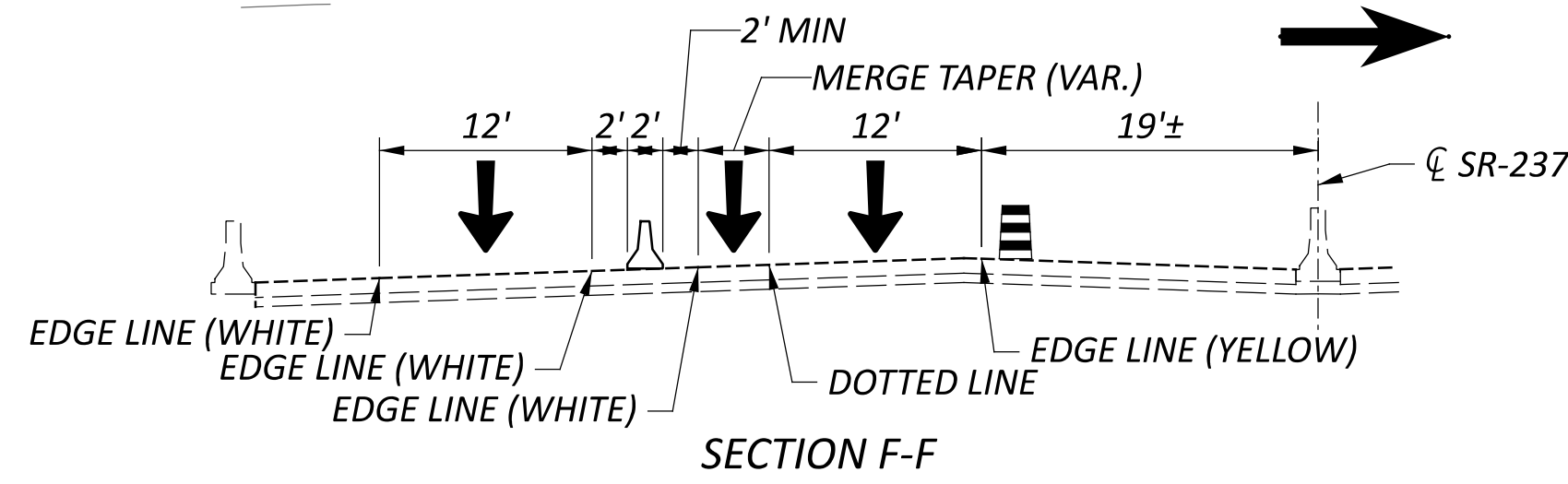
DESIGN AGENCY



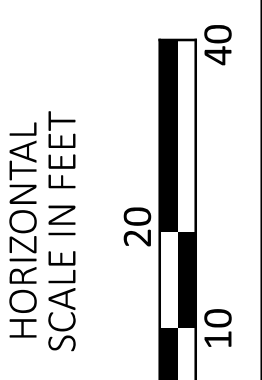
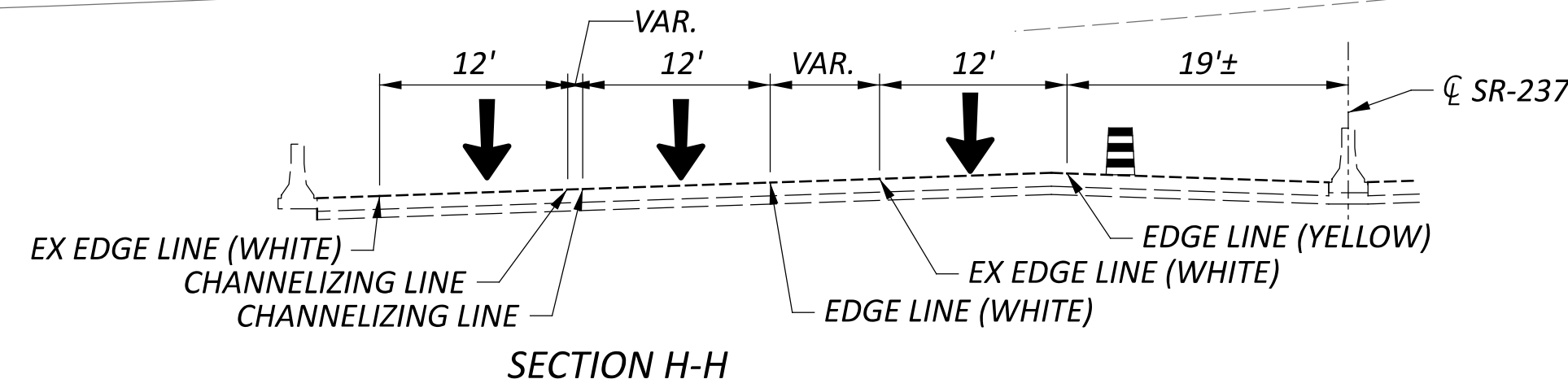
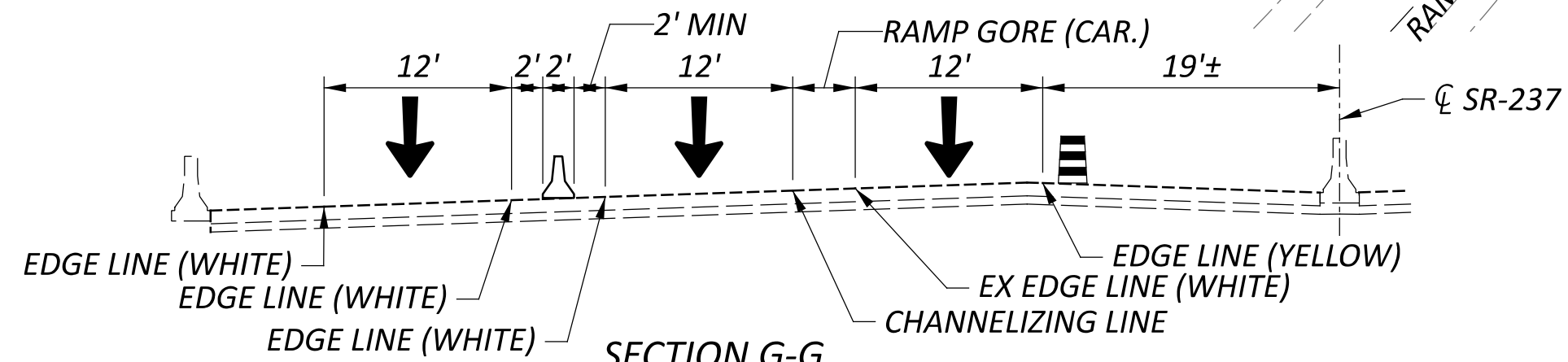
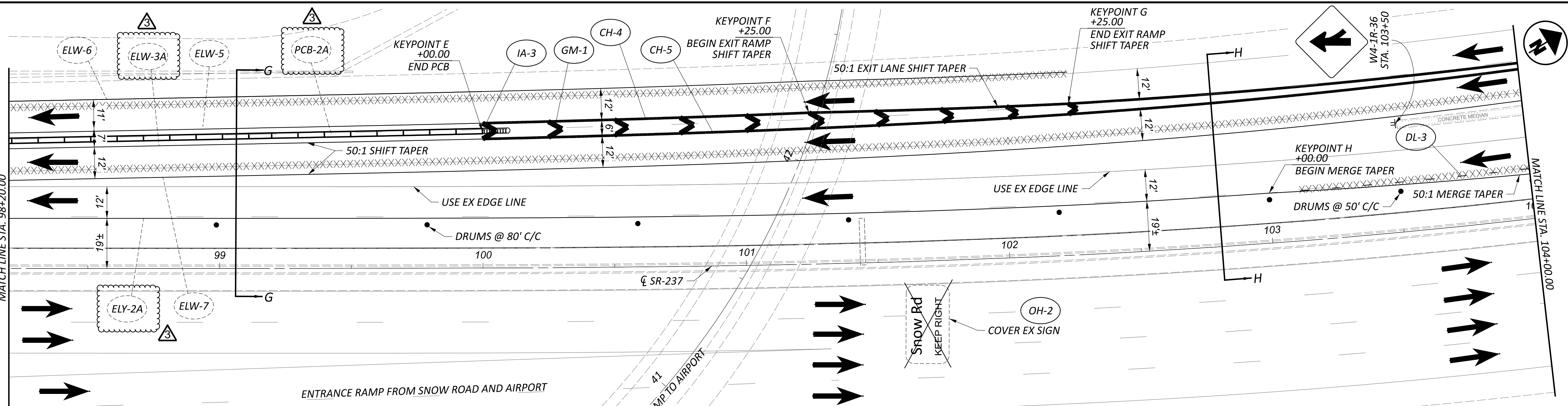
DESIGNER	TAS
REVIEWER	JMB
PROJECT ID	01-29-24
SHEET	114522
TOTAL	120
P. 31	



APPENDIX	NUMBER	DATE	DESCRIPTION
▲		12/11/2024	UPDATED CALLOUTS



KEYPOINT	NORTHING	EASTING	DESCRIPTION
D	635995.772	2151800.288	END 50:1 MERGE TAPER
E	636263.071	2151937.548	END PCB/ATTENUATOR
F	636372.703	2151995.819	BEGIN EXIT RAMP WIDTH TAPER
G	636458.668	2152043.921	END EXIT RAMP WIDTH TAPER
H	636506.285	2152112.437	BEGIN MERGE TAPER



MAINTENANCE OF TRAFFIC - PHASE 1
 STA. 92+40 TO STA. 104+00

DESIGN AGENCY

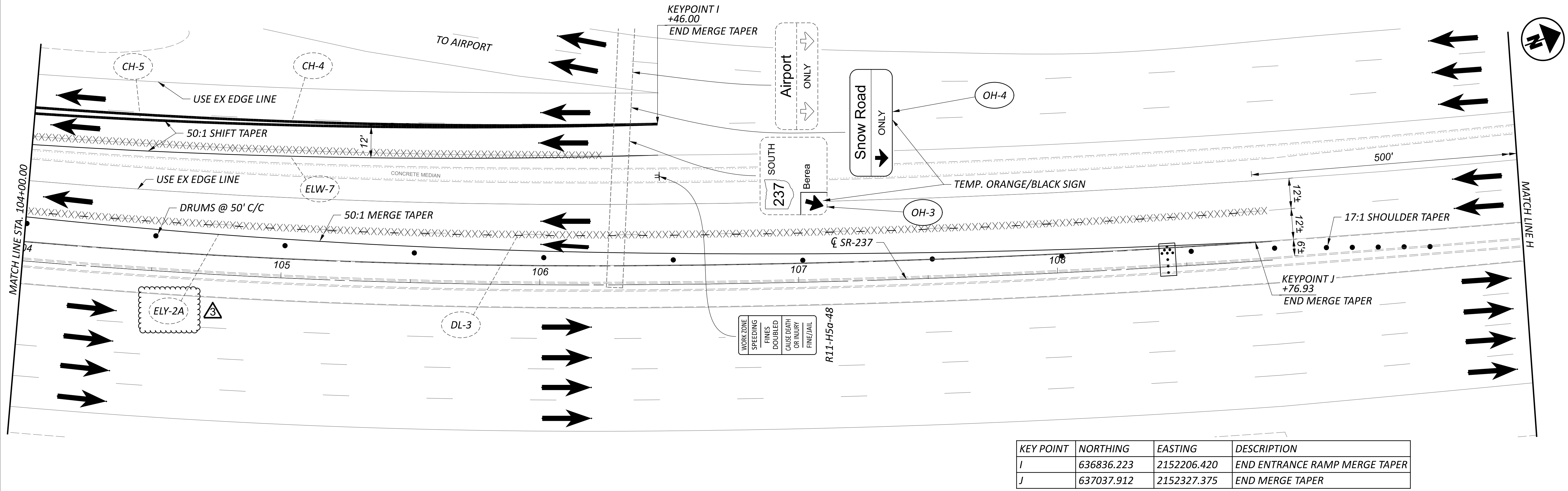


DESIGNER
TAS

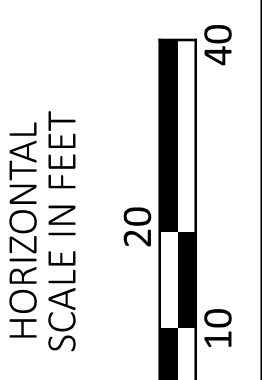
REVIEWER
JMB 01-29-24

PROJECT ID
114522

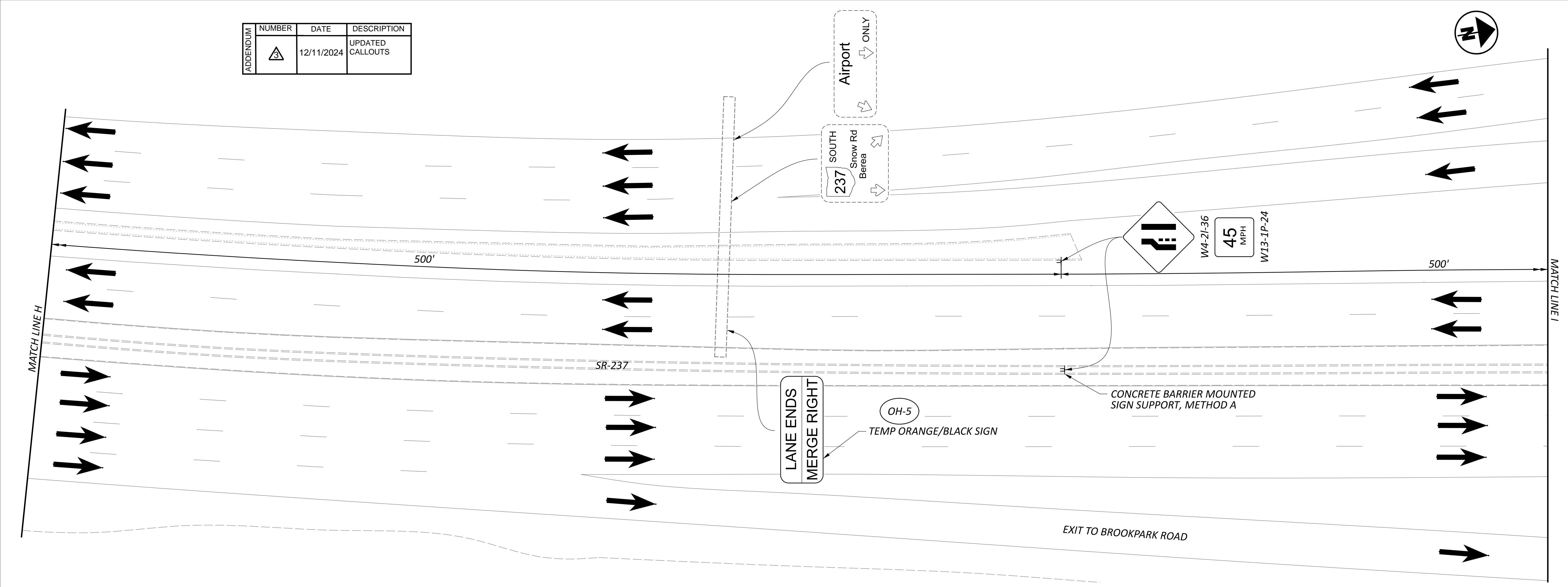
SHEET TOTAL
P. 32 120



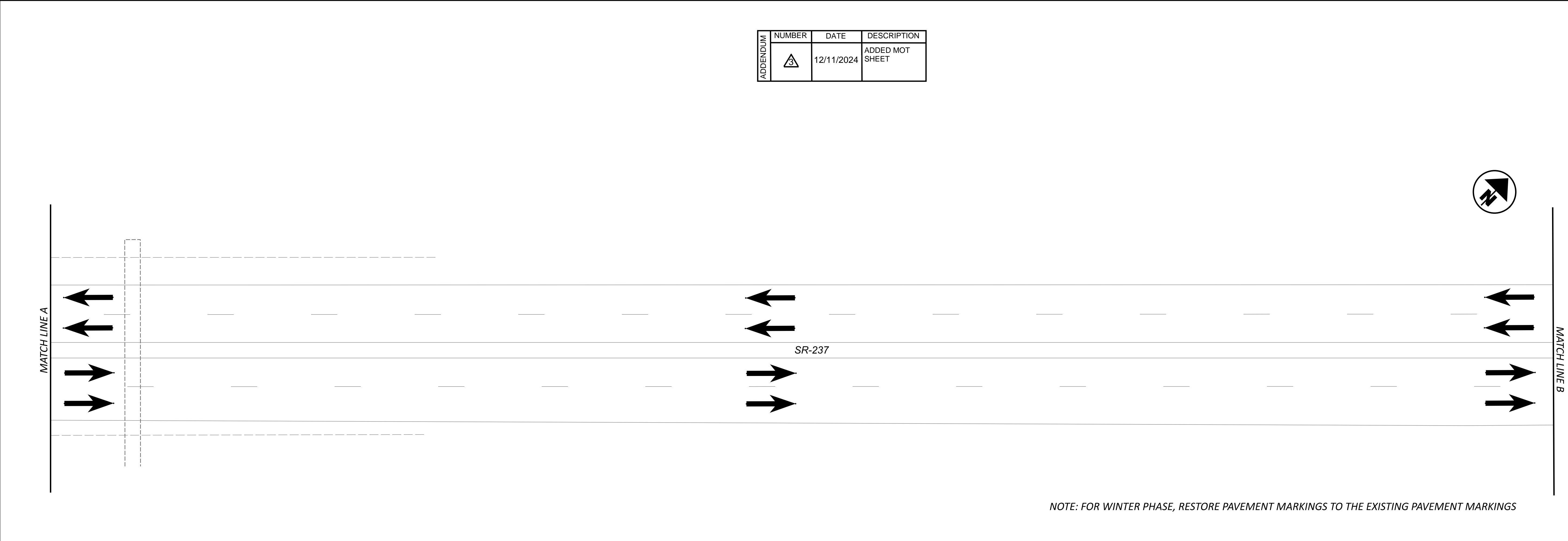
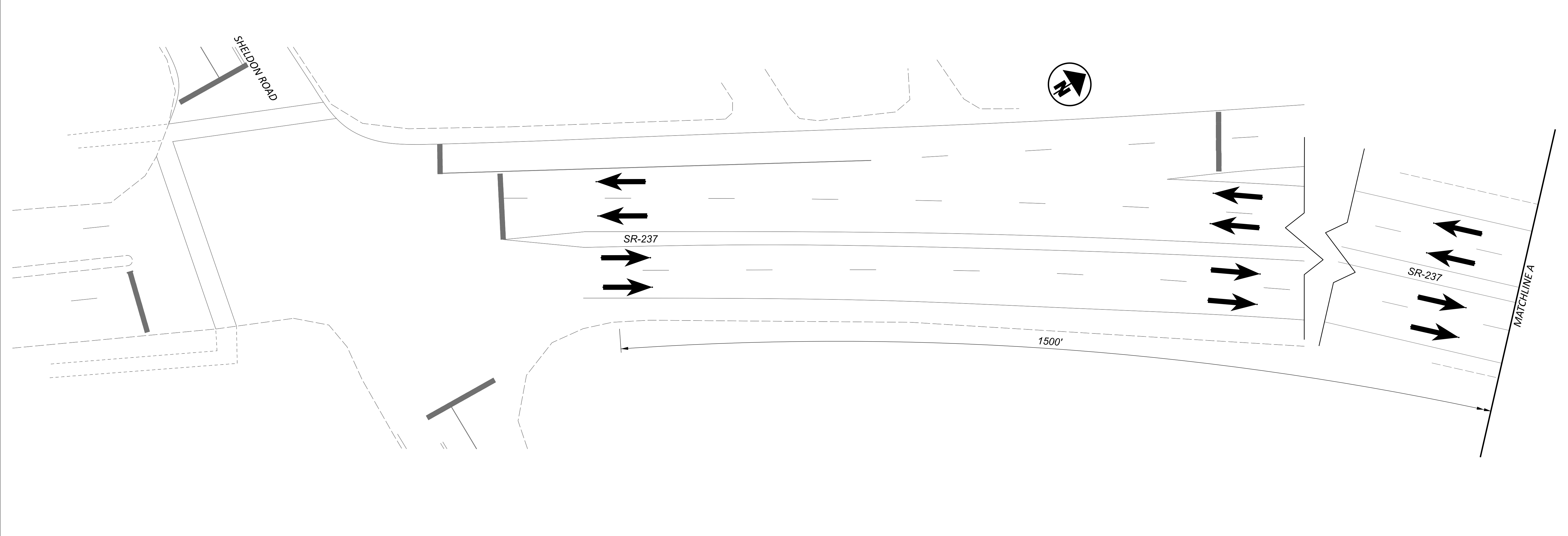
KEY POINT	NORTHING	EASTING	DESCRIPTION
I	636836.223	2152206.420	END ENTRANCE RAMP MERGE TAPER
J	637037.912	2152327.375	END MERGE TAPER



MAINTENANCE OF TRAFFIC - PHASE 1
 STA. 104+00 TO STA. 108+75

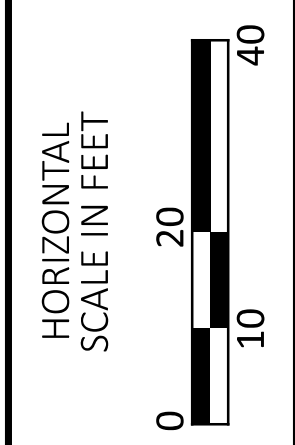


ADDENDUM	NUMBER	DATE	DESCRIPTION
	△	12/11/2024	UPDATED CALLOUTS



ADDENDUM	NUMBER	DATE	DESCRIPTION
3		12/11/2024	ADDED MOT SHEET

NOTE: FOR WINTER PHASE, RESTORE PAVEMENT MARKINGS TO THE EXISTING PAVEMENT MARKINGS



MAINTENANCE OF TRAFFIC - WINTER PHASE

DESIGN AGENCY



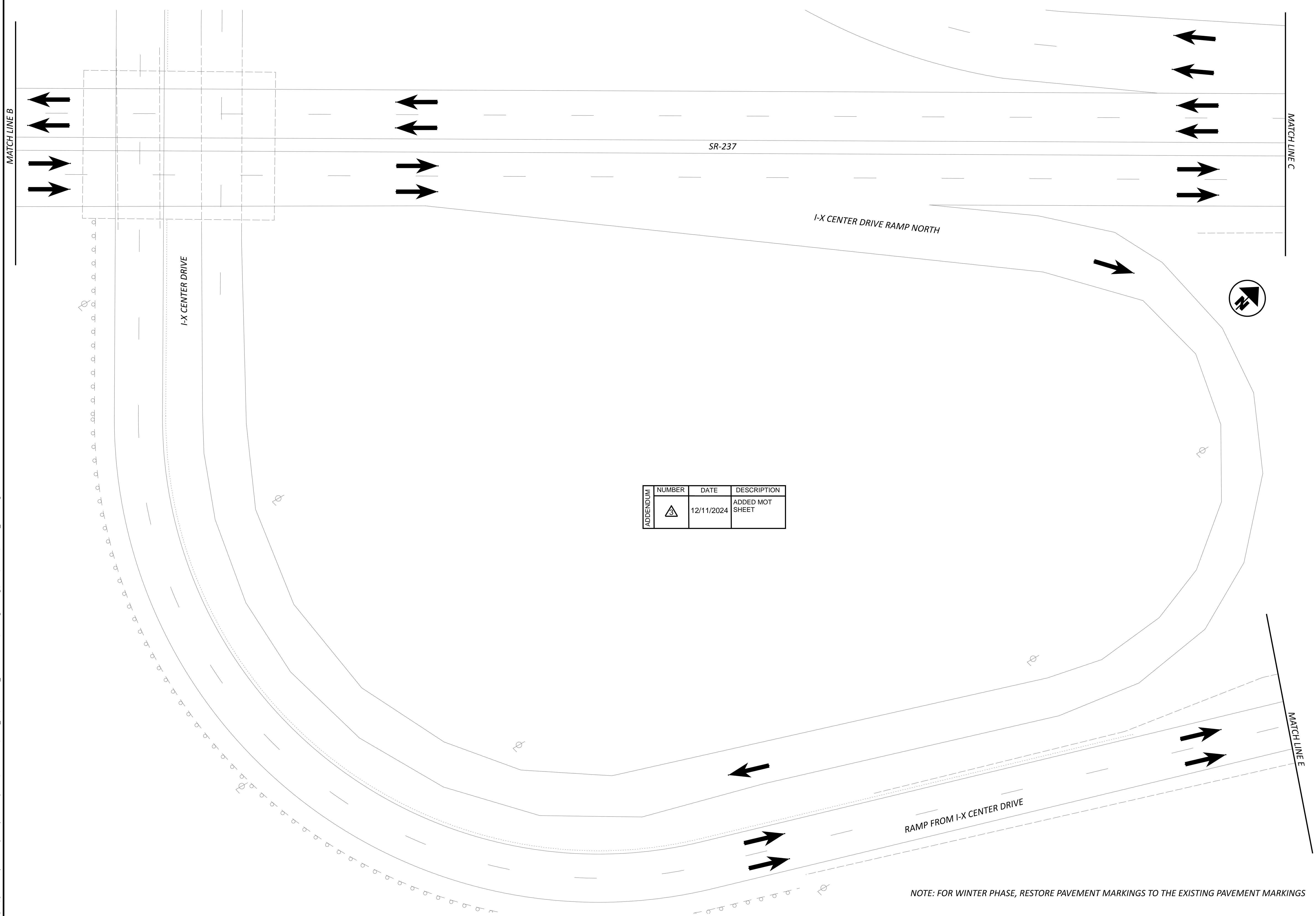
DESIGNER
TAS

REVIEWER

JMB 01-29-24

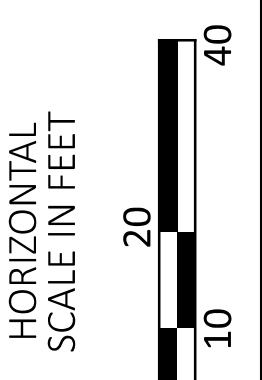
PROJECT ID
114522

SHEET	TOTAL
P.35B	120



ADDENDUM	NUMBER	DATE	DESCRIPTION
	3	12/11/2024	ADDED MOT SHEET

NOTE: FOR WINTER PHASE, RESTORE PAVEMENT MARKINGS TO THE EXISTING PAVEMENT MARKINGS



MAINTENANCE OF TRAFFIC - WINTER PHASE

DESIGN AGENCY

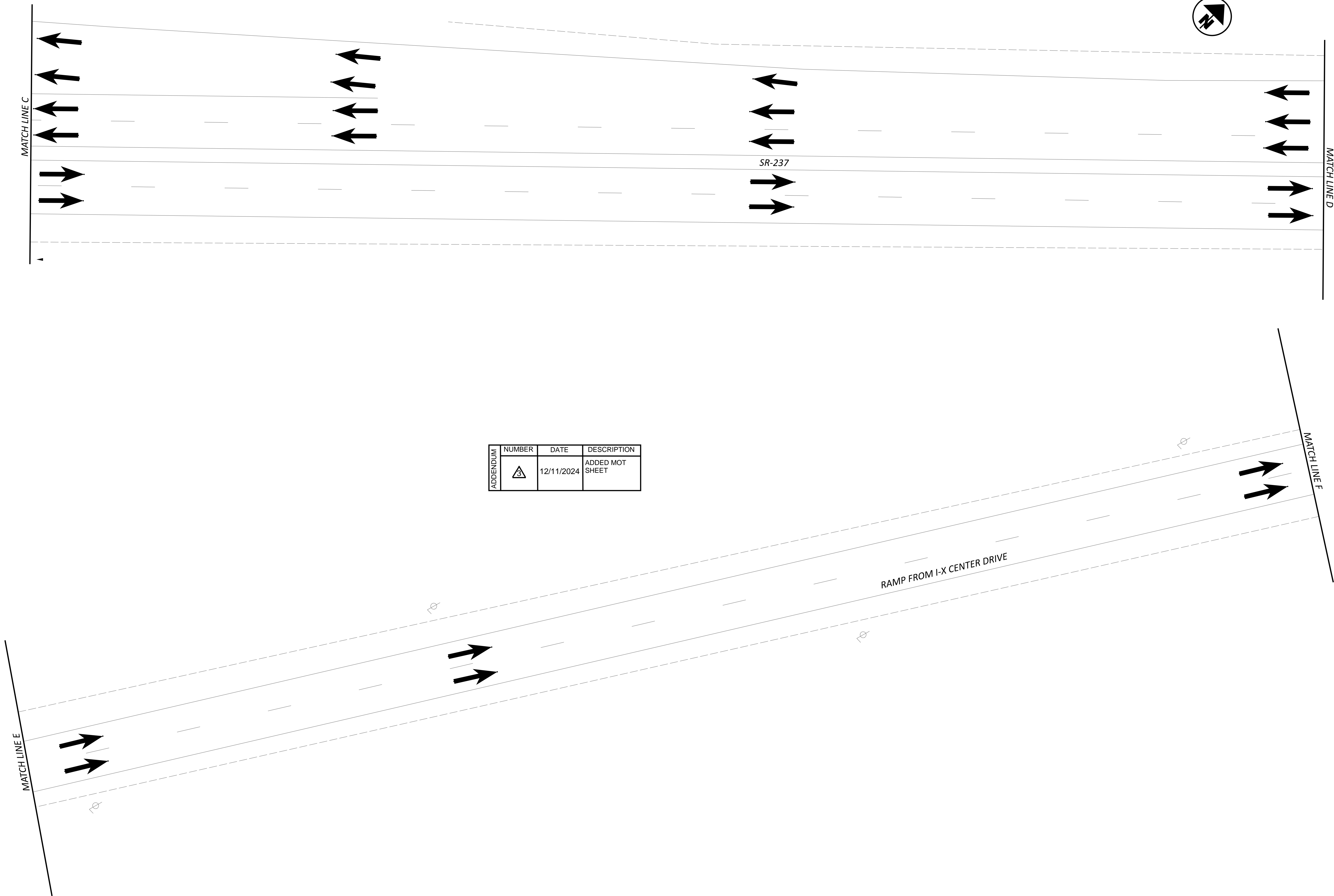


DESIGNER
TAS

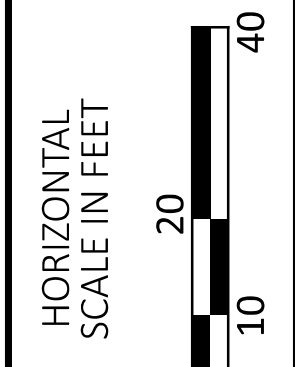
REVIEWER
JMB 01-29-24

PROJECT ID
114522

SHEET TOTAL
P.35C 120



ADDENDUM	NUMBER	DATE	DESCRIPTION
		12/11/2024	ADDED MOT SHEET

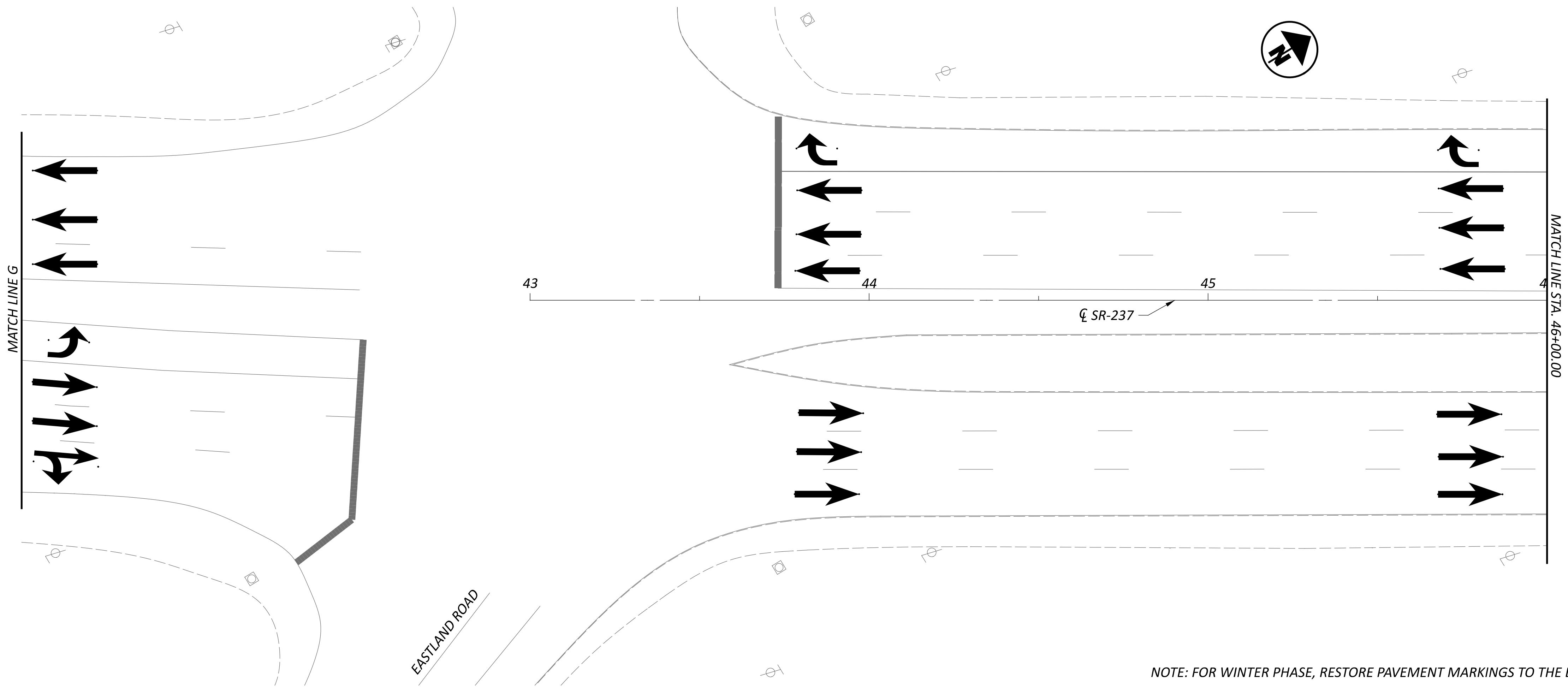
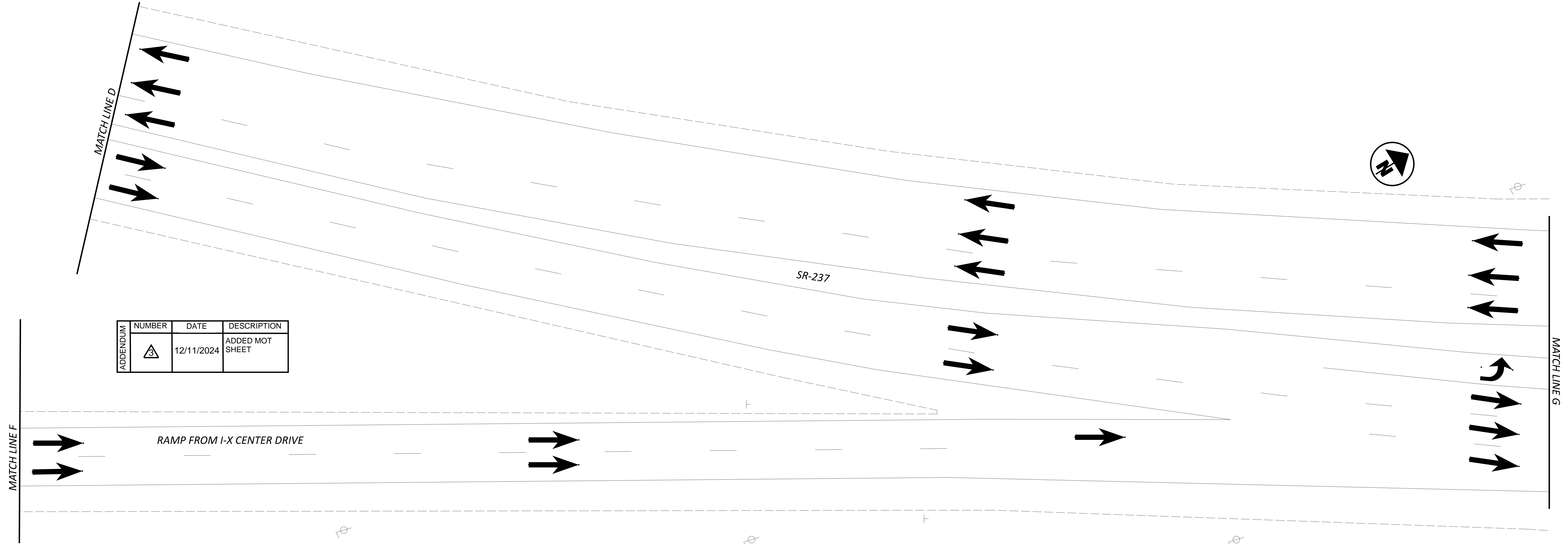


MAINTENANCE OF TRAFFIC - WINTER PHASE

DESIGN AGENCY	
DESIGNER	TAS
REVIEWER	JMB
PROJECT ID	01-29-24
SHEET	114522
TOTAL	120
P.35D	

NOTE: FOR WINTER PHASE, RESTORE PAVEMENT MARKINGS TO THE EXISTING PAVEMENT MARKINGS

ADDENDUM	NUMBER	DATE	DESCRIPTION
3		12/11/2024	ADDED MOT SHEET



NOTE: FOR WINTER PHASE, RESTORE PAVEMENT MARKINGS TO THE EXISTING PAVEMENT MARKINGS



MAINTENANCE OF TRAFFIC - WINTER PHASE
 STA. 35+50 TO STA. 46+00

DESIGN AGENCY

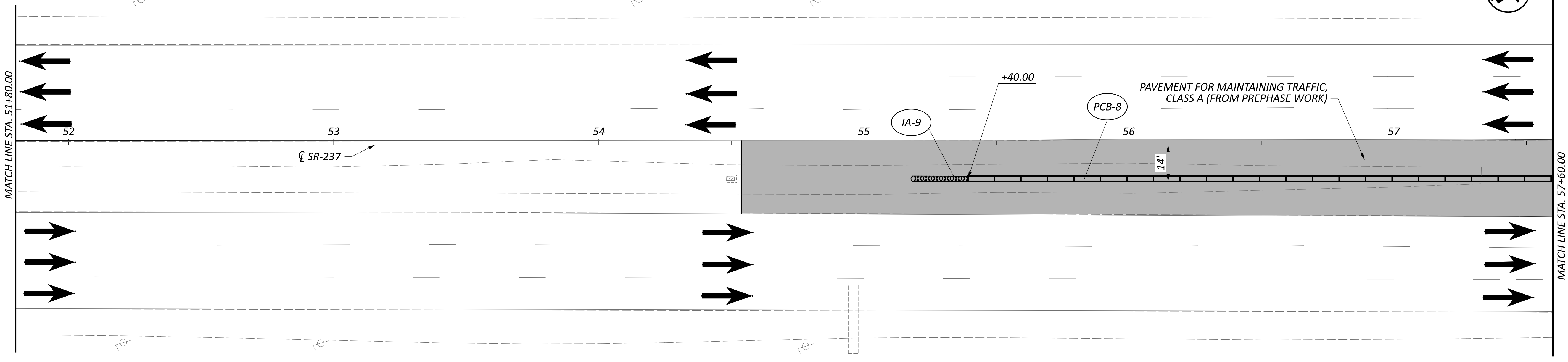
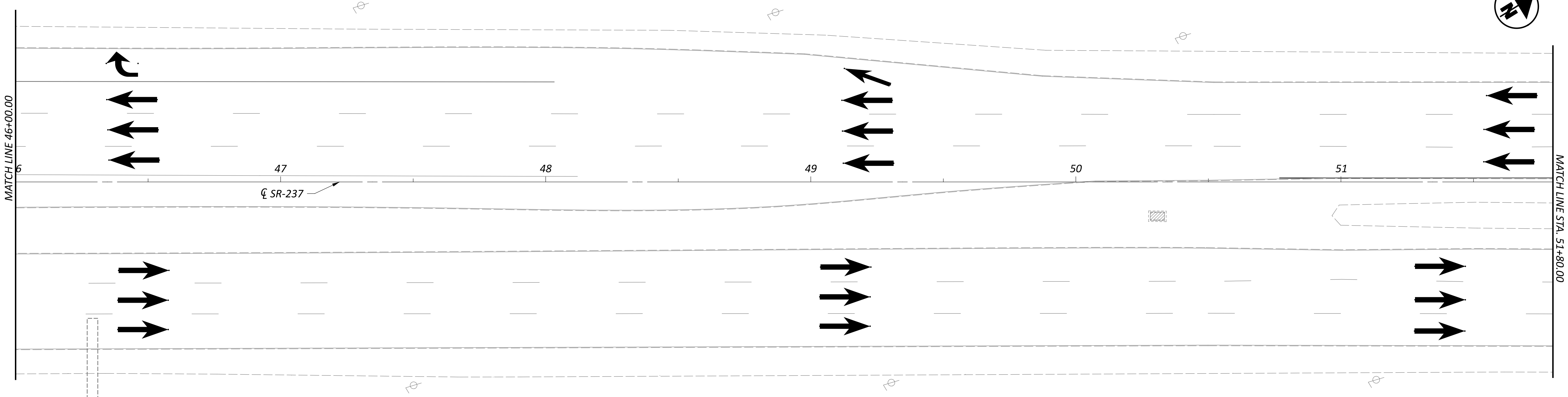


DESIGNER
 TAS

REVIEWER
 JMB 01-29-24

PROJECT ID
 114522

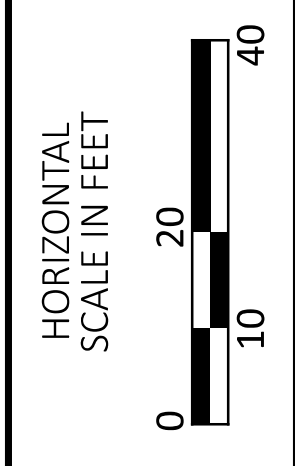
SHEET TOTAL
 P.35E 120



LEGEND

ELY-1	WORK ZONE EDGE LINE, CLASS I, 6" - YELLOW	PCB-1	PORTABLE CONCRETE BARRIER
ELW-1	WORK ZONE EDGE LINE, CLASS I, 6" - WHITE	IA-1	WORK ZONE IMPACT ATTENUATOR
LL-1	WORK ZONE LANE LINE, CLASS I, 6" - WHITE		

ADDENDUM	NUMBER	DATE	DESCRIPTION
		12/11/2024	ADDED MOT SHEET



MAINTENANCE OF TRAFFIC - WINTER PHASE
STA. 46+00 TO STA. 57+60

DESIGN AGENCY



DESIGNER
TAS

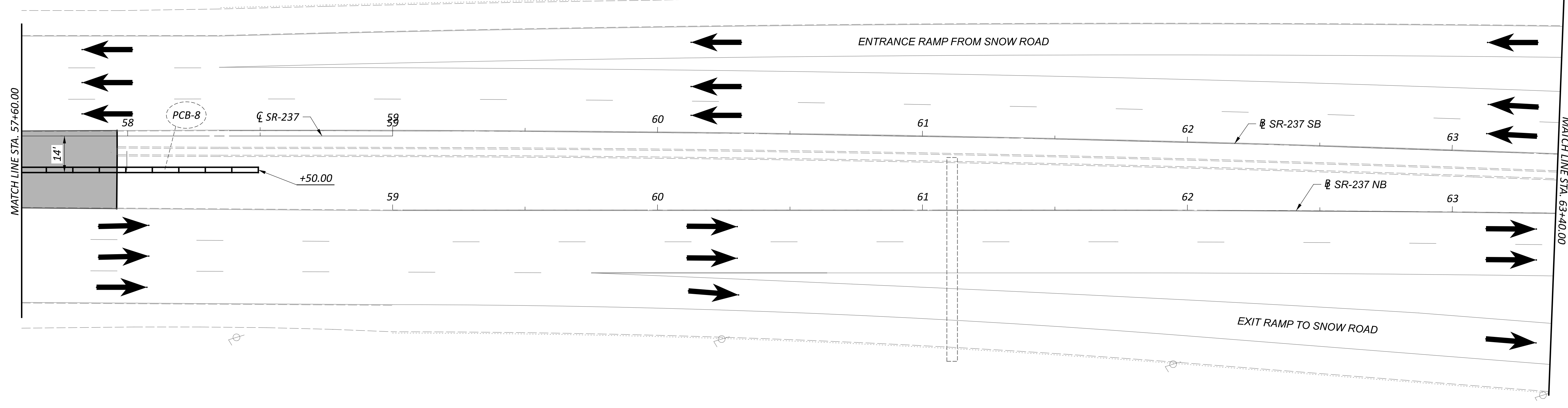
REVIEWER
JMB 01-29-24

PROJECT ID
114522

SHEET TOTAL
P.35F 120

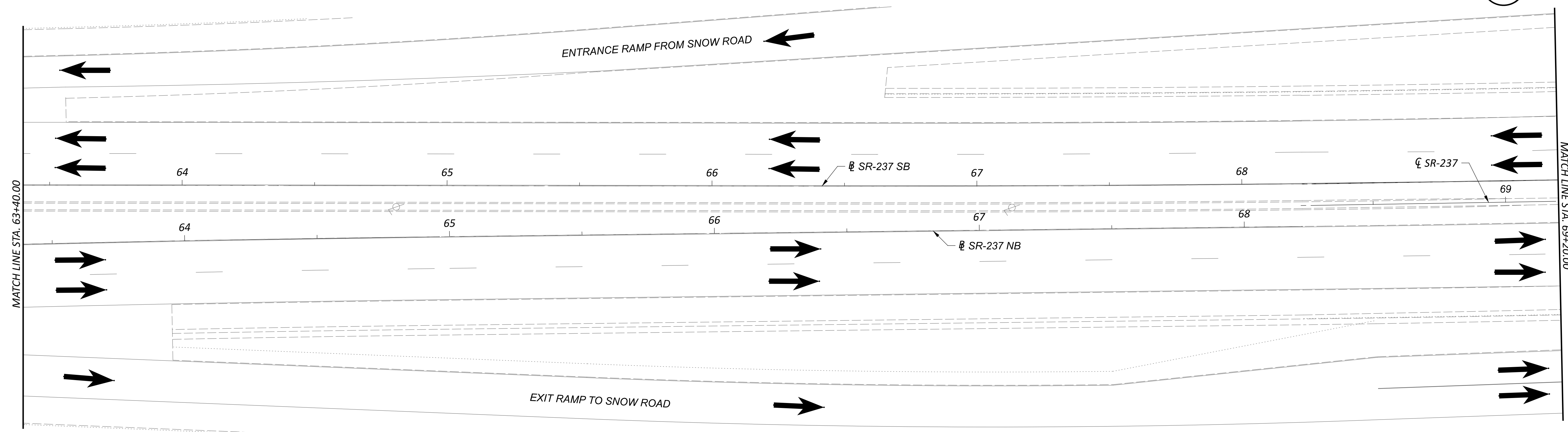
NOTE: FOR WINTER PHASE, RESTORE PAVEMENT MARKINGS TO THE EXISTING PAVEMENT MARKINGS

3



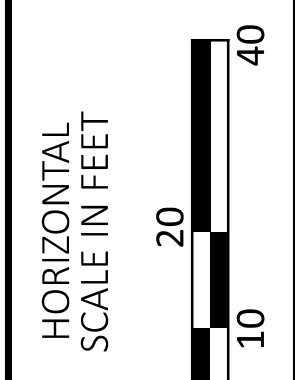
NOTE: FOR WINTER PHASE, RESTORE PAVEMENT MARKINGS TO THE EXISTING PAVEMENT MARKINGS

ADDENDUM	NUMBER	DATE	DESCRIPTION
	3	12/11/2024	ADDED MOT SHEET



CUY-237-06.95

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MAINTENANCE OF TRAFFIC - WINTER PHASE
STA. 57+60 TO STA. 69+20

DESIGN AGENCY



DESIGNER

TAS

REVIEWER

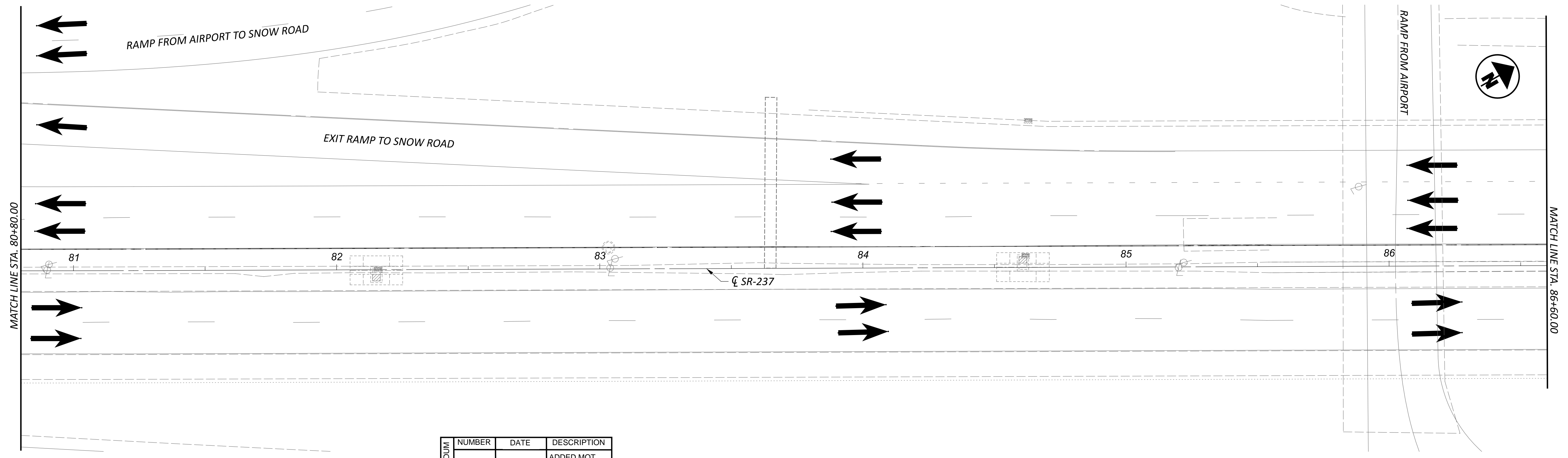
JMB 01-29-24

PROJECT ID

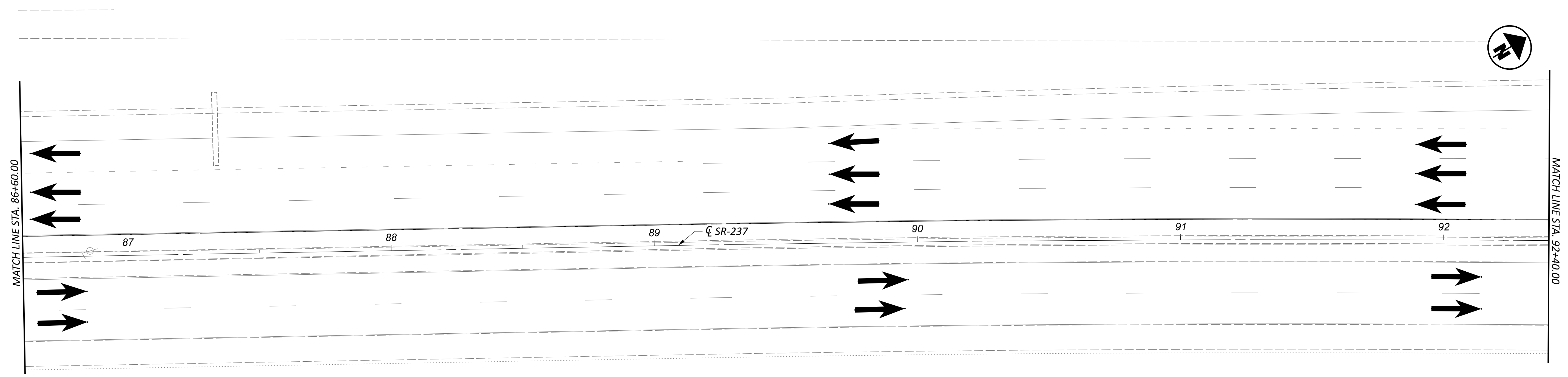
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SHEET TOTAL

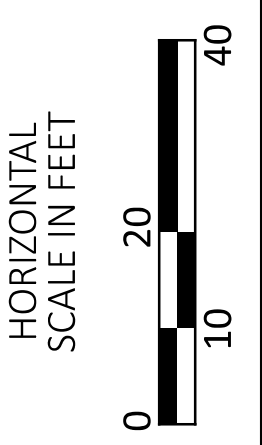
P.35G 120



ADDENDUM	NUMBER	DATE	DESCRIPTION
△	3	12/11/2024	ADDED MOT SHEET



NOTE: FOR WINTER PHASE, RESTORE PAVEMENT MARKINGS TO THE EXISTING PAVEMENT MARKINGS



MAINTENANCE OF TRAFFIC - WINTER PHASE
 STA. 80+80 TO STA. 92+40

DESIGN AGENCY



DESIGNER
TAS

REVIEWER
JMB 01-29-24

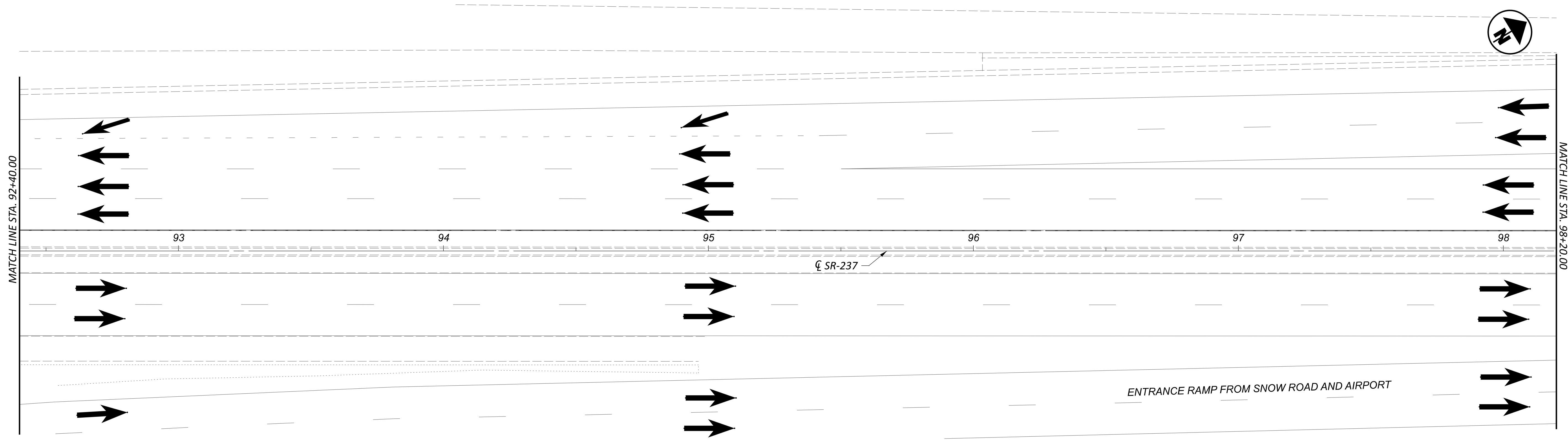
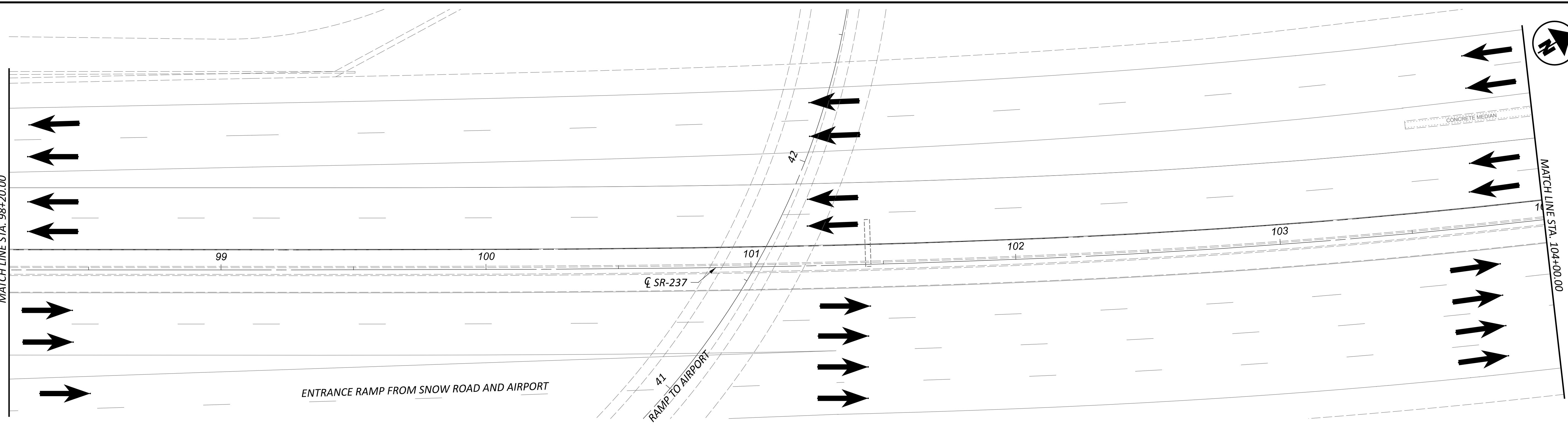
PROJECT ID
114522

SHEET	TOTAL
P.351	120

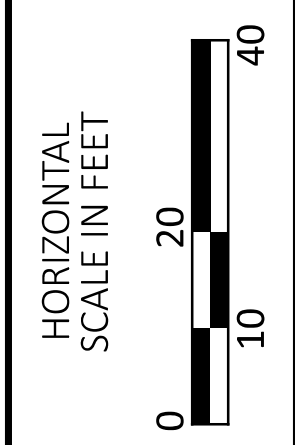
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CUY-237-06.95

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ADDENDUM	NUMBER	DATE	DESCRIPTION
3		12/11/2024	ADDED MOT SHEET



MAINTENANCE OF TRAFFIC - WINTER PHASE
STA. 92+40 TO STA. 104+00

DESIGN AGENCY



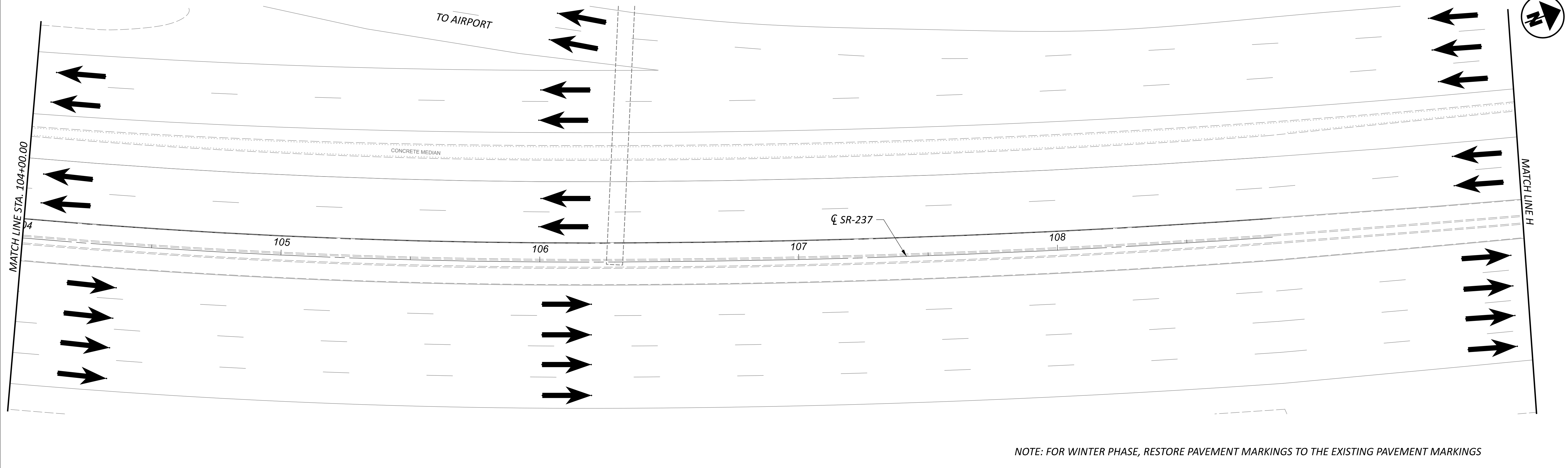
DESIGNER
TAS

REVIEWER
JMB 01-29-24

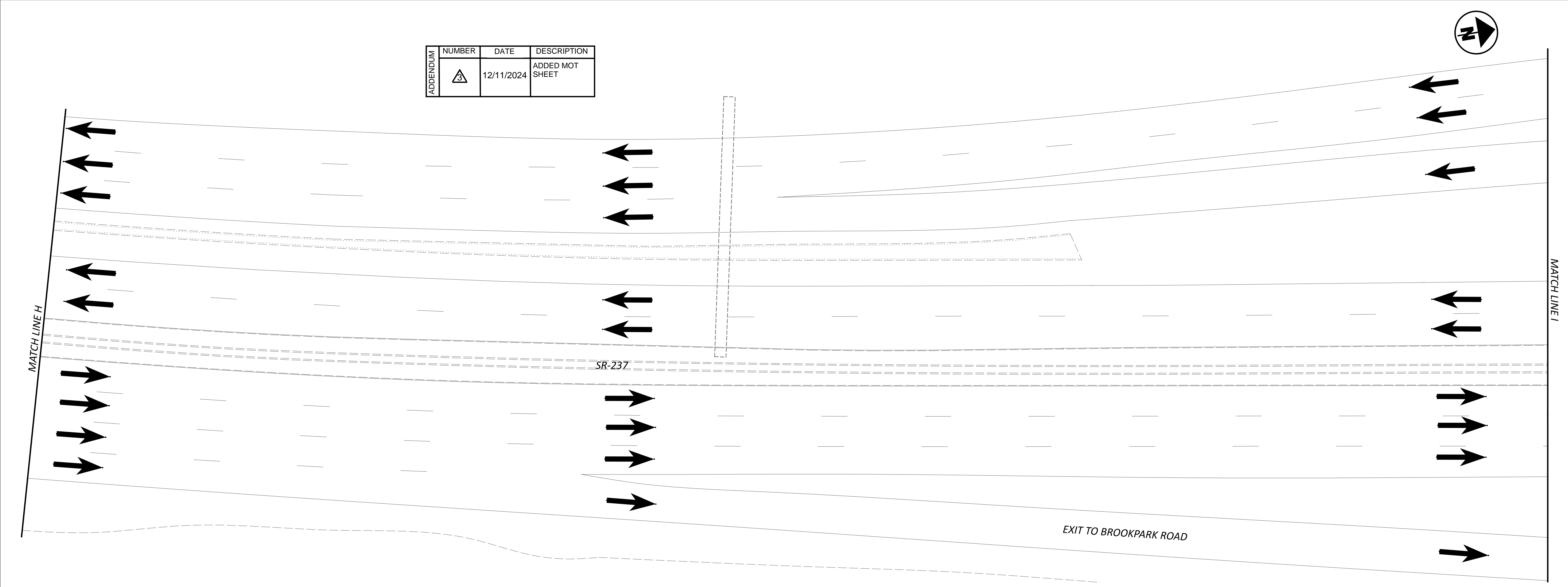
PROJECT ID
114522

SHEET TOTAL
P.351 | 120

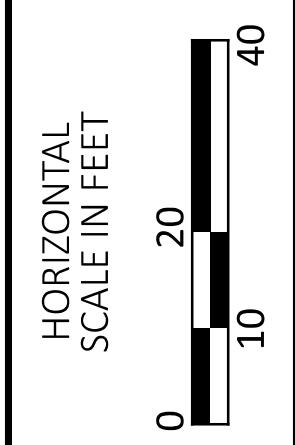
NOTE: FOR WINTER PHASE, RESTORE PAVEMENT MARKINGS TO THE EXISTING PAVEMENT MARKINGS



NOTE: FOR WINTER PHASE, RESTORE PAVEMENT MARKINGS TO THE EXISTING PAVEMENT MARKINGS



ADDENDUM	NUMBER	DATE	DESCRIPTION
	3	12/11/2024	ADDED MOT SHEET



MAINTENANCE OF TRAFFIC - WINTER PHASE
 STA. 104+00 TO STA. 108+75

DESIGN AGENCY



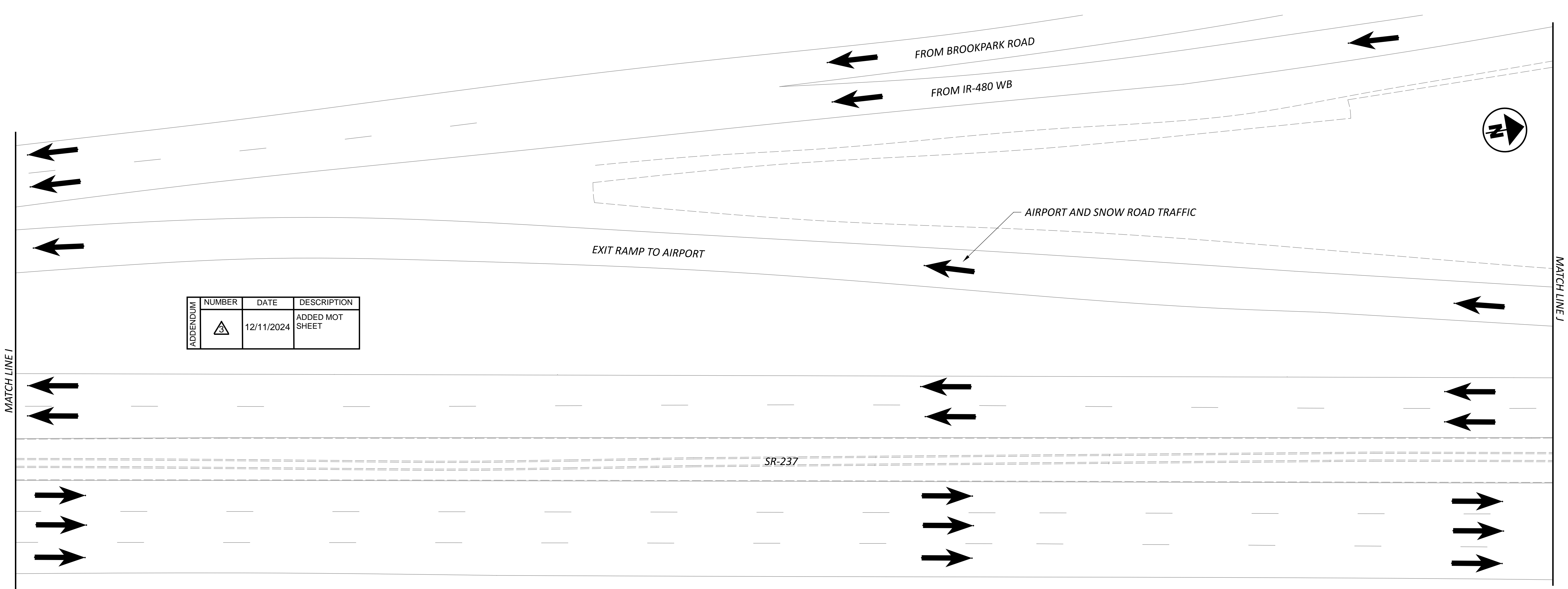
DESIGNER
TAS

REVIEWER
JMB 01-29-24

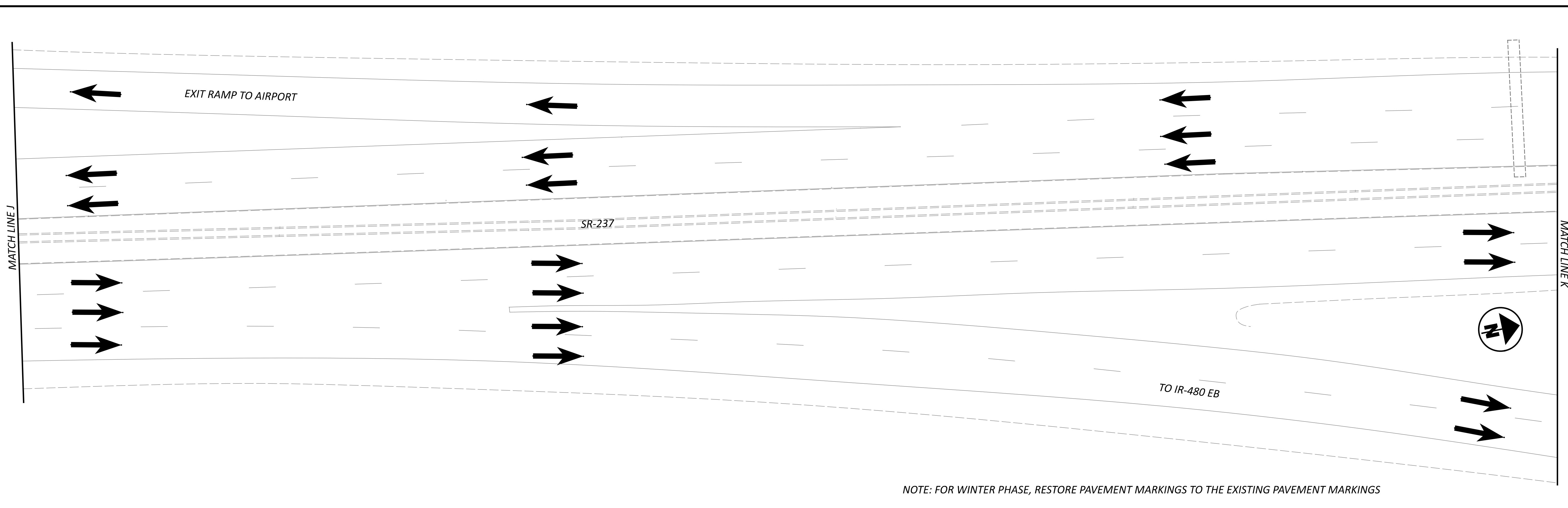
PROJECT ID
114522

SHEET TOTAL
P.35K 120

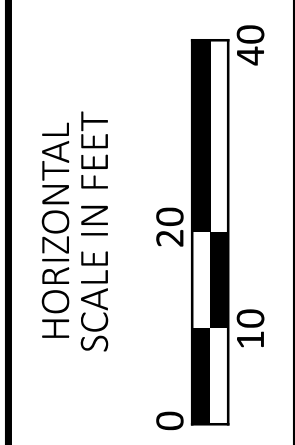
MODEL: CUY-237 MOT - Phase 1_11 PAPER SIZE: 34x22 (in.) DATE: 12/11/2024 TIME: 1:39:00 PM USER: dtroyer
pw:\patrickco-pw\benley.com\patrickco-pw-07\Documents\ODOT_CE\22277.010_CUY-237-0695\400-Engineering\MOT\Sheets\114522_MP150.dgn



APPENDIX	NUMBER	DATE	DESCRIPTION
3	12/11/2024	ADDED MOT SHEET	



NOTE: FOR WINTER PHASE, RESTORE PAVEMENT MARKINGS TO THE EXISTING PAVEMENT MARKINGS



MAINTENANCE OF TRAFFIC - WINTER PHASE

DESIGN AGENCY



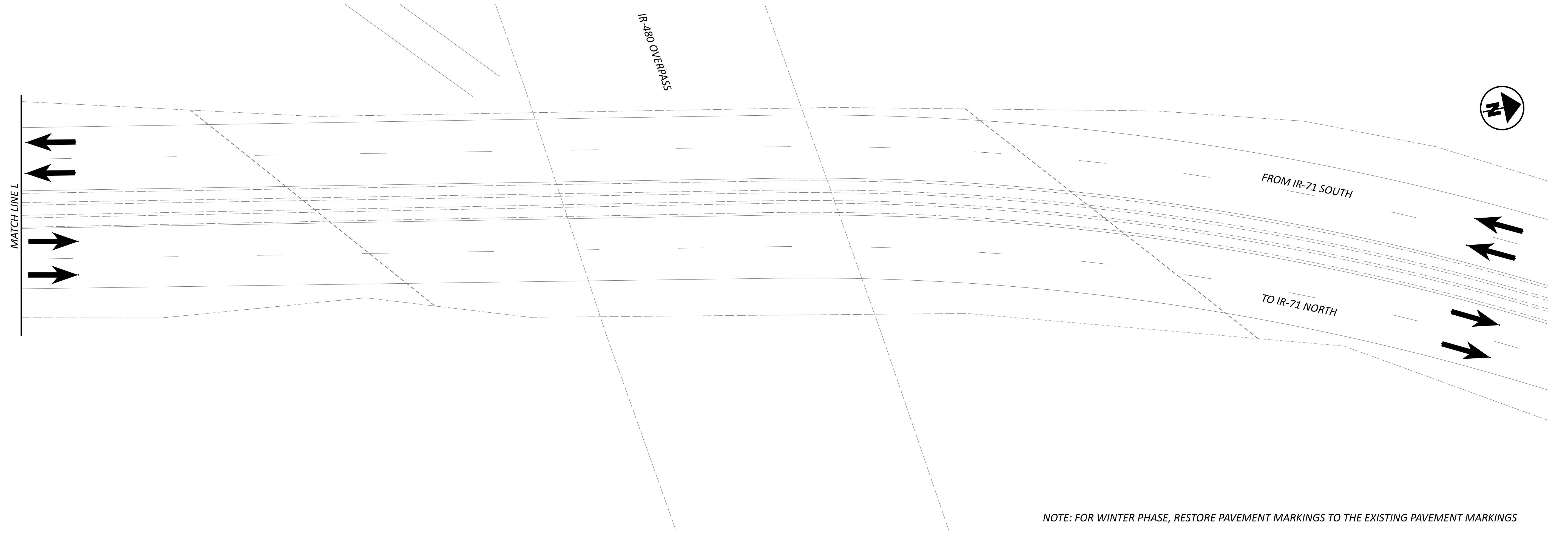
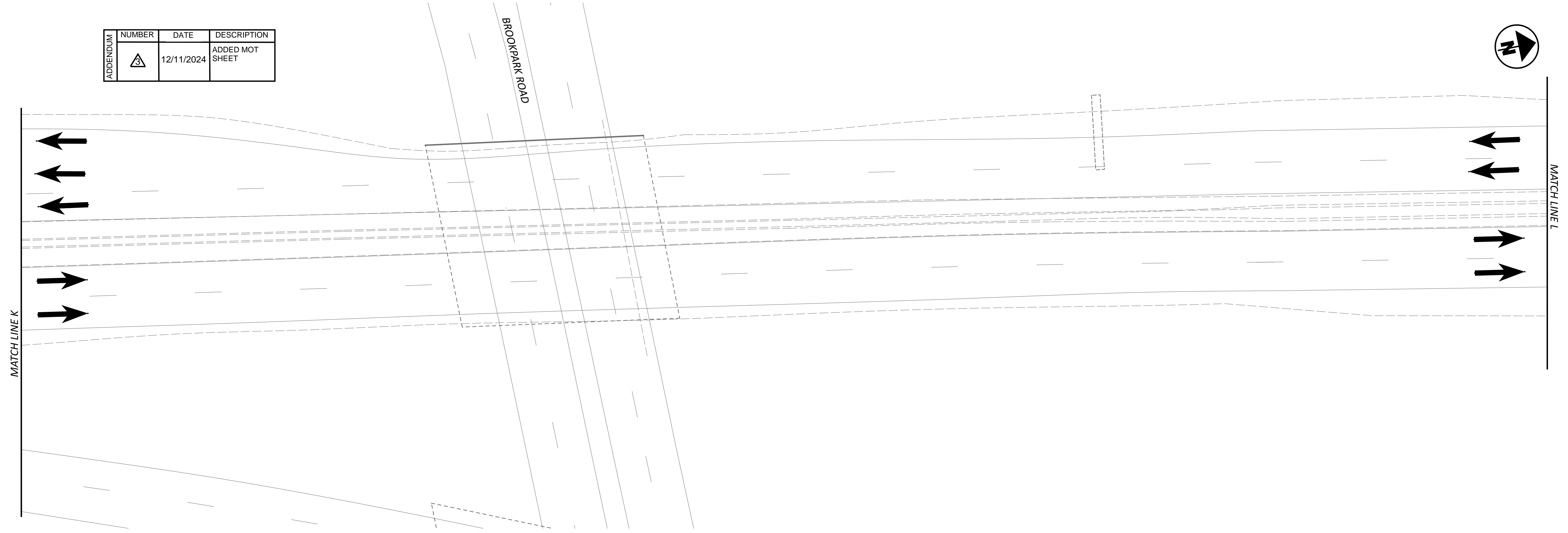
DESIGNER
TAS

REVIEWER
JMB 01-29-24

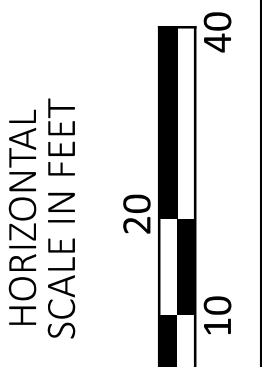
PROJECT ID
114522

SHEET TOTAL
P.35L 120

APPENDIX	NUMBER	DATE	DESCRIPTION
	3	12/11/2024	ADDED MOT SHEET



NOTE: FOR WINTER PHASE, RESTORE PAVEMENT MARKINGS TO THE EXISTING PAVEMENT MARKINGS



MAINTENANCE OF TRAFFIC - WINTER PHASE

DESIGN AGENCY

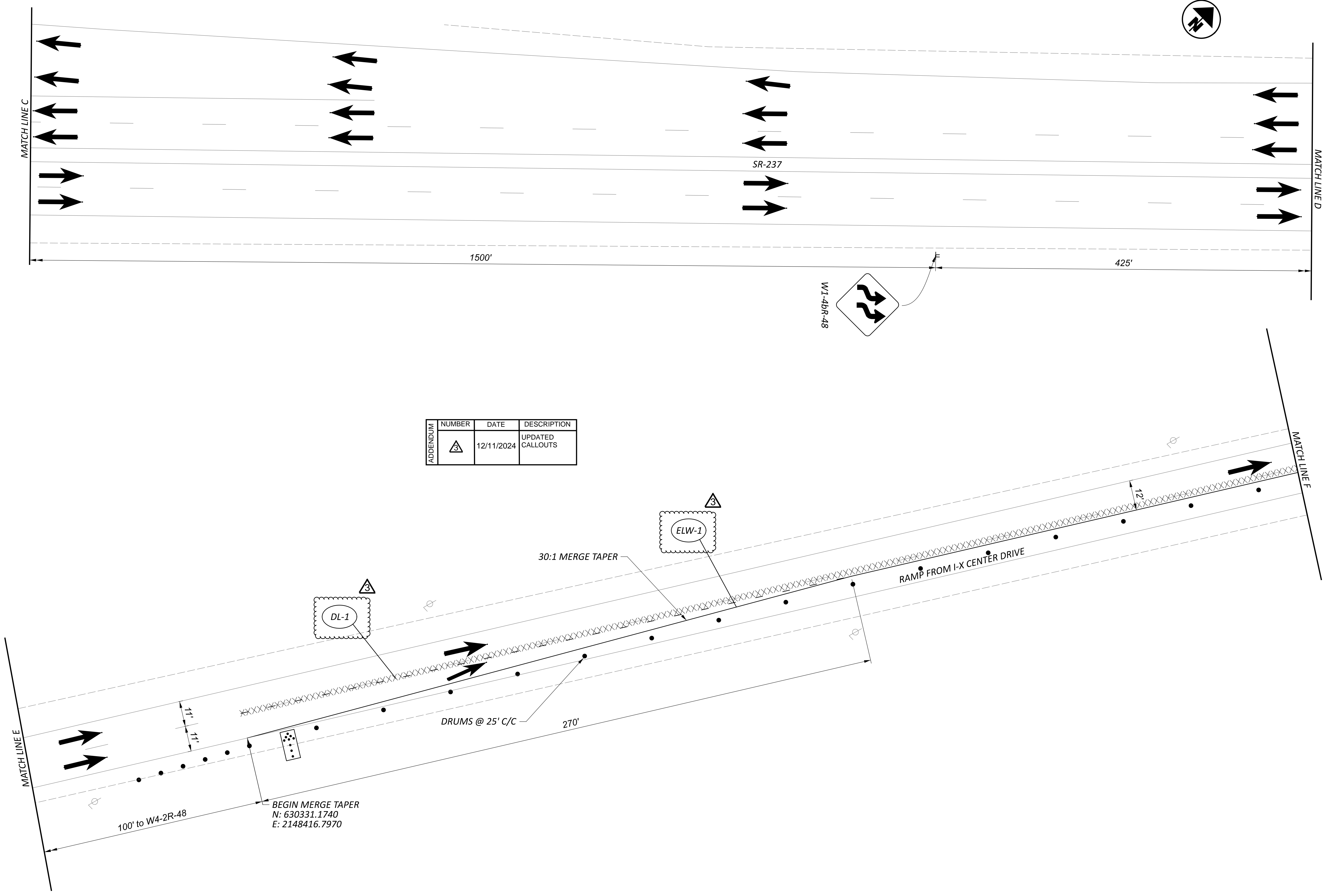


DESIGNER
TAS

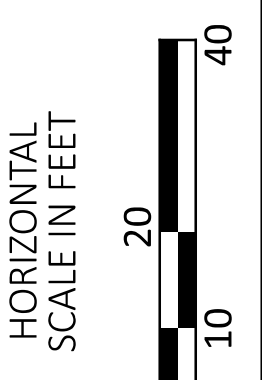
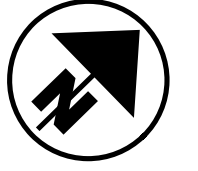
REVIEWER
JMB 01-29-24

PROJECT ID
114522

SHEET TOTAL
P.35M 120



APPENDIX	NUMBER	DATE	DESCRIPTION
	3	12/11/2024	UPDATED CALLOUTS



MAINTENANCE OF TRAFFIC - PHASE 2

DESIGN AGENCY

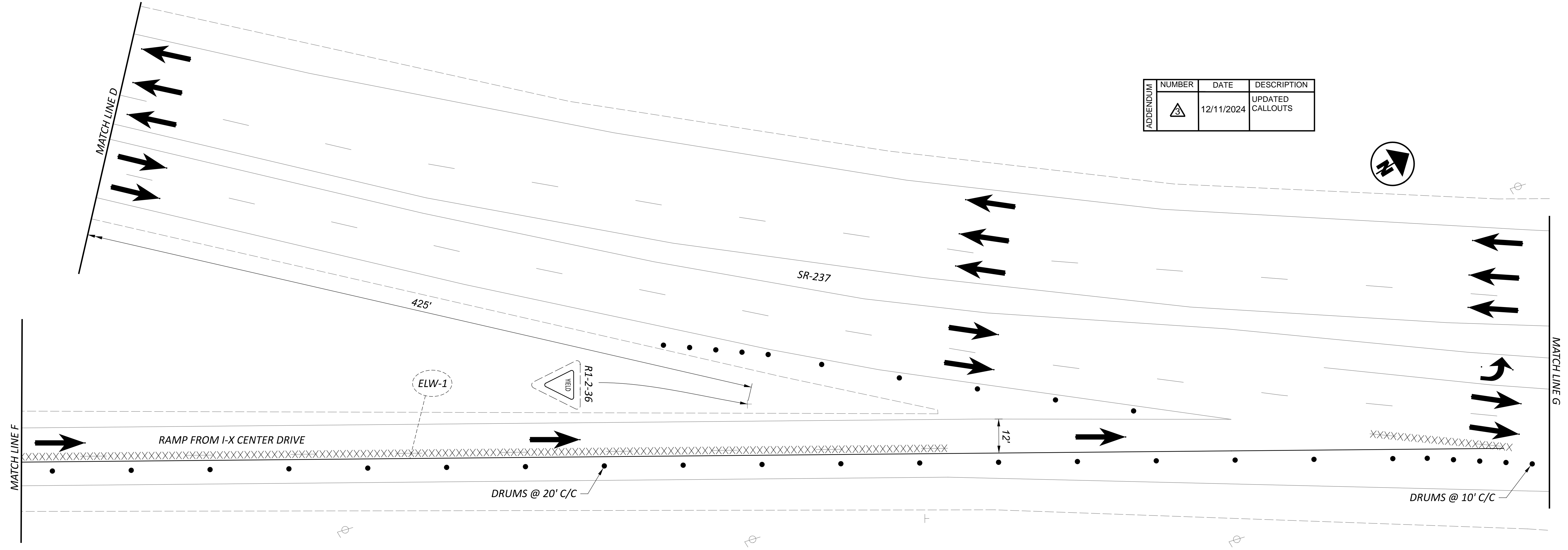


DESIGNER
TAS

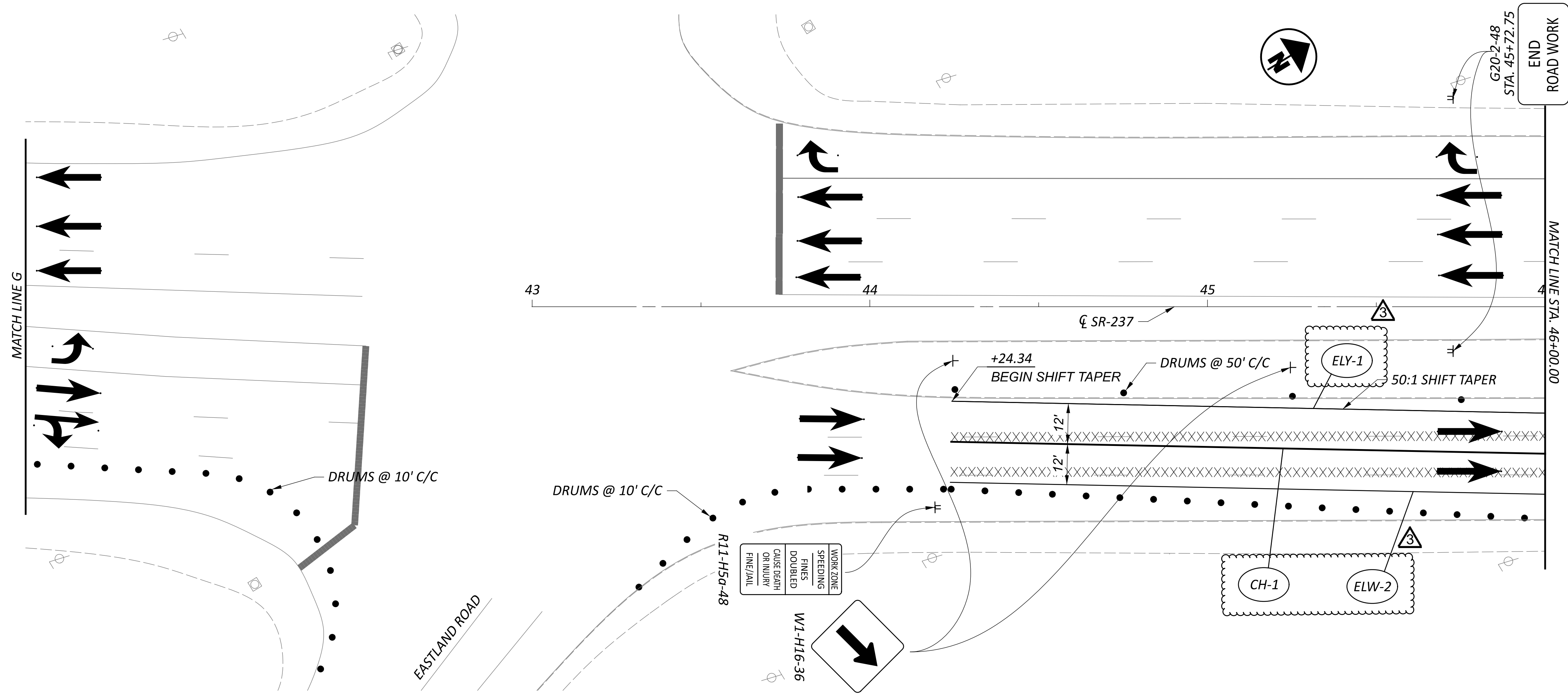
REVIEWER
JMB 01-29-24

PROJECT ID
114522

SHEET TOTAL
P. 38 | 120



ADDENDUM	NUMBER	DATE	DESCRIPTION
	3	12/11/2024	UPDATED CALLOUTS



MAINTENANCE OF TRAFFIC - PHASE 2
 STA. 35+50 TO STA. 46+00

DESIGN AGENCY

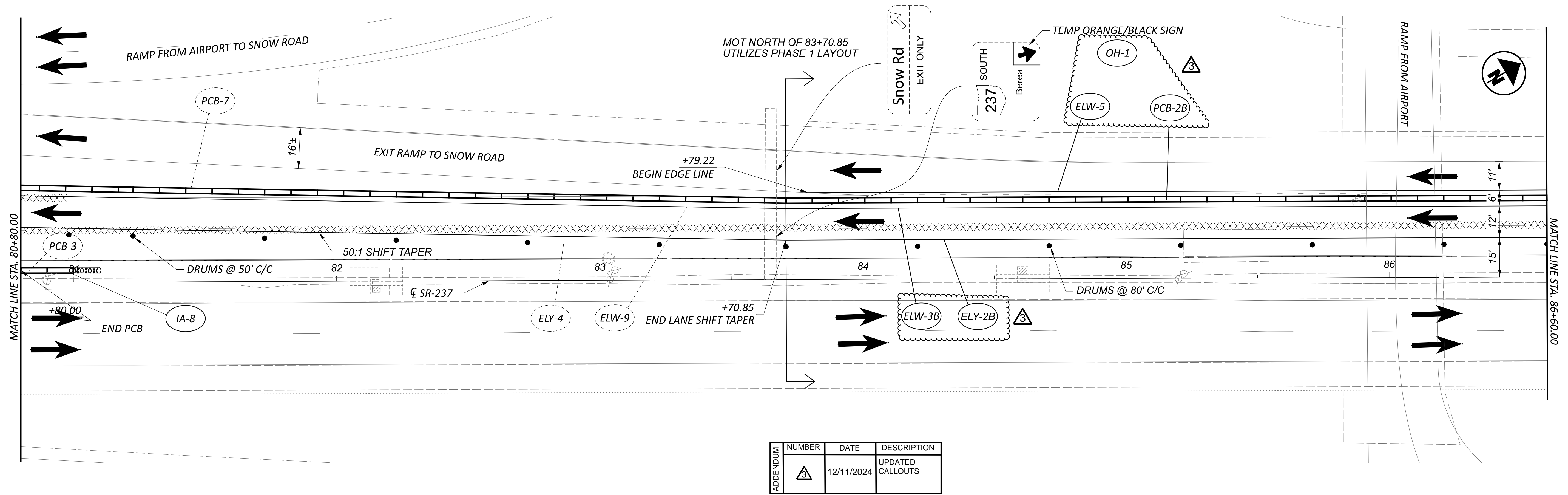


DESIGNER
 TAS

REVIEWER
 JMB 01-29-24

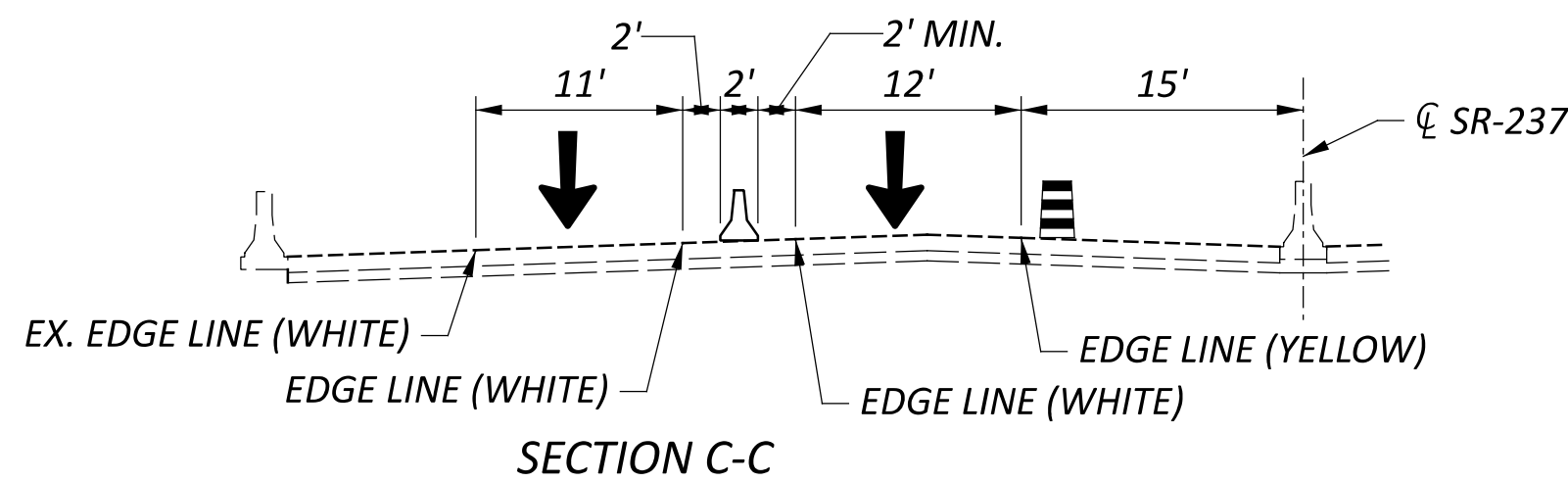
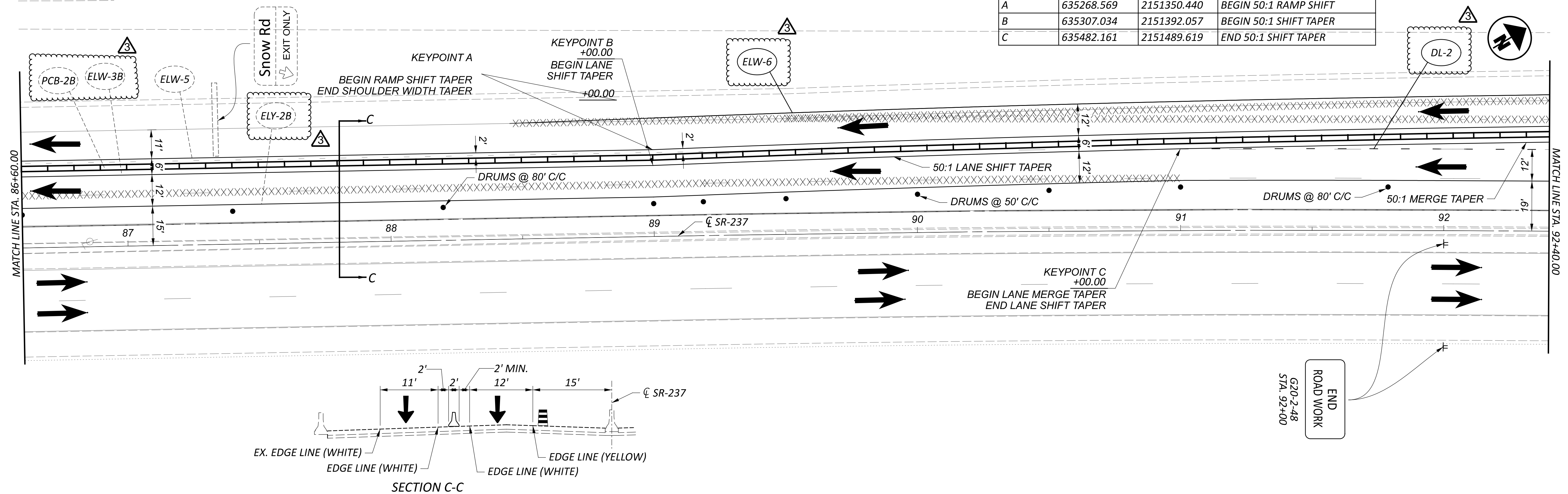
PROJECT ID
 114522

SHEET TOTAL
 P. 39 120

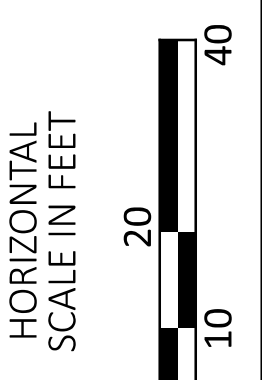


ADDENDUM	NUMBER	DATE	DESCRIPTION
▲		12/11/2024	UPDATED CALLOUTS

KEYPOINT	NORTHING	EASTING	DESCRIPTION
A	635268.569	2151350.440	BEGIN 50:1 RAMP SHIFT
B	635307.034	2151392.057	BEGIN 50:1 SHIFT TAPER
C	635482.161	2151489.619	END 50:1 SHIFT TAPER



G20-2-48
 STA. 92+00
 END ROAD WORK

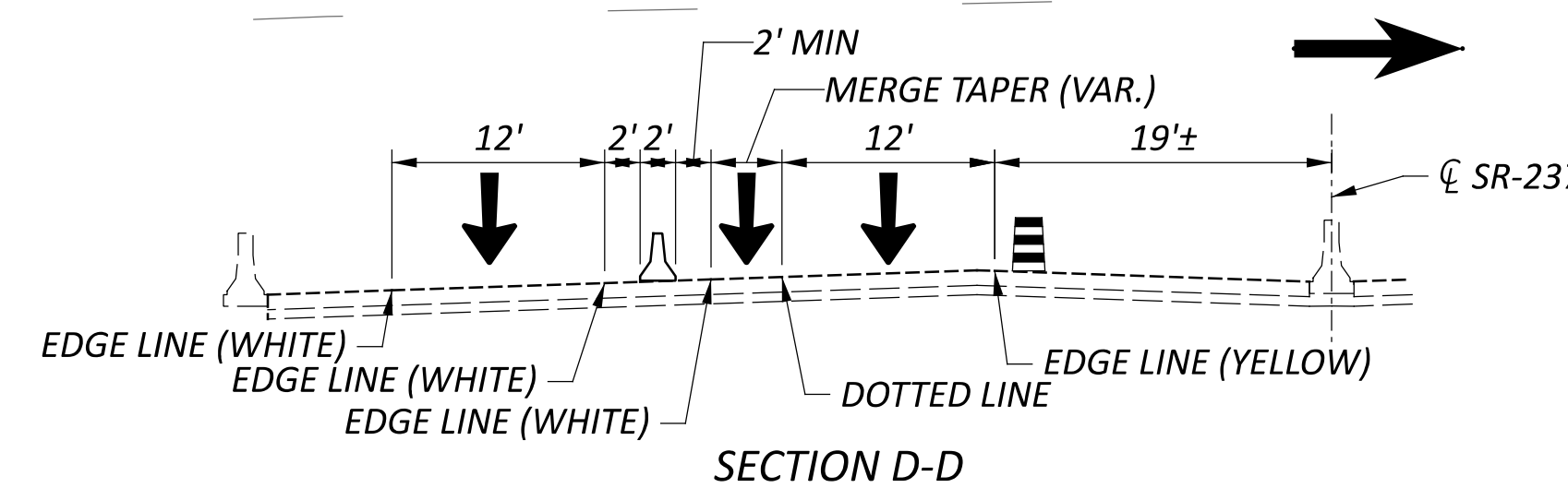
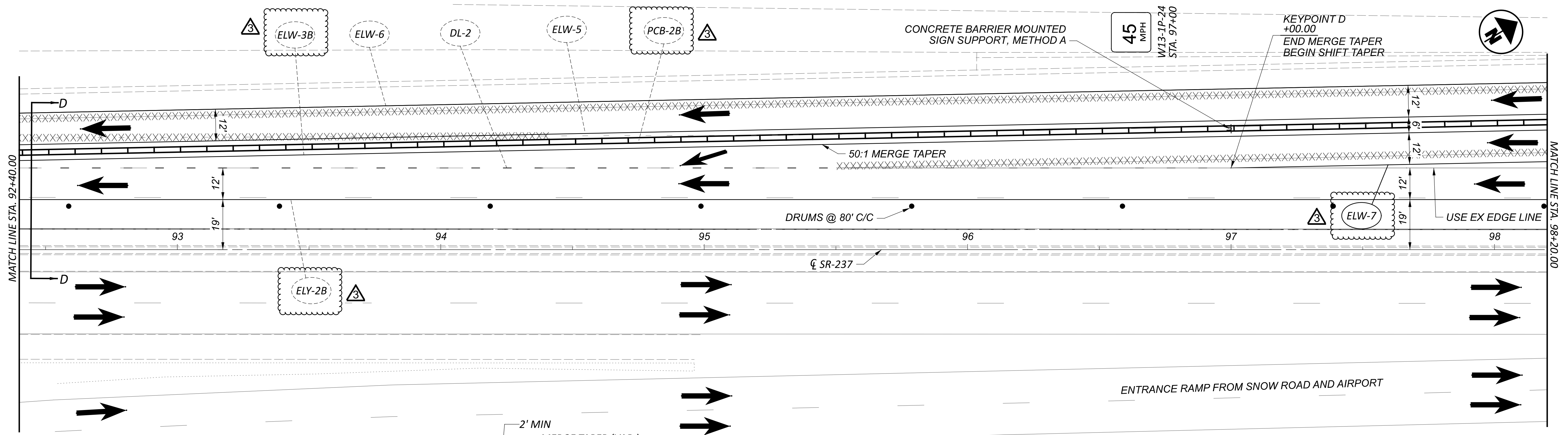


MAINTENANCE OF TRAFFIC - PHASE 2
 STA. 80+80 TO STA. 92+40

DESIGN AGENCY

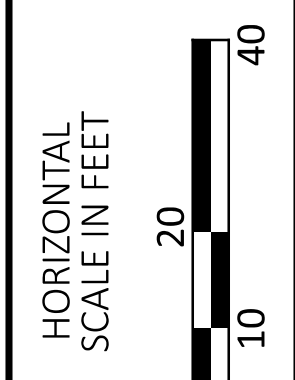
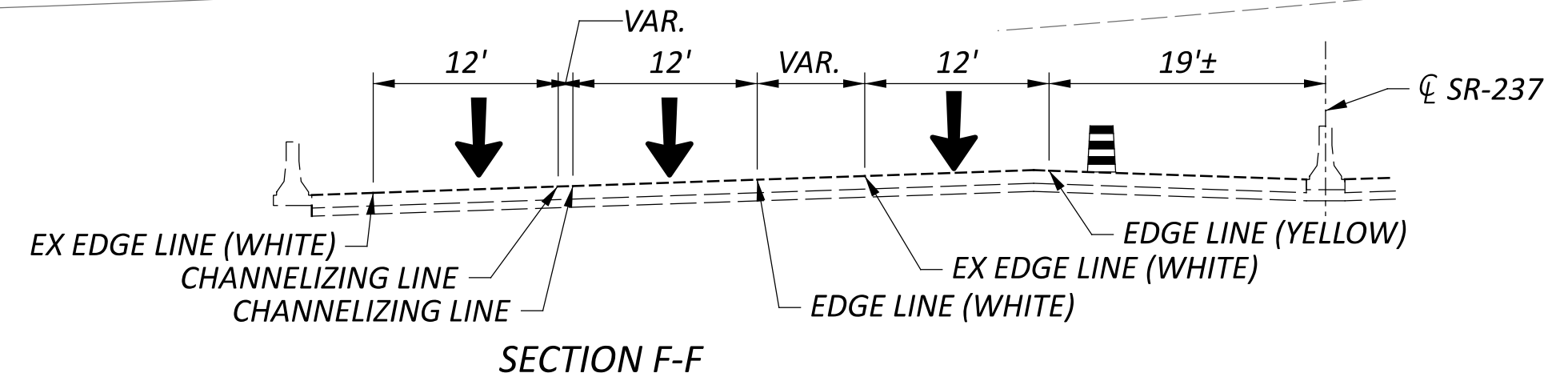
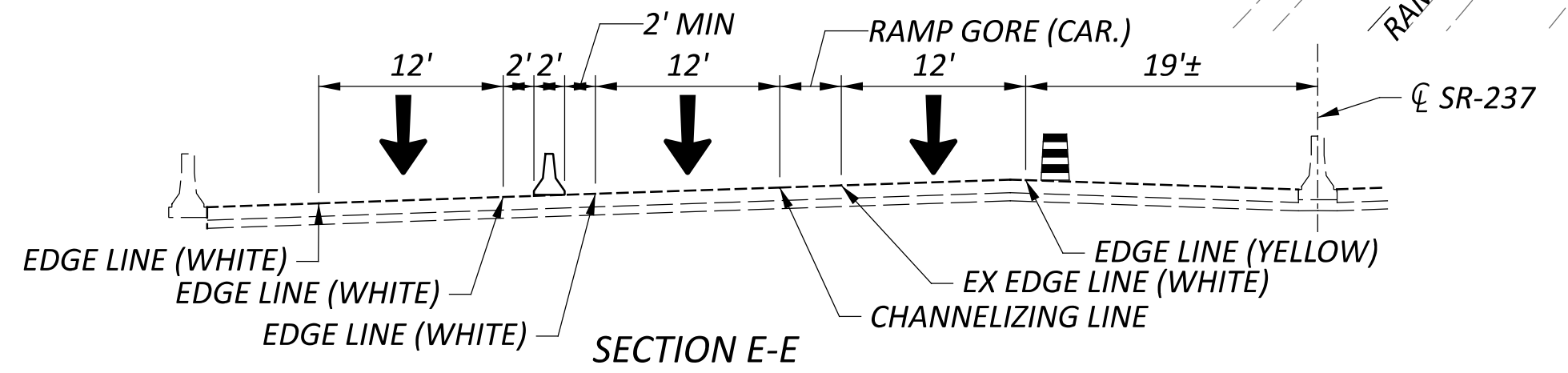
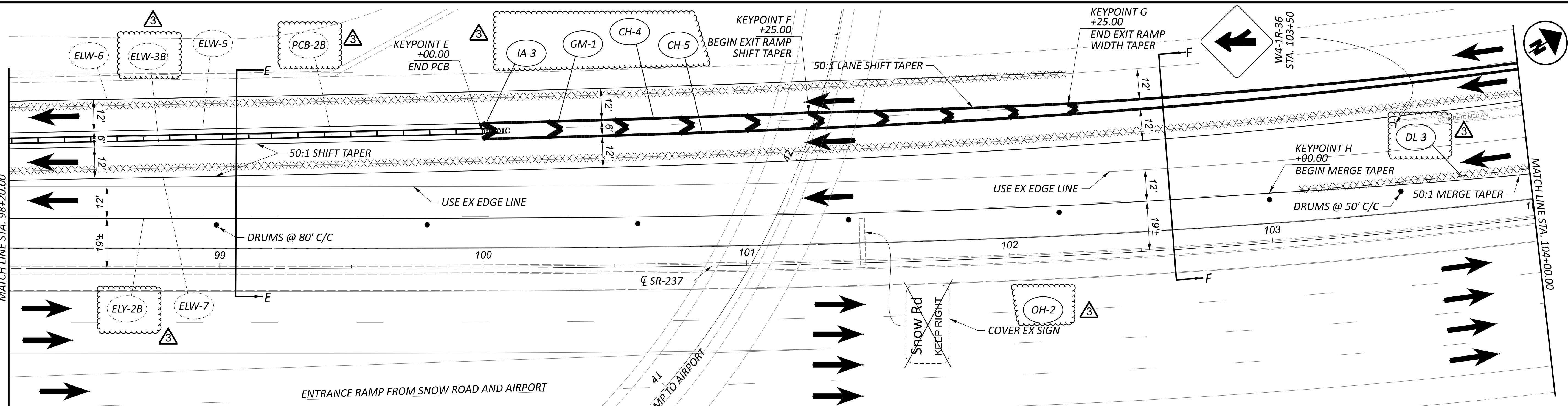


DESIGNER
 TAS
 REVIEWER
 JMB 01-29-24
 PROJECT ID
 114522
 SHEET TOTAL
 P. 43 | 120



ADDENDUM	NUMBER	DATE	DESCRIPTION
3		12/11/2024	UPDATED CALLOUTS

KEYPOINT	NORTHING	EASTING	DESCRIPTION
D	635995.772	2151800.288	END 50:1 MERGE TAPER
E	636263.071	2151937.548	END PCB/ATTENUATOR
F	636372.703	2151995.819	BEGIN EXIT RAMP WIDTH TAPER
G	636458.668	2152043.921	END EXIT RAMP WIDTH TAPER
H	636506.285	2152112.437	BEGIN MERGE TAPER



MAINTENANCE OF TRAFFIC - PHASE 2
 STA. 92+40 TO STA. 104+00

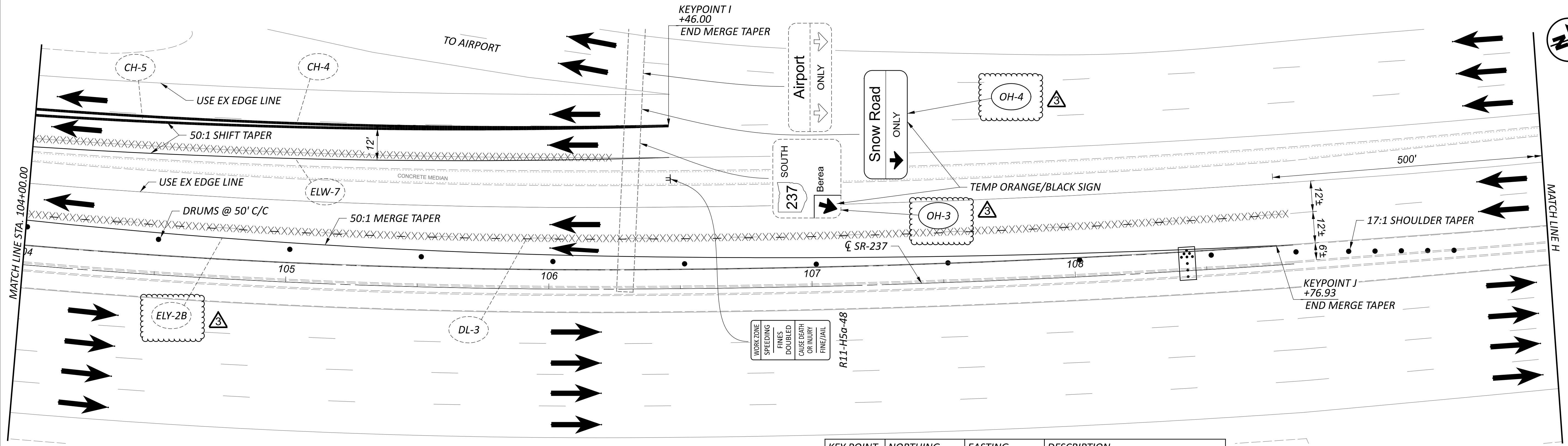
DESIGN AGENCY
PATRICK

DESIGNER
 TAS

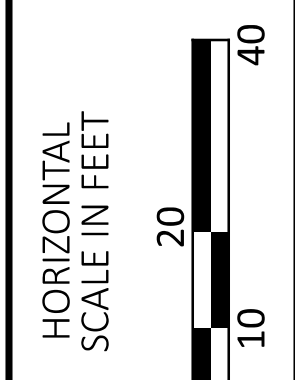
REVIEWER
 JMB 01-29-24

PROJECT ID
 114522

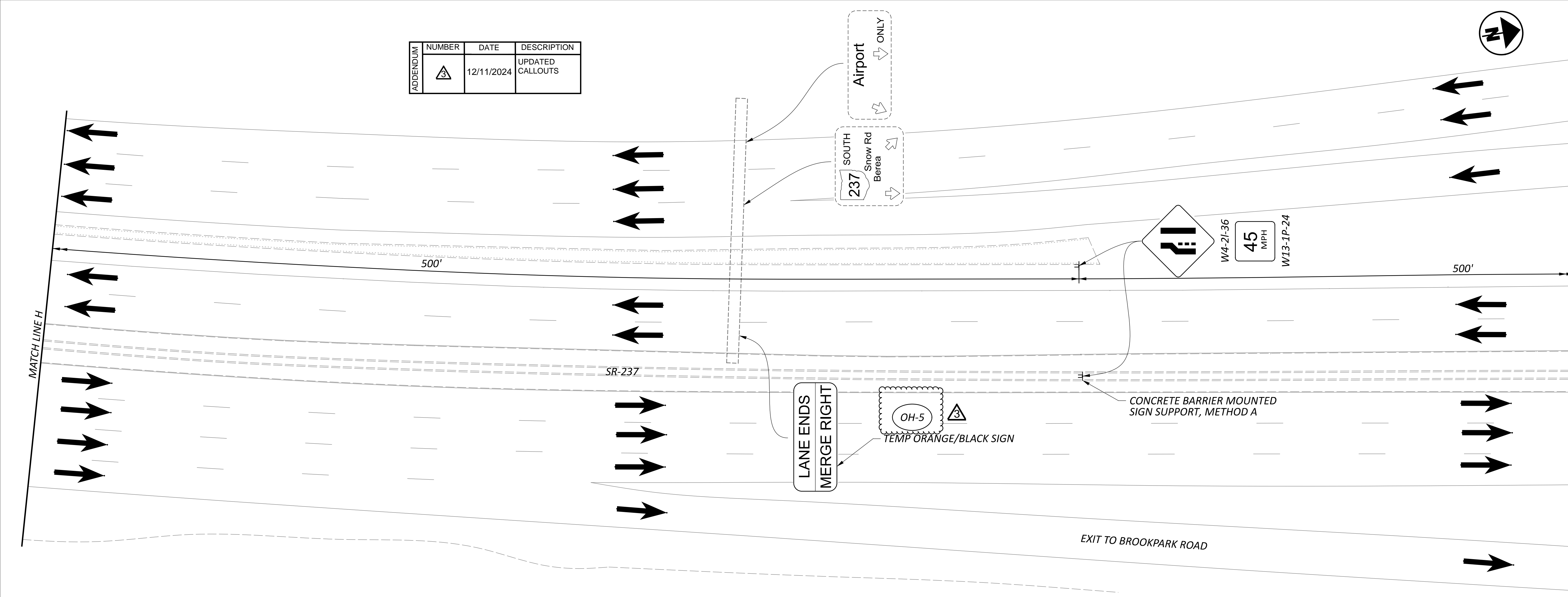
SHEET TOTAL
 P. 44 | 120



KEY POINT	NORTHING	EASTING	DESCRIPTION
I	636836.223	2152206.420	END ENTRANCE RAMP MERGE TAPER
J	637037.912	2152327.375	END MERGE TAPER



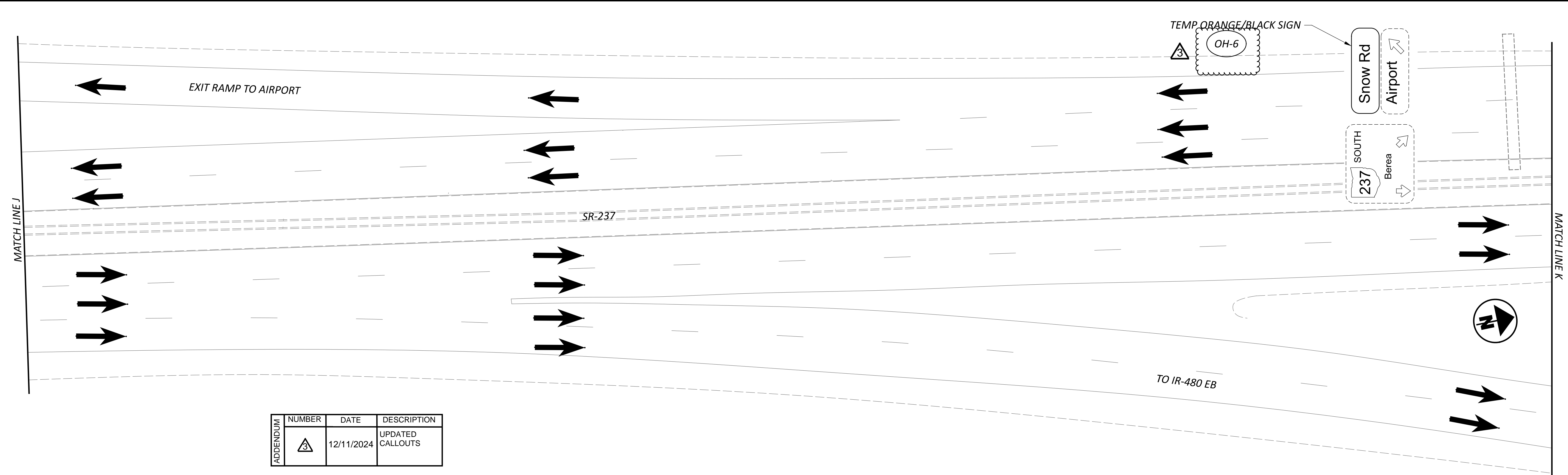
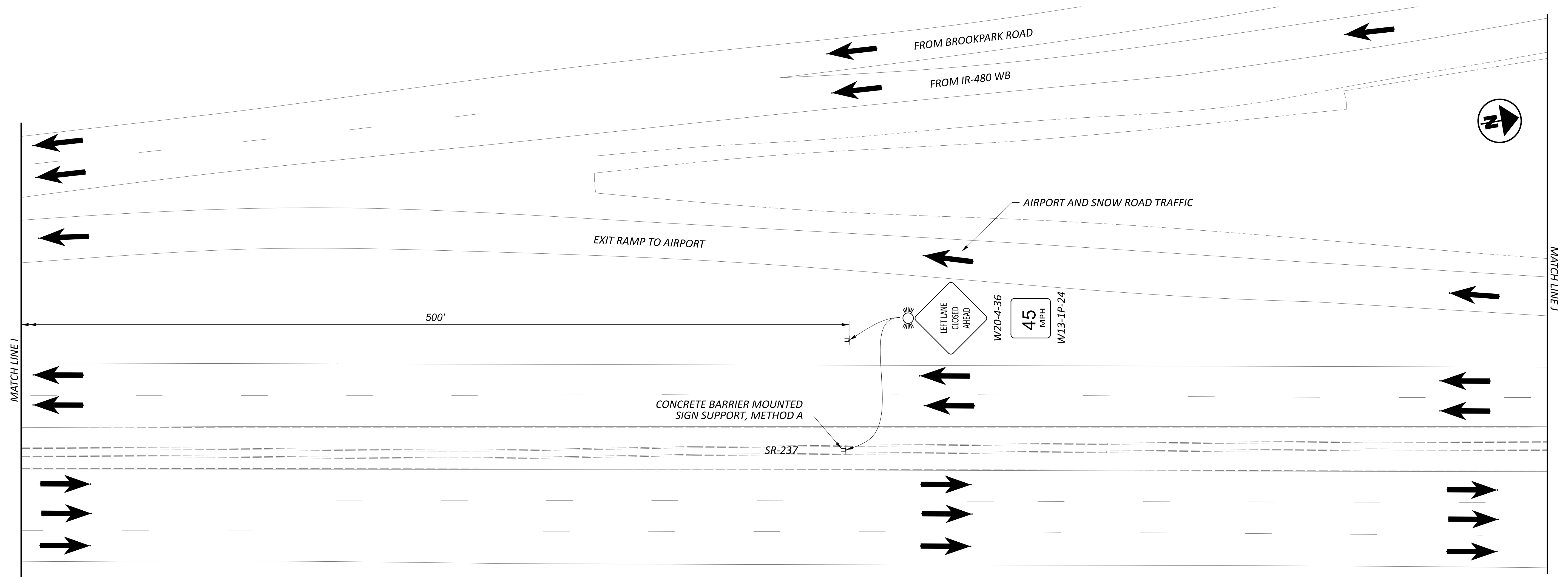
MAINTENANCE OF TRAFFIC - PHASE 2
 STA. 104+00 TO STA. 108+75



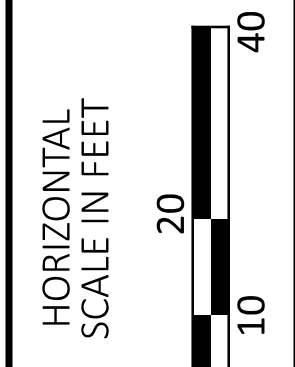
ADDENDUM	NUMBER	DATE	DESCRIPTION
	3	12/11/2024	UPDATED CALLOUTS

DESIGN AGENCY

 DESIGNER
 TAS
 REVIEWER
 JMB 01-29-24
 PROJECT ID
 114522
 SHEET TOTAL
 P. 45 | 120



ADDENDUM	NUMBER	DATE	DESCRIPTION
	3	12/11/2024	UPDATED CALLOUTS



MAINTENANCE OF TRAFFIC - PHASE 2

DESIGN AGENCY

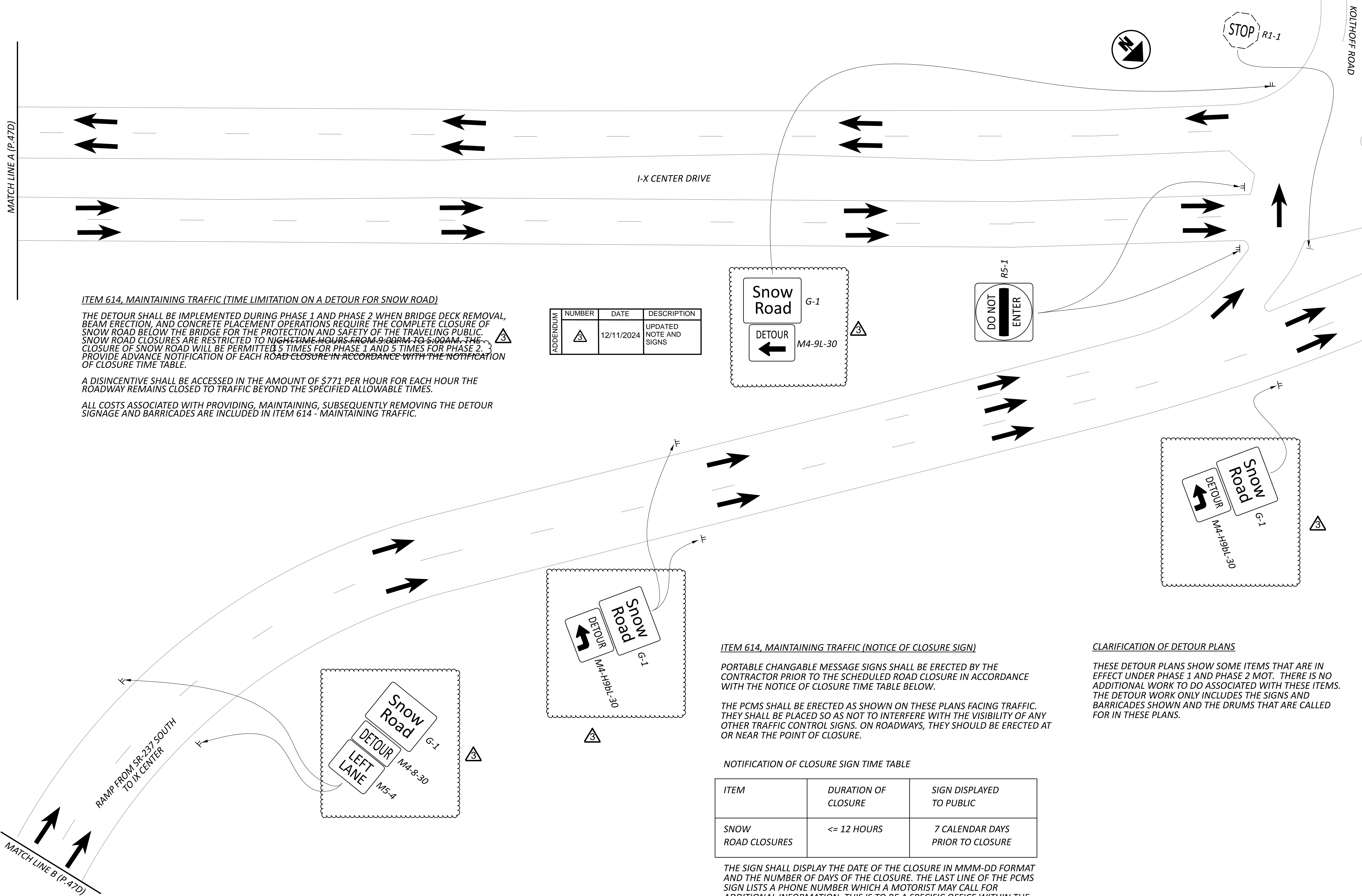


DESIGNER
TAS

REVIEWER
JMB 01-29-24

PROJECT ID
114522

SHEET TOTAL
P. 46 | 120



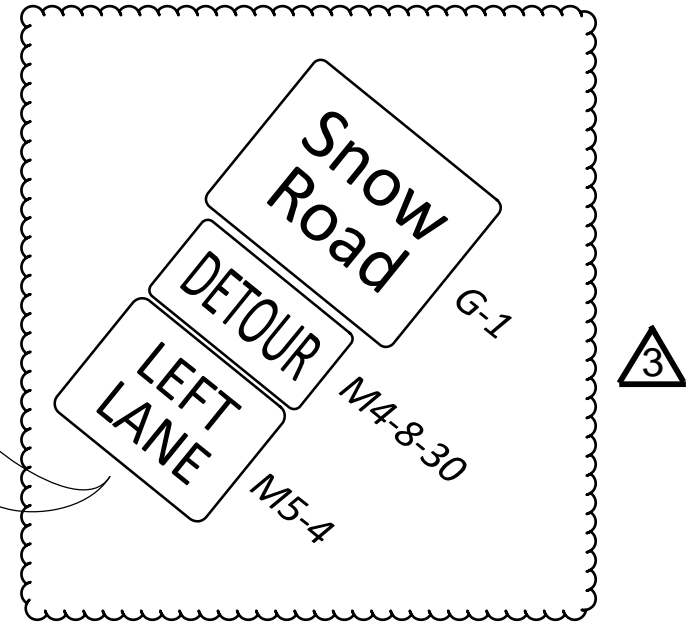
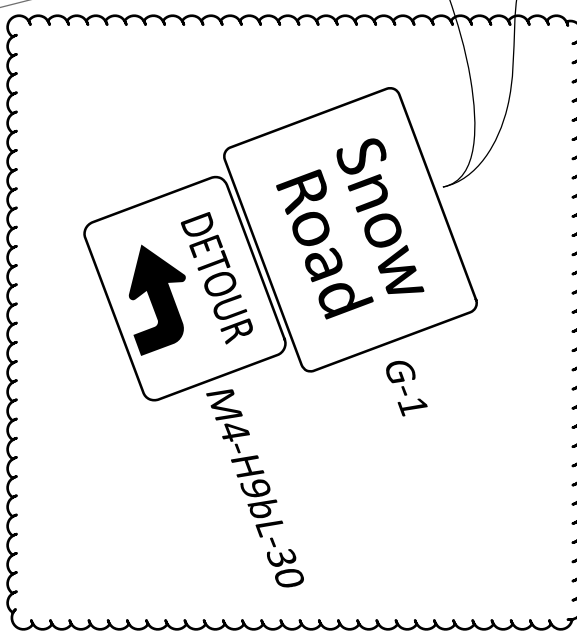
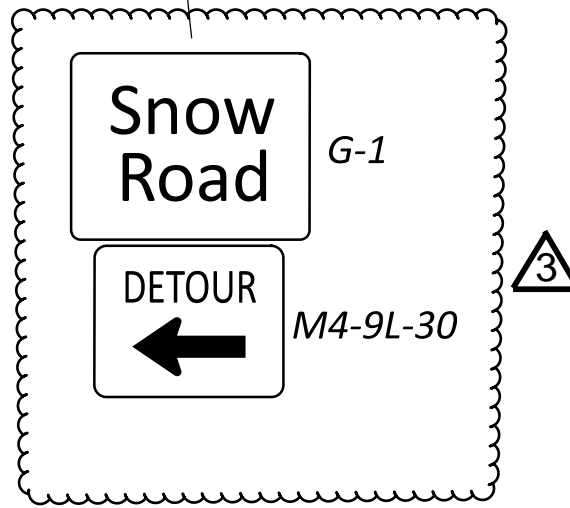
ITEM 614, MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR FOR SNOW ROAD)

THE DETOUR SHALL BE IMPLEMENTED DURING PHASE 1 AND PHASE 2 WHEN BRIDGE DECK REMOVAL, BEAM ERECTION, AND CONCRETE PLACEMENT OPERATIONS REQUIRE THE COMPLETE CLOSURE OF SNOW ROAD BELOW THE BRIDGE FOR THE PROTECTION AND SAFETY OF THE TRAVELING PUBLIC. SNOW ROAD CLOSURES ARE RESTRICTED TO NIGHTTIME HOURS FROM 9:00PM TO 5:00AM. THE CLOSURE OF SNOW ROAD WILL BE PERMITTED 5 TIMES FOR PHASE 1 AND 5 TIMES FOR PHASE 2. PROVIDE ADVANCE NOTIFICATION OF EACH ROAD CLOSURE IN ACCORDANCE WITH THE NOTIFICATION OF CLOSURE TIME TABLE.

A DISINCENTIVE SHALL BE ACCESSED IN THE AMOUNT OF \$771 PER HOUR FOR EACH HOUR THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED ALLOWABLE TIMES.

ALL COSTS ASSOCIATED WITH PROVIDING, MAINTAINING, SUBSEQUENTLY REMOVING THE DETOUR SIGNAGE AND BARRICADES ARE INCLUDED IN ITEM 614 - MAINTAINING TRAFFIC.

ADDENDUM	NUMBER	DATE	DESCRIPTION
3		12/11/2024	UPDATED NOTE AND SIGNS



ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

PORTABLE CHANGABLE MESSAGE SIGNS SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

THE PCMS SHALL BE ERECTED AS SHOWN ON THESE PLANS 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.

NOTIFICATION OF CLOSURE SIGN TIME TABLE

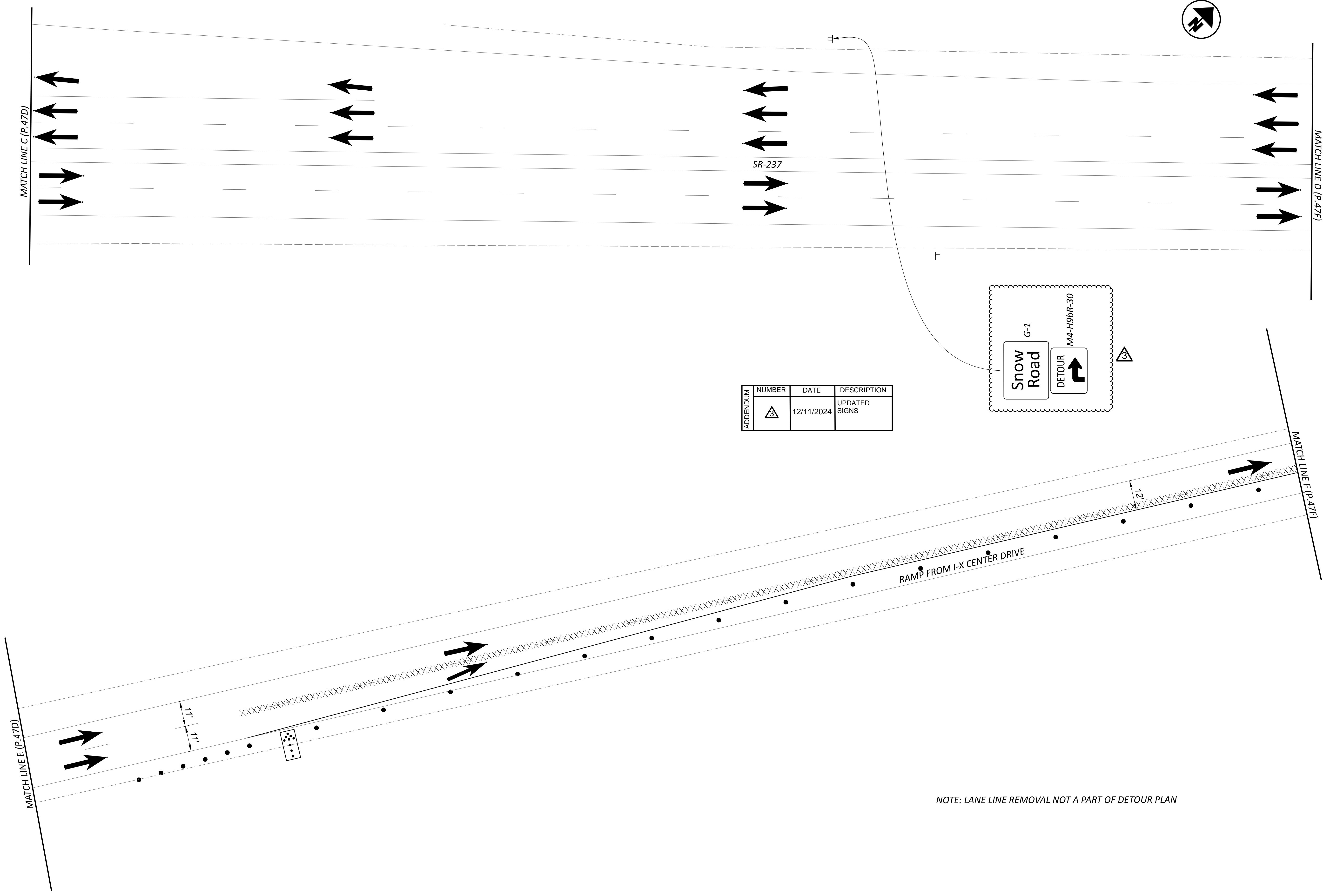
ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
SNOW ROAD CLOSURES	<= 12 HOURS	7 CALENDAR DAYS PRIOR TO CLOSURE

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 PCMS 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.

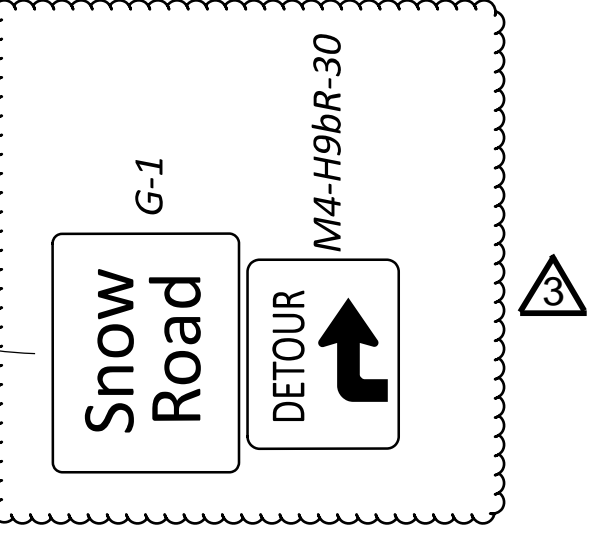
CLARIFICATION OF DETOUR PLANS

THESE DETOUR PLANS SHOW SOME ITEMS THAT ARE IN EFFECT UNDER PHASE 1 AND PHASE 2 MOT. THERE IS NO ADDITIONAL WORK TO DO ASSOCIATED WITH THESE ITEMS. THE DETOUR WORK ONLY INCLUDES THE SIGNS AND BARRICADES SHOWN AND THE DRUMS THAT ARE CALLED FOR IN THESE PLANS.

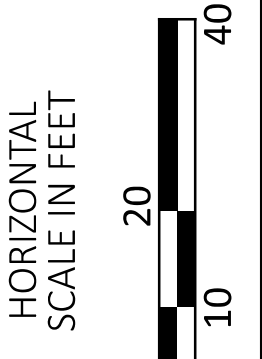




ADDENDUM	NUMBER	DATE	DESCRIPTION
	3	12/11/2024	UPDATED SIGNS



NOTE: LANE LINE REMOVAL NOT A PART OF DETOUR PLAN



DETOUR - SNOW ROAD CLOSURE

DESIGN AGENCY



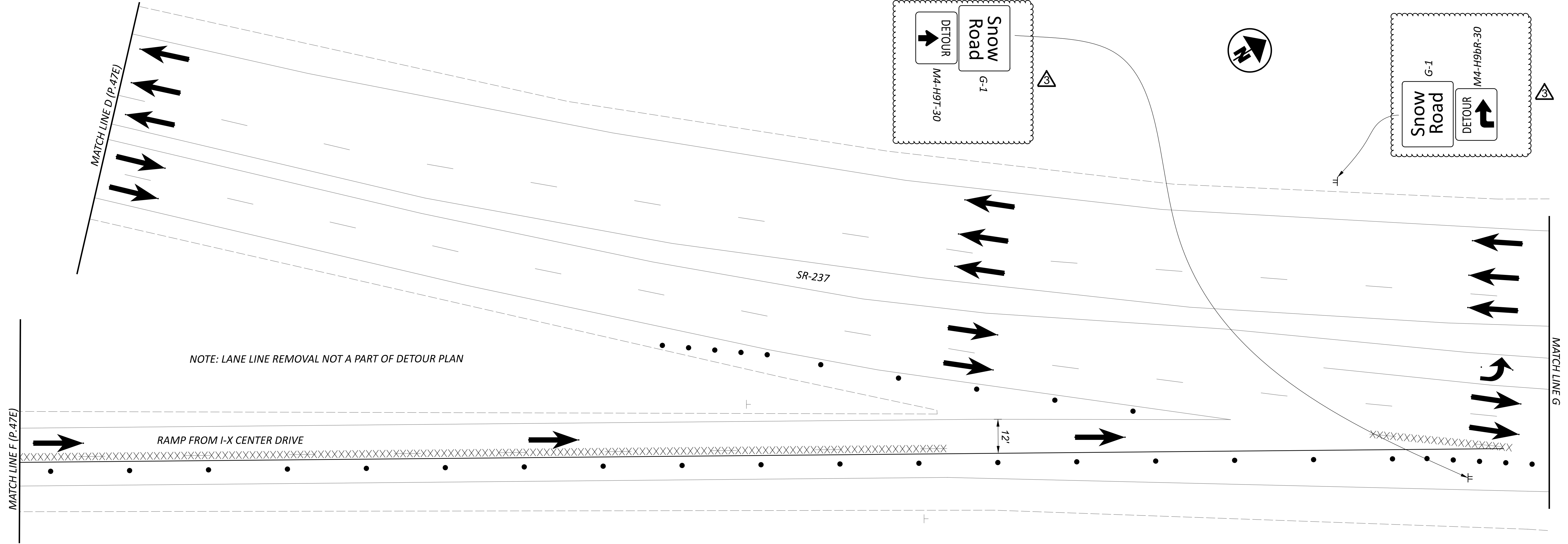
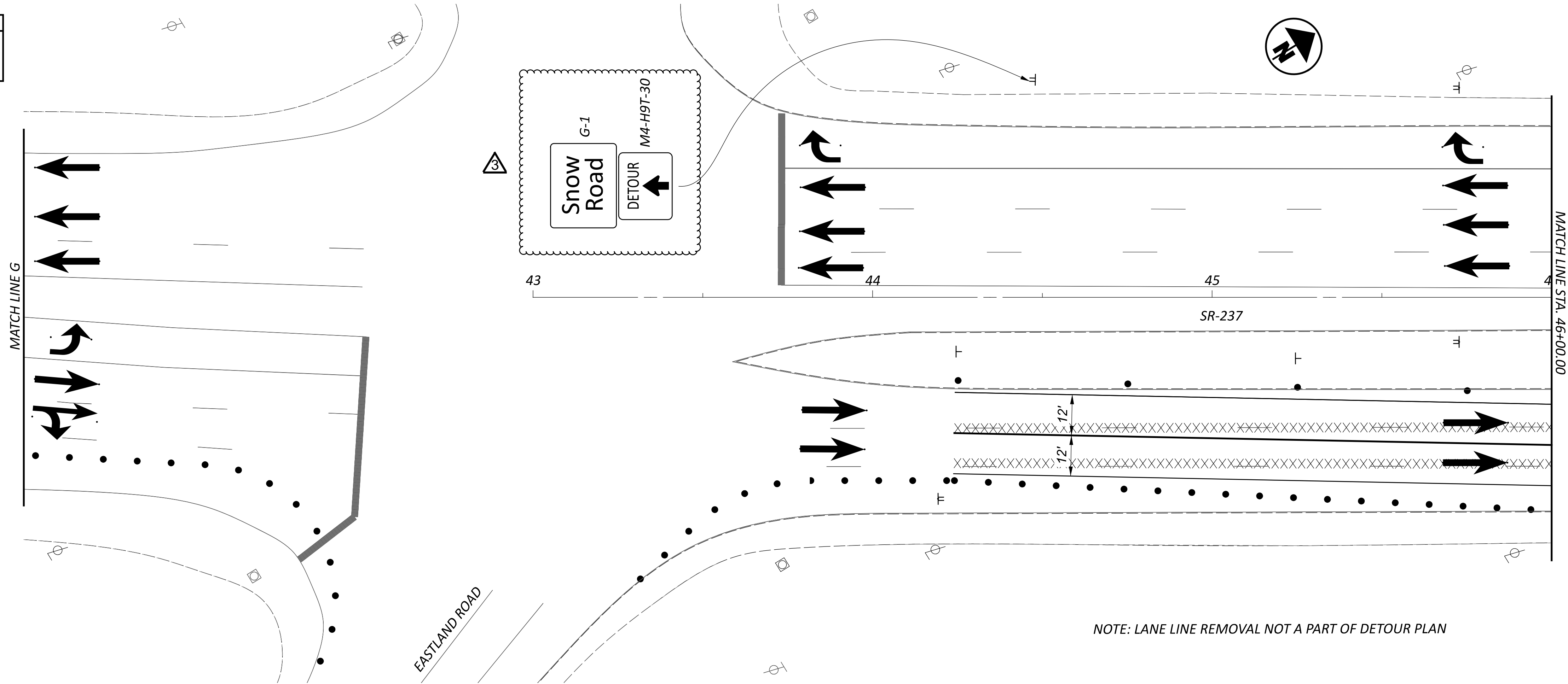
DESIGNER
TAS

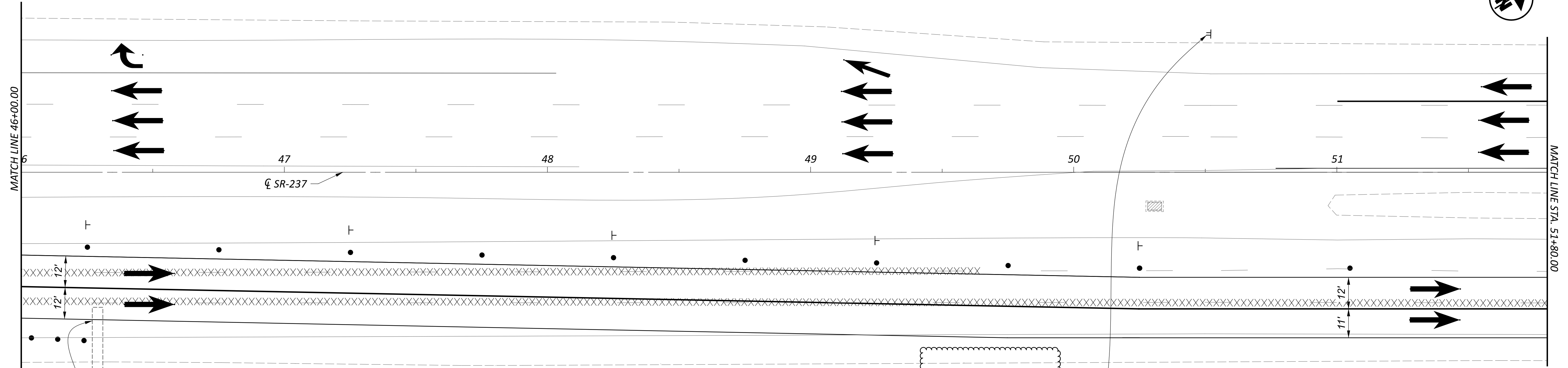
REVIEWER
JMB 01-29-24

PROJECT ID
114522

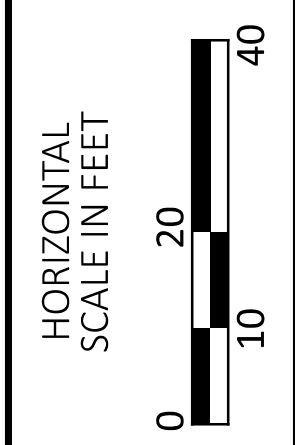
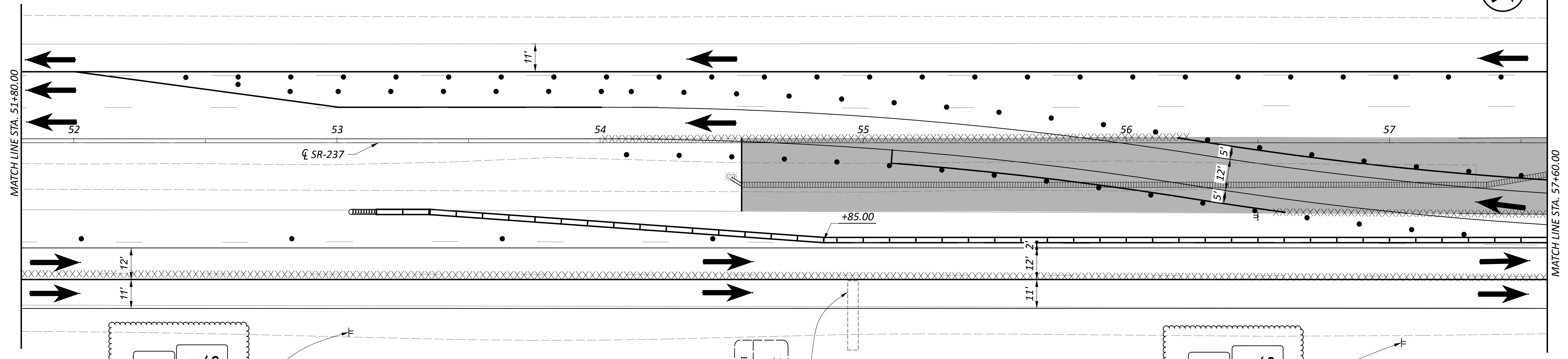
SHEET TOTAL
P.47E 120

APPENDIX	NUMBER	DATE	DESCRIPTION
3		12/11/2024	UPDATED SIGNS





APPENDIX	NUMBER	DATE	DESCRIPTION
3		12/11/2024	UPDATED SIGNS



DETOUR - SNOW ROAD CLOSURE
 STA. 46+00 TO STA. 57+60

DESIGN AGENCY



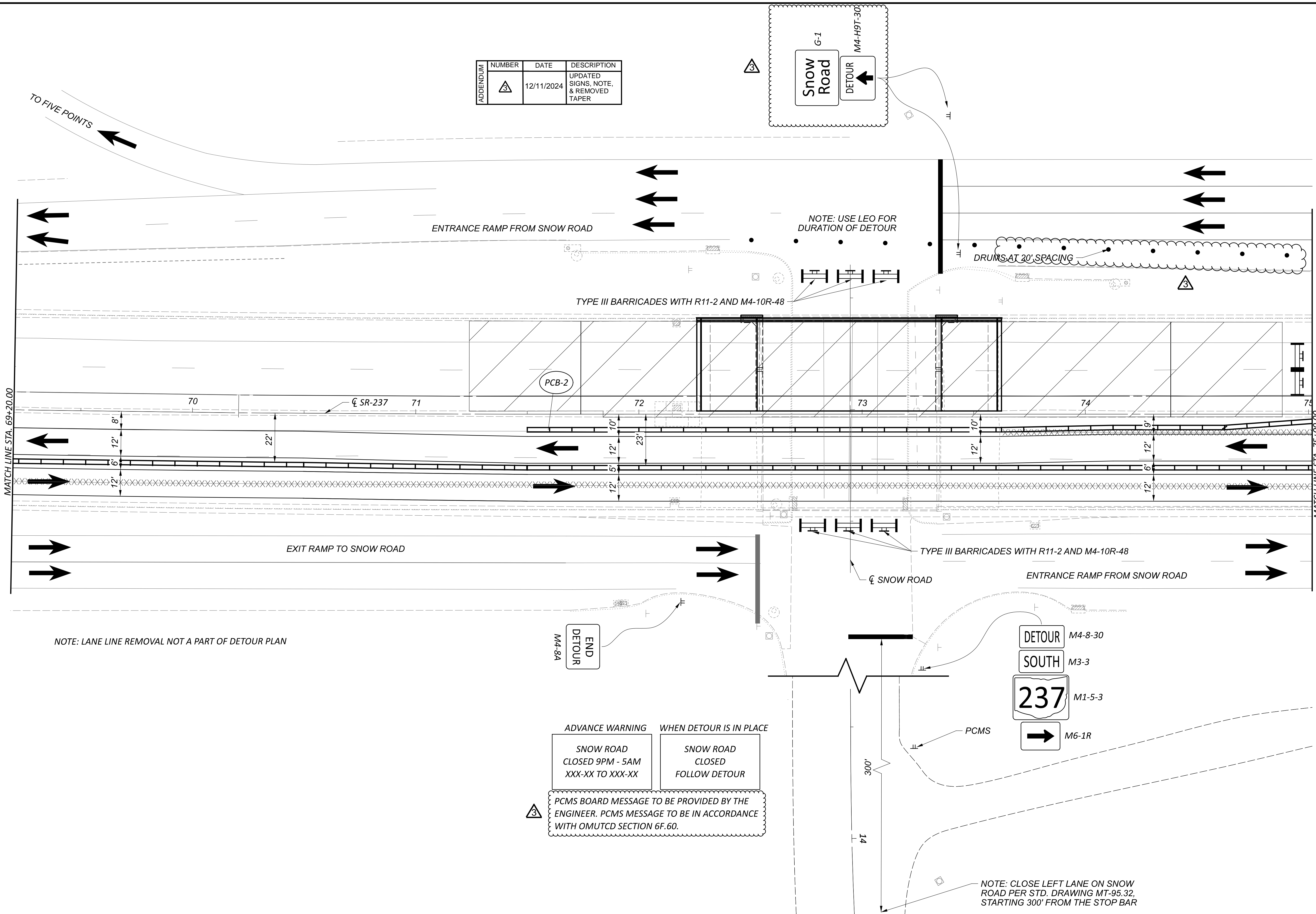
DESIGNER
TAS

REVIEWER
JMB 01-29-24

PROJECT ID
114522

SHEET TOTAL
P.47G 120

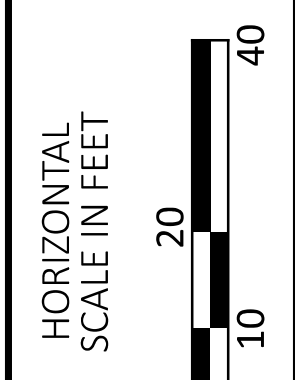
APPENDIX	NUMBER	DATE	DESCRIPTION
3		12/11/2024	UPDATED SIGNS, NOTE, & REMOVED TAPER



ADVANCE WARNING	WHEN DETOUR IS IN PLACE
SNOW ROAD CLOSED 9PM - 5AM XXX-XX TO XXX-XX	SNOW ROAD CLOSED FOLLOW DETOUR

PCMS BOARD MESSAGE TO BE PROVIDED BY THE ENGINEER. PCMS MESSAGE TO BE IN ACCORDANCE WITH ODOT SECTION 6F.60.

NOTE: CLOSE LEFT LANE ON SNOW ROAD PER STD. DRAWING MT-95.32, STARTING 300' FROM THE STOP BAR



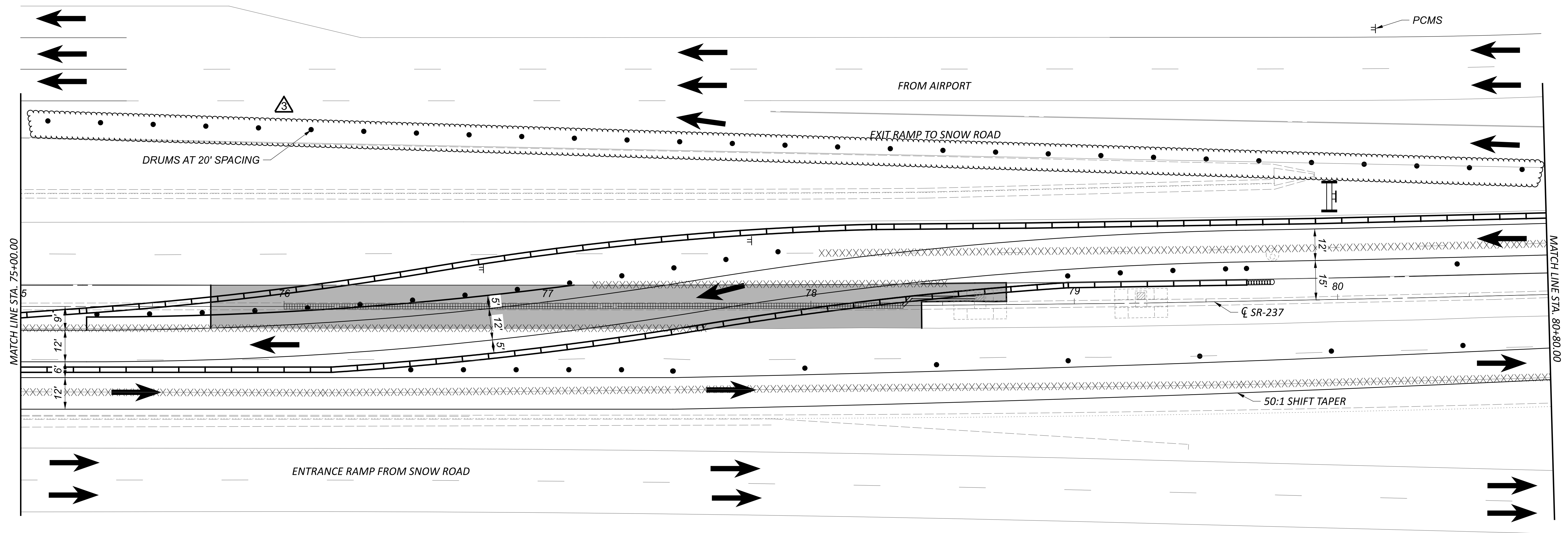
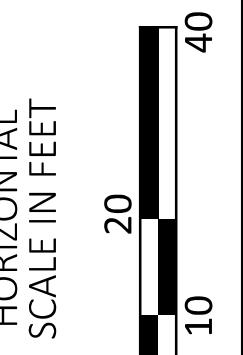
DETOUR - SNOW ROAD CLOSURE
 STA. 69+20 TO STA. 75+00

DESIGN AGENCY	PATRICK
DESIGNER	TAS
REVIEWER	JMB 01-29-24
PROJECT ID	114522
SHEET TOTAL	P.471 120

ADDENDUM	NUMBER	DATE	DESCRIPTION
	3	12/11/2024	UPDATED NOTE & REMOVED TAPER

ADVANCE WARNING SNOW ROAD CLOSED 9PM - 5AM XXX-XX TO XXX-XX	WHEN DETOUR IS IN PLACE SNOW ROAD CLOSED FOLLOW DETOUR
--	---

PCMS BOARD MESSAGE TO BE PROVIDED BY THE ENGINEER. PCMS MESSAGE TO BE IN ACCORDANCE WITH O MUTCD SECTION 6F.60.



NOTE: LANE LINE REMOVAL NOT A PART OF DETOUR PLAN

DETOUR - SNOW ROAD CLOSURE
 STA. 75+00 TO STA. 80+80

DESIGN AGENCY



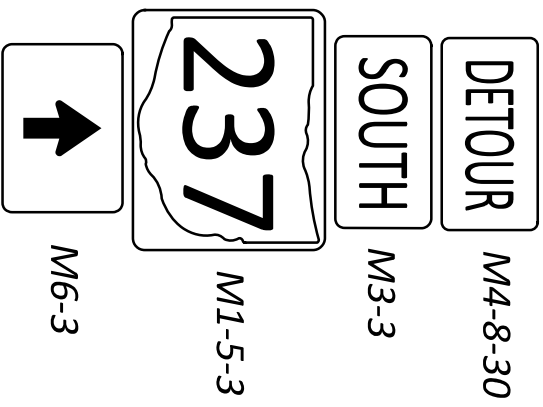
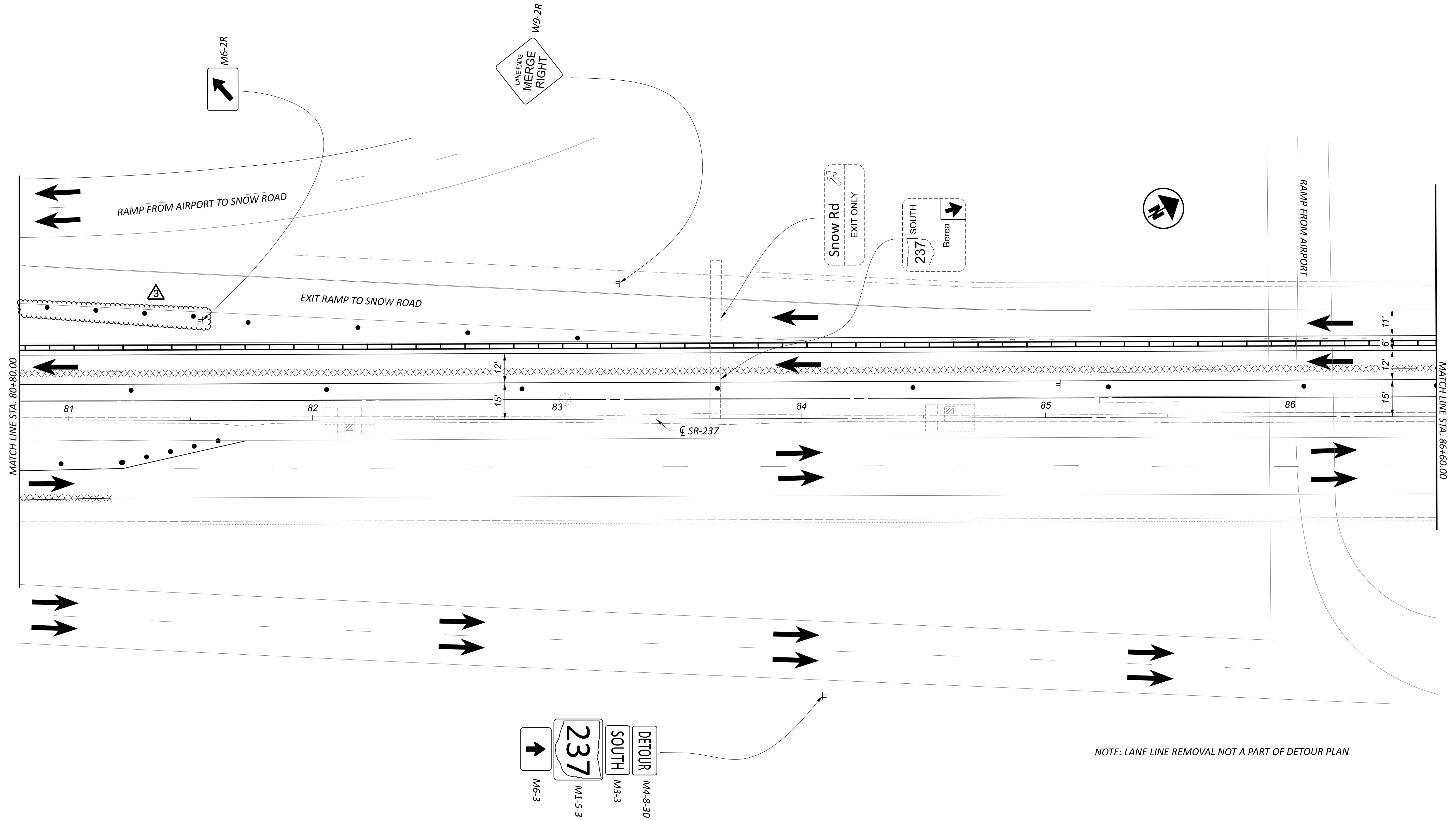
DESIGNER
TAS

REVIEWER
JMB 01-29-24

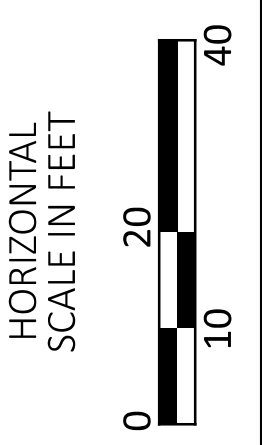
PROJECT ID
114522

SHEET TOTAL
P.47J | 120

APPENDIX	NUMBER	DATE	DESCRIPTION
	3	12/11/2024	REMOVED TAPER



NOTE: LANE LINE REMOVAL NOT A PART OF DETOUR PLAN



DETOUR - SNOW ROAD CLOSURE
 STA. 80+80 TO STA. 86+60

DESIGN AGENCY



DESIGNER
 TAS

REVIEWER
 JMB 01-29-24

PROJECT ID
 114522

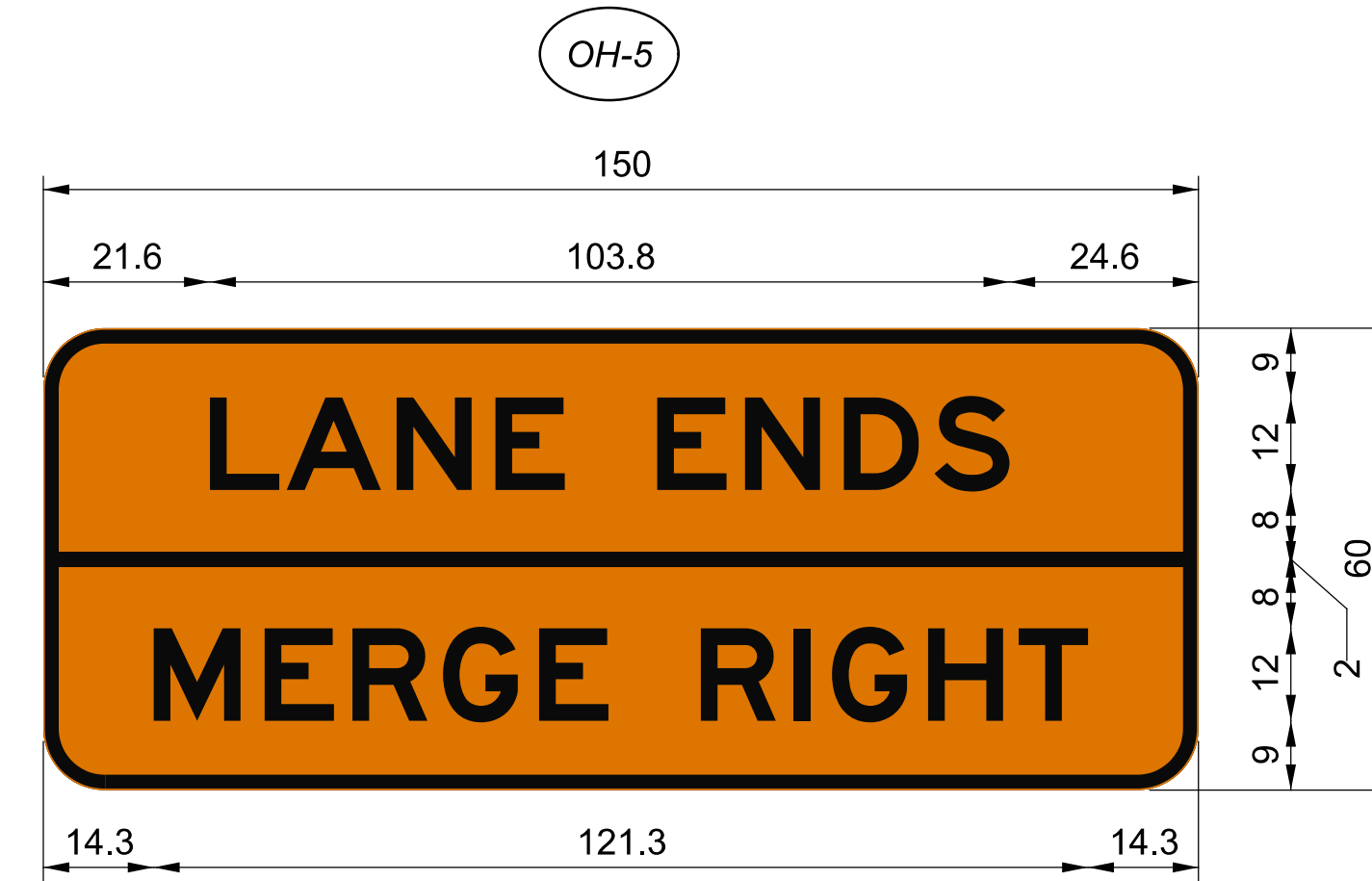
SHEET TOTAL
 P.47K 120



11.0" Radius, 2.0" Border, Black on Orange;
 [Snow Road] EM 2000;
 Down Arrow C-1 - 22" 270°;
 [ONLY] E 2000;
 Table of letter and object lefts.

S	n	o	w	R	o	a	d
46.1	61.0	73.6	85.7	108.4	122.5	134.8	147.3

↓	O	N	L	Y
30	78	90.9	103.7	113.7

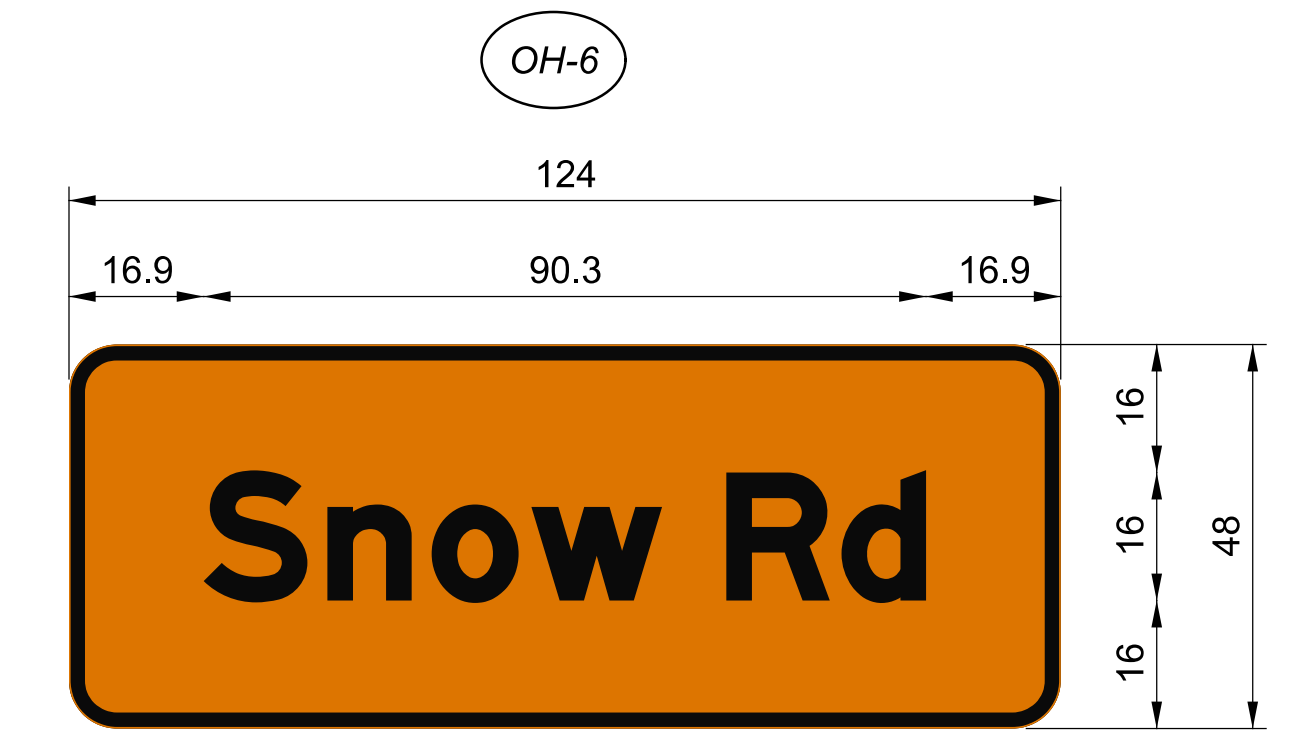


8.0" Radius, 2.0" Border, Black on Orange;
 [LANE ENDS] E 2000;
 [MERGE RIGHT] E 2000;
 Table of letter and object lefts.

L	A	N	E	E	N	D	S
21.6	31.6	45.9	58.7	79.7	91.1	104.0	115.7

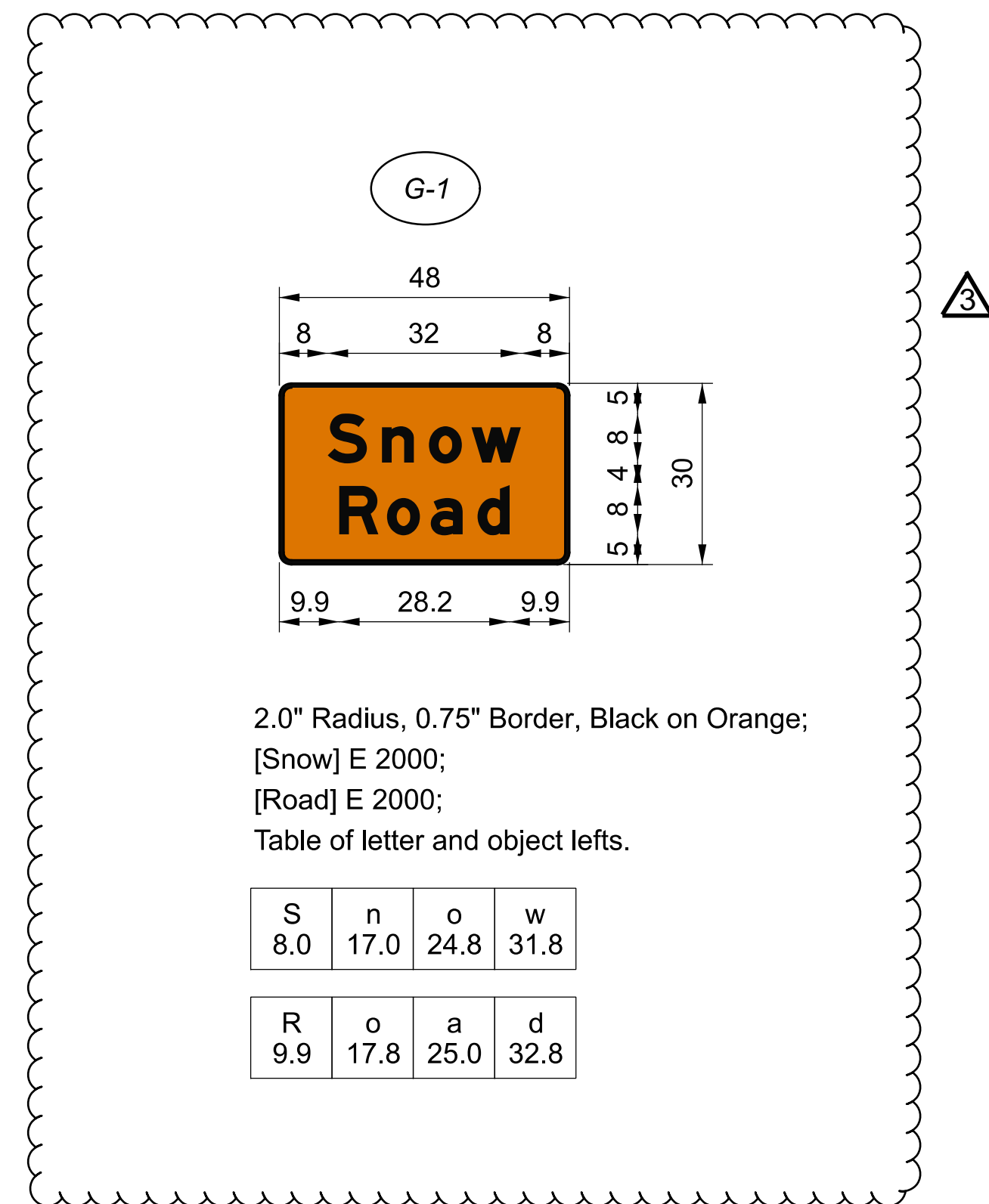
M	E	R	G	E	R	I	G	H	T
14.3	28.7	40.1	51.9	64.4	85.4	97.5	102.4	114.9	126.7

NOTE:
 DIMENSIONS ARE IN INCHES
 LETTER LOCATIONS ARE PANEL EDGE TO LOWER LEFT CORNER



6.0" Radius, 2.0" Border, Black on Orange;
 [Snow Rd] EM 2000;
 Table of letter and object lefts.

S	n	o	w	R	d
16.9	32.3	45.4	57.8	82.2	96.6



2.0" Radius, 0.75" Border, Black on Orange;
 [Snow] E 2000;
 [Road] E 2000;
 Table of letter and object lefts.

S	n	o	w
8.0	17.0	24.8	31.8

R	o	a	d
9.9	17.8	25.0	32.8

APPENDIX	NUMBER	DATE	DESCRIPTION
	3	12/11/2024	ADDED NEW SIGN DETAIL



SHEET NUM.						PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.		
6	8	9	10	11	12	35A		EXT	TOTAL					
							01/BRO/13				RETAINING WALLS (MSE)			
											MSE WALL ESTIMATED QUANTITIES	112		
											STRUCTURE OVER 20 FOOT SPAN (CUY-237-06.95)			
											STRUCTURE CUY-237-0695 ESTIMATED QUANTITIES	85		
											MAINTENANCE OF TRAFFIC			
	2,131							2,131	254	01000	2,131	SY	PAVEMENT PLANING, ASPHALT CONCRETE, (1.5" DEPTH)	
	192							192	407	20000	192	GAL	NON-TRACKING TACK COAT	
	89							89	442	22101	89	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449), AS PER PLAN, PG76-22M	8
				584				584	611	97400	584	FT	CONDUIT, MISC.: 12" SLOTTED DRAIN, TYPE (1 OR 2)	11
			80					80	614	11110	80	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
9,441								9,441	614	11630	9,441	FT	INCREASED BARRIER DELINEATION	
5				13		3		21	614	12380	21	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
								LS	614	12420	LS		DETOUR SIGNING	
			4					7	614	12484	7	EACH	WORK ZONE INCREASED PENALTIES SIGN	
								4	614	12756	4	EACH	WORK ZONE CROSSOVER LIGHTING SYSTEM	
								936	614	12800	936	EACH	WORK ZONE RAISED PAVEMENT MARKER	
				126				126	614	12801	126	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	11
183								183	614	13310	183	EACH	BARRIER REFLECTOR, TYPE 1, ONE WAY	
183								183	614	13360	183	EACH	OBJECT MARKER, TWO WAY	
			32					32	614	18601	32	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	9
							0.1	0.1	614	20010	0.1	MILE	WORK ZONE LANE LINE, CLASS I, 6"	
							0.78	0.78	614	22010	0.78	MILE	WORK ZONE EDGE LINE, CLASS I, 6"	
				8.58				8.58	614	22326	8.58	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 873	
				6,520				6,520	614	23130	6,520	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 873	
				2,894				2,894	614	24122	2,894	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 873	
				218				218	614	28000	218	FT	WORK ZONE GORE MARKING, CLASS II	
								LS	615	10001	LS		ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN	8
								1,600	615	20000	1,600	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	
	1.46							1.46	618	40600	1.46	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
	3,760							14,306	622	41011	19,699	FT	PORTABLE BARRIER, 50", AS PER PLAN	9
								1	625	31600	1	EACH	PULL BOX, MISC.: ADJUST TO GRADE	6
								448	630	80224	448	SF	SIGN, OVERHEAD EXTRUSHEET	
								32	630	80300	32	SF	SIGN, TEMPORARY OVERLAY	
								154	630	83000	154	SF	COVERING OF SIGN	
								6	630	87400	6	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	
								4	630	89894	4	EACH	REMOVAL OF TEMPORARY OVERLAY SIGN AND DISPOSAL	
								2	646	10000	2	MILE	EDGE LINE, 4", (740.06)	
													INCIDENTALS	
								LS	614	11000	LS		MAINTAINING TRAFFIC	8
								19	619	16011	19	MNTH	FIELD OFFICE, TYPE B, AS PER PLAN	6
								LS	623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	6
								LS	624	10000	LS		MOBILIZATION	

ADDENDUM	NUMBER	DATE	DESCRIPTION
3		12/11/2024	UPDATED QUANTITIES

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

DJT

REVIEWER

JMB 02-01-24

PROJECT ID

114522

SHEET

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TOTAL

120