

ITEM 614, MAINTENANCE OF TRAFFIC

LOCATION 1:

I-280 WORK:
FOLLOW THE PERMIT LANE CLOSURE NOTE.

I-475 EASTBOUND WORK:

THE I-475 EASTBOUND RAMP SHALL BE CLOSED FOR ONE NIGHT FROM 9:00PM TO 6:00AM.

DETOUR: NORTHBOUND US-23 TO SR-184 RAMP TO SOUTHBOUND US-23.

RAMPS SHALL NOT BE CLOSED AT THE SAME TIME.

NORTHBOUND US-23 OFF RAMP TO SR-184 WORK:

THE RAMP SHALL BE CLOSED FOR ONE NIGHT FROM 9:00PM TO 6:00AM.

DETOUR: NORTHBOUND US-23 TO STERNS RD TO SOUTHBOUND US-23.

RAMPS SHALL NOT BE CLOSED AT THE SAME TIME.

I-475 WESTBOUND WORK:

I-475 WESTBOUND TO SOUTHBOUND RAMP SHALL MAINTAIN ONE LANE OF TRAFFIC DURING CONSTRUCTION. TWO NIGHT CLOSURES ARE ALLOWED FROM 9:00PM TO 6:00AM FOR WESTBOUND I-475 TO CENTRAL AVE RAMP AND SOUTHBOUND US-23 TO CENTRAL AVE RAMP.

DETOUR: DORR ST INTERCHANGE OR AIRPORT HIGHWAY.

RAMPS SHALL NOT BE CLOSED AT THE SAME TIME.

DETOUR SIGNING SHALL BE ERECTED BY THE CONTRACTOR FOR ALL INTERSTATE CLOSURES. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$500 FOR EVERY 15 MINUTES ANY CLOSURE IS NOT OPENED BY 6:00AM.

NOTE:
COORDINATE WITH PROJECT PID 103647 LUC 475/23 9.53/9.63 NOISEWALL FOR NO OVERLAPPING CLOSURES OR WORK.

LOCATION 2:

VAN TASSEL WORK:

VAN TASSEL SHALL BE CLOSED FOR FIVE DAYS. NOTIFY MIKE WILKERSON TWO WEEKS BEFORE START OF WORK BY PHONE AT: 419-429-8375

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.]

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE
ITEM DURATION SIGN DISPLAYED
OF CLOSURE TO PUBLIC

RAMP & >=2 WEEKS 14 CALENDAR DAYS
PRIOR TO CLOSURE

ROAD > 12 HOURS 7 CALENDAR DAYS
& < 2 WEEKS PRIOR TO CLOSURE

CLOSURES <= 12 HOURS 2 BUSINESS DAYS
PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE

ITEM DURATION OF NOTICE DUE TO
CLOSURE PERMITS & PIO

RAMP & >= 2 WEEKS 21 CALENDAR DAYS
ROAD CLOSURES PRIOR TO CLOSURE

> 12 HOURS 14 CALENDAR DAYS
& < 2 WEEKS PRIOR TO CLOSURE

<= 12 HOURS 4 CALENDAR DAYS
PRIOR TO CLOSURE

LANE >= 2 WEEKS 14 CALENDAR DAYS
CLOSURES & PRIOR TO CLOSURE
RESTRICTIONS

< 2 WEEKS 5 BUSINESS DAYS
PRIOR TO CLOSURE

START OF N/A 14 CALENDAR DAYS
CONSTRUCTION & PRIOR TO
TRAFFIC PATTERN IMPLEMENTATION
CHANGES

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

ODOT NOTIFICATION CONTACT INFORMATION

THE ODOT PROJECT ENGINEER SHALL FORWARD THE CONSTRUCTION NOTIFICATION INFORMATION THE FOLLOWING DEPARTMENTS WITHIN THE TIMELINE OUTLINED IN TEM PART 642-58 TO ENSURE COMPLIANCE WITH FEDERAL NOTIFICATION REQUIREMENTS:

A. DISTRICT PUBLIC INFORMATION OFFICER (PIO)
BY PHONE AT: (419) 373-4428 OR EMAIL AT: D02.PIO@DOT.OHIO.GOV

B. DISTRICT PERMIT SECTION
BY PHONE AT: (419) 373-4301 OR EMAIL AT: D02.PERMITS@DOT.OHIO.GOV

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 REQUIREMENT 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.

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 20 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 MARKINGS AND SIGNS

THE FOLLOWING 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.

ITEM 614, WORK ZONE LANE LINE, CLASS I, 6" 4 MILES
ITEM 614, WORK ZONE EDGE LINE, CLASS I, 6" 8 MILES
ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS I, 12" 5,000 FT

DESIGN AGENCY



DESIGNER

NME

REVIEWER

JMF MM-DD-YY

PROJECT ID

113685

SHEET TOTAL

P.6 14

SHEET NUM.										PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	
								5	6	8	01/SAF/PV	02/SAF/PV							03/NFA/PV
										61			61	202	38700	61	EACH	ROADWAY	
										53			53	SPECIAL	20253000	53	EACH	GUARDRAIL POST REMOVED	8
										325			325	606	15100	325	FT	PARKING BLOCK REMOVED AND REPLACED	
										2			2	606	26000	2	EACH	GUARDRAIL, TYPE MGS WITH LONG POSTS	
										2			2	606	26500	2	EACH	ANCHOR ASSEMBLY, TYPE B	
																		ANCHOR ASSEMBLY, TYPE T	
																		EROSION CONTROL	
								1,000				1,000	832	30000	1,000	EACH	EROSION CONTROL		
																		PAVEMENT	
								100				100	251	01000	100	SY	PARTIAL DEPTH PAVEMENT REPAIR (441)		
								100				25	253	02000	100	CY	PAVEMENT REPAIR		
										6,727		6,727	421	10010	6,727	SY	MICROSURFACING, SURFACE COURSE		
										49,788	46,955	2,833	421	10011	49,788	SY	MICROSURFACING, SURFACE COURSE, AS PER PLAN	5	
																		TRAFFIC CONTROL	
										161	150	11	621	00100	161	EACH	RPM		
										161	150	11	621	54000	161	EACH	RAISED PAVEMENT MARKER REMOVED		
										3.98	3.74	0.24	642	00104	3.98	MILE	EDGE LINE, 6", TYPE 1		
										1.72	1.68	0.04	642	00204	1.72	MILE	LANE LINE, 6", TYPE 1		
										2,500	2,110	390	642	00404	2,500	FT	CHANNELIZING LINE, 12", TYPE 1		
										225	225		642	00700	225	FT	TRANSVERSE/DIAGONAL LINE, TYPE 1		
										4	4		642	01312	4	EACH	LANE REDUCTION ARROW, TYPE 1		
										2,115	1,835	280	642	01510	2,115	FT	DOTTED LINE, 6", TYPE 1		
										4,840	4,170	670	642	30000	4,840	FT	REMOVAL OF PAVEMENT MARKING		
										5.71	5.43	0.28	642	30030	5.71	MILE	REMOVAL OF PAVEMENT MARKING		
																		MAINTENANCE OF TRAFFIC	
									20			20	614	11110	20	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE		
								5				5	614	12500	5	EACH	REPLACEMENT SIGN		
								5				5	614	12600	5	EACH	REPLACEMENT DRUM		
									4			4	614	20010	4	MILE	WORK ZONE LANE LINE, CLASS I, 6"		
									8			8	614	22010	8	MILE	WORK ZONE EDGE LINE, CLASS I, 6"		
									5,000			5,000	614	23010	5,000	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12"		
																		INCIDENTALS	
									LS			LS	614	11000	LS		MAINTAINING TRAFFIC		
									LS			LS	624	10000	LS		MOBILIZATION		

GENERAL SUMMARY

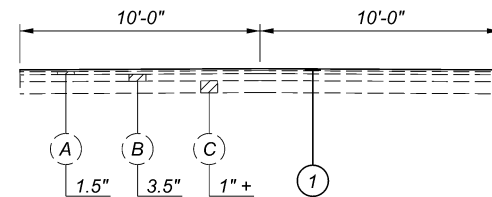
DESIGN AGENCY



DESIGNER
 NME
 REVIEWER
 JMF MM-DD-YY
 PROJECT ID
 113685
 SHEET TOTAL
 P.7 14

CORE DATA:

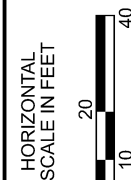
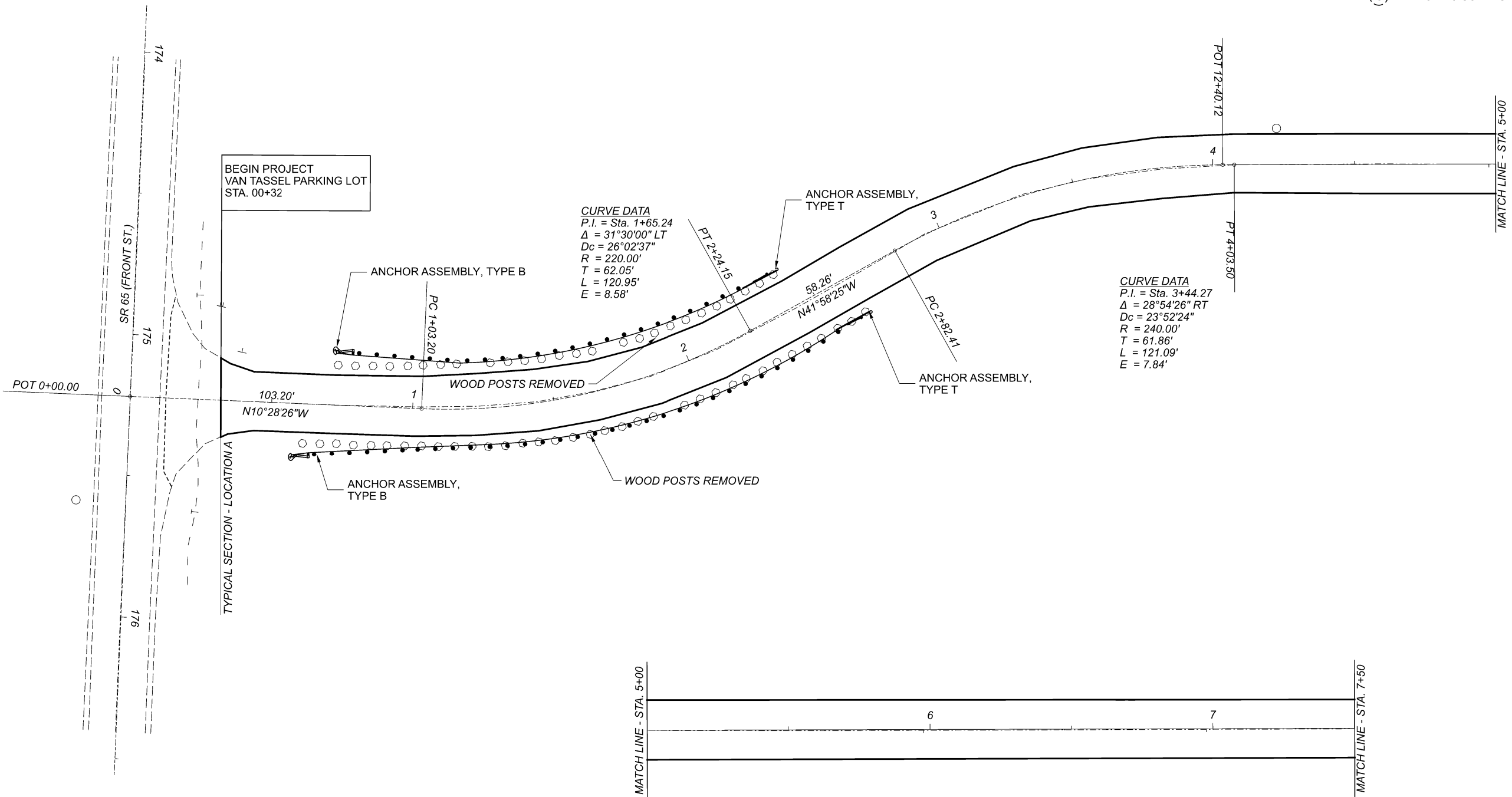
LOCATION	LOCATION DESCRIPTION	ASPHALT SURFACE	ASPHALT BASE	AGGREGATE BASE	YEAR
A	MAIN DRIVE OUT OF PARK	1.5"	3.5"	1" +	2020
B	FIRST PARKING AREA TO THE RIGHT	1.5"	3.5"	1" +	2020
C	MAIN DRIVE IN TO THE RIGHT	1"	2"	1" +	2020
D	SECOND PARKING AREA TO THE RIGHT	1.5"	3"	1" +	2020
E	ROAD TO ACCESS	1.5"	2.5"	1" +	2020
F	FIRST PARKING AREA TO THE LEFT	2.5"	3"	1" +	2020
G	SECOND PARKING AREA TO THE LEFT	1.5"	3.5"	1" +	2020
H	MAIN DRIVE IN TO THE LEFT	1.25"	3.75"	1" +	2020

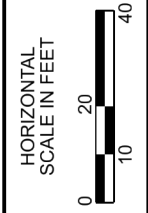
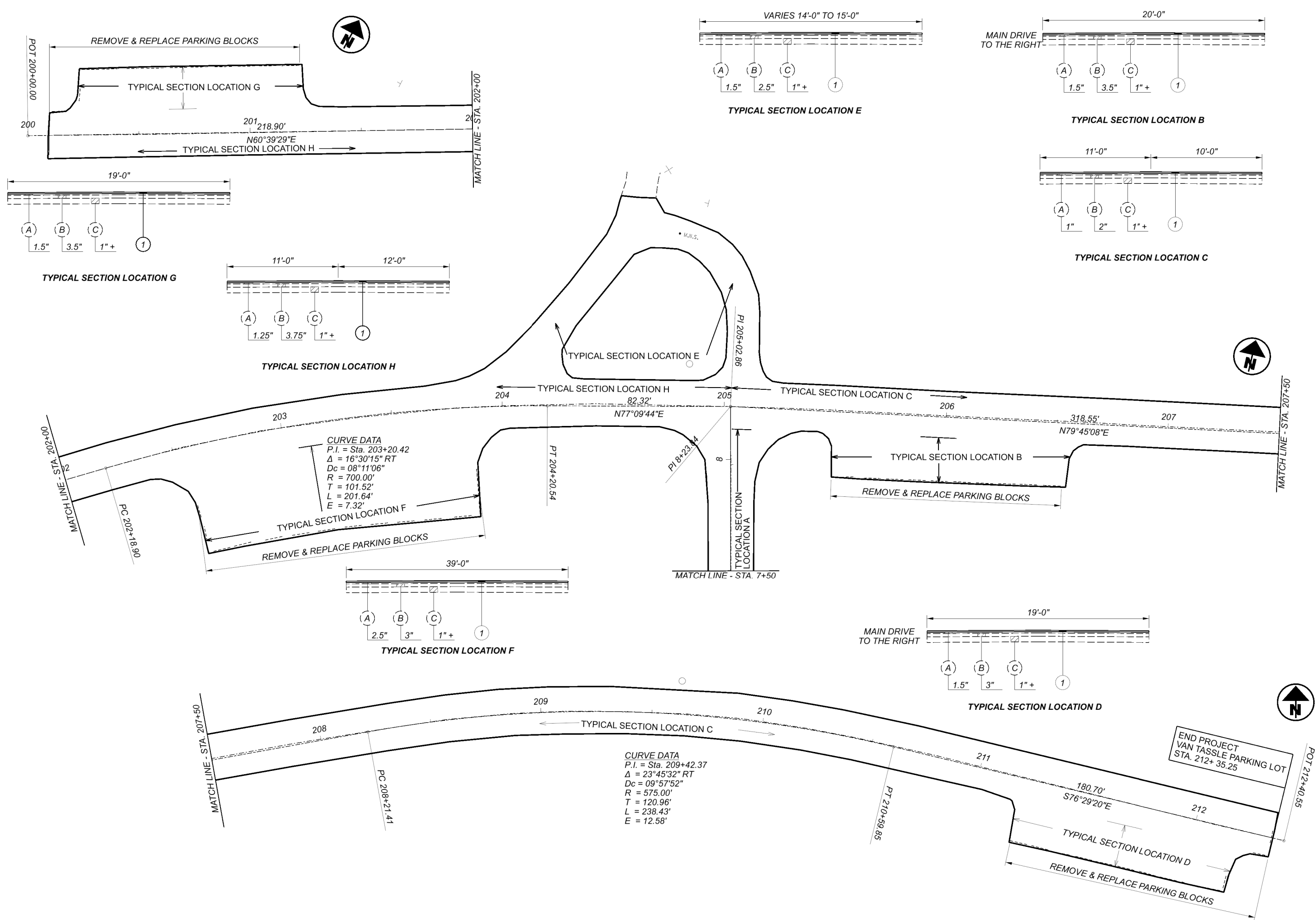


TYPICAL SECTION - LOCATION A

LEGEND

- ① ITEM 421 - MICROSURFACING, SURFACE COURSE
- (A) EXISTING ASPHALT CONCRETE
- (B) EXISTING PORTLAND CEMENT CONCRETE BASE
- (C) EXISTING SUBBASE





LOCATION 2: VAN TASSEL PLAN SHEET
 STA 202+00 TO STA 212+35.25

DESIGN AGENCY	
DESIGNER	JWZ
REVIEWER	JMF MM-DD-YY
PROJECT ID	113685
SHEET TOTAL	P.14 14

END PROJECT
 VAN TASSEL PARKING LOT
 STA. 212+ 35.25