

**RIGHT OF WAY PERMITS**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE RIGHT OF WAY USE PERMITS TO INSTALL MAINTENANCE OF TRAFFIC SIGNING.

**ITEM 614 - MAINTAINING PEDESTRIAN TRAFFIC**

IF AT ANY TIME A SIDEWALK OR WALKWAY PATH IS RESTRICTED AND/OR CLOSED THE CONTRACTOR SHALL PROVIDE AN ALTERNATE ROUTE FOR THE PUBLIC TO UTILIZE FOR TRAVEL PER MT-110.10, PEDESTRIAN DETOUR METHODS.

**LANE VALUE CONTRACT TABLE:**

THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE AS DESIGNATED IN THE LANE/SHOULDER/RAMP IS CLOSED BY THE CONTRACTOR'S ACTION WHILE NOT OTHERWISE PERMITTED BY THE LANE VALUE CONTRACT TABLE.

LANE VALUE CONTRACT TABLE						
Section (SLM)	Existing Number of Lanes per Direction	Lane closures are NOT permitted:				Disincentive Amounts per minute per lane
		Lane Reduction	Mon to Fri	Sat	Sun	
<b>FRA-70</b>						
Broad Street (11.21) to Glenwood Avenue (12.41)	3	3 to 2	5AM-9AM & 2PM-6PM	No Restriction	No Restriction	\$230
		3 to 1	5AM-10PM	6AM-8PM	6AM-8PM	\$230

Short term shoulder closures are permitted any time except 5AM-9AM and 3PM-6PM Monday-Friday.

LANE VALUE CONTRACT TABLE						
Section (SLM)	Existing Number of Lanes per Direction	Lane closures are NOT permitted:				Disincentive Amounts per minute per lane
		Lane Reduction	Mon to Fri	Sat	Sun	
<b>FRA-104</b>						
I-71 Ramps (8.02) to Groveport Rd (9.69)	3	3 to 2	5AM-9AM & 2PM-6PM	No Restriction	No Restriction	\$170
		3 to 1	5AM-7PM	9AM-6PM	No Restriction	\$170
Groveport Rd (9.69) to US-33 (22.98)	2	2 to 1	5AM-6PM	9AM-6PM	No Restriction	\$170

Short term shoulder closures are NOT permitted 5AM-9AM and 3PM-6PM Monday-Friday.

LANE VALUE CONTRACT TABLE						
<b>FRA-670</b>						
Section	Existing Number of Lanes per Direction	Lane closures are NOT permitted:				Disincentive Amounts per minute per lane
		Lane Reduction	Mon to Fri	Sat	Sun	
I-270 SB to I-670 WB	2	2 to 1	5AM - 10PM	7AM-9PM	7AM-9PM	\$355
		2 to 0	5AM - MIDNIGHT	7AM - 9PM	7AM - 9PM	\$355

Short term shoulder closures are NOT permitted 5AM-9AM and 3PM-6PM Monday-Friday.

NOTE: SINGLE CLOSURE OF THE DECISION LANE ON I-270SB TO I-670 WB IS NOT PERMITTED. THE RIGHT LANE OF THE I-270SB IS PERMITTED TO BE SHIFTED TO THE LEFT LANE.

LANE VALUE CONTRACT TABLE						
<b>FRA-62</b>						
Section	Existing Number of Lanes per Direction	Lane closures are NOT permitted:				Disincentive Amounts per minute per lane
		Lane Reduction	Mon to Fri	Sat	Sun	
US 62 WB to 670 WB	2	2 to 1	5AM - 10PM	7AM-9PM	7AM-9PM	\$355
		2 to 0	5AM - MIDNIGHT	7AM - 9PM	7AM - 9PM	\$355

Short term shoulder closures are NOT permitted 5AM-9AM and 3PM-6PM Monday-Friday.

NOTE: THE SEGMENT OF MAR-23-5.85 MAY BE REDUCED TO 1 LANE IN EITHER DIRECTION UTILIZING SHORT TERM CLOSURE REQUIRED FOR PAINTING. FULL CLOSURE OF EITHER DIRECTION OF MAR-23 IS NOT PERMITTED AT ANY TIME.

**SHORT DURATION RAMP CLOSURES**

FOR THE PURPOSE OF PERFORMING THE REQUIRED WORK OR WHEN REQUIRED BY THE INTERSTATE ENTRANCE RAMP CLOSURE NOTE, RAMPS MAY BE CLOSED FOR SHORT DURATIONS AND DETOURED IN ACCORDANCE WITH THE RAMP CLOSURE TABLE IF APPROVED BY THE ENGINEER. RAMP CLOSURES ARE SUBJECT TO DISINCENTIVES.

FOR ALL SERVICE RAMP CLOSURES LASTING MORE THAN 12 HOURS BUT LESS THAN 60 HOURS AND/OR, FOR ALL SYSTEM RAMP CLOSURES LASTING MORE THAN 12 HOURS BUT LESS THAN 24 HOURS

THE CONTRACTOR SHALL PROVIDE THE FOLLOWING:

- A MINIMUM OF TWO PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) PLACED, AS DIRECTED BY THE ENGINEER, TO WARN DRIVERS OF THE CLOSURE AND TO PROVIDE THE DESIGNATED DETOUR ROUTE.
- POSITIVE GUIDANCE ALONG THE DETOUR ROUTE WITH DETOUR SIGNS (M4-9 SERIES) IN ACCORDANCE WITH THE DETOUR SIGNS NOTE.

FOR ALL RAMP CLOSURES LASTING LESS THAN 12 HOURS, THE CONTRACTOR SHALL PROVIDE THE FOLLOWING:

- A MINIMUM OF TWO PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) PLACED, AS DIRECTED BY THE ENGINEER, TO WARN DRIVERS OF THE CLOSURE AND TO PROVIDE THE DESIGNATED DETOUR ROUTE.

WHEN CLOSING ENTRANCE RAMPS, CORRESPONDING LEAD-IN LANES AND TURN LANES SHALL ALSO BE CLOSED.

IF A DESIGNATED DETOUR ROUTE IS NOT PROVIDED IN THE PLANS, TRAFFIC SHALL BE DIRECTED TO THE NEXT INTERCHANGE, IF AVAILABLE, TO TURN AROUND. IF THE USE OF THE NEXT INTERCHANGE IS NOT POSSIBLE, AN ALTERNATIVE DETOUR ROUTE SHALL BE PROVIDED BY THE ENGINEER.

SERVICE RAMP: INTERCHANGE RAMPS BETWEEN FREEWAYS (OR EXPRESSWAYS) AND NON-FREEWAYS (OR NONEXPRESSWAYS). THESE RAMPS PROVIDE ACCESS (CONNECTIONS) BETWEEN FREEWAYS/EXPRESSWAYS AND OTHER PRINCIPAL/MINOR ARTERIALS, COLLECTORS OR LOCAL ROADS.

SYSTEM RAMP: INTERCHANGE RAMPS (OR CONNECTORS) BETWEEN FREEWAYS (OR EXPRESSWAYS) AND FREEWAYS (OR EXPRESSWAYS).

RAMP CLOSURE RESTRICTIONS					
INTERSTATE ROUTE 270 & U.S. 62					
SECONDARY ROUTE: INTERSTATE ROUTE 270 SLM ALONG 670: 10.43 (EAST SIDE)					
RAMP DESIGNATION	MOVEMENT	NO CLOSURES ALLOWED		DETOUR ROUTES	
		MON-FRI	SAT-SUN	PRIMARY DETOUR ROUTE	SECONDARY DETOUR ROUTE
270SB	I-270 SB TO I-670 WB	5AM-12AM	7AM-9PM	270 S TO OH-317 TO 270 N TO 670 W (RAMP I)	270 S TO US062 E (RAMP F) TO OH-317 TO 270 N TO 670 W (RAMP I)
U.S. 62	U.S. 62 WB TO I.R. 670 WB	5AM-12AM	7AM-9PM	270 S TO OH-317 TO 270 N TO 670 W (RAMP I)	270 S TO US062 E (RAMP F) TO OH-317 TO 270 N TO 670 W (RAMP I)

NOTE: THE CONTRACTOR IS NOT PERMITTED TO CLOSE RAMPS I.R. 270 SB TO I.R. 670 WB AND U.S. 62 WB TO I.R. 670 WB CONCURRENTLY. ONLY ONE RAMP CLOSURE PER NIGHT IS ALLOWED.

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

PORTIONS OF THE MOT PLANS AS DESCRIBED BELOW HAVE APPROVED MOT EXCEPTION(S) PER TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

APPROVED MOT EXCEPTION(S) INCLUDE:

SYSTEM TO SYSTEM RAMP CLOSURES PER THE RAMP CLOSURE RESTRICTIONS TABLE AS SHOWN ON THIS SHEET.

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

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE. REFERENCE "EXCEPTION REQUEST APPROVAL DATED [3/5/2024] FOR PID [120284]" IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

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

NOTIFICATIONS DURING CLOSURE REQUIRED  
 A DESIGNATED ON-SITE POINT OF CONTACT SHOULD COMMUNICATE WITH THE TMC AS THE STATUS OF THE CLOSURE CHANGES.  
 CONTACT THE TMC:

- IF THE CLOSURE IS POSTPONED OR CANCELLED
- AT THE TIME THE CLOSURE IS IMPLEMENTED
- AT THE TIME THE CLOSURE IS REMOVED AND ALL LANES RESTORED
- IF THE CLOSURE WILL NOT BE OPENING ON TIME

CONTACT CAN BE MADE WITH THE TMC IN THE FOLLOWING WAYS:

- PHONE: 1-614-387-2438 OR 1-800-884-4030
- EMAIL: STATEWIDETMC@DOT.OHIO.GOV
- RADIO: XDOT MAIN





**STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:**  
REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):  
RB-1-55 DATED (REVISED) 7/19/2013

**DESIGN SPECIFICATIONS:**  
THIS STRUCTURE CONFORMS TO THE 9TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

**EXISTING STRUCTURE VERIFICATION:**  
DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK, BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C&MS, SECTIONS 102.05, 105.02, AND 513.04\*. BASE CONTRACT PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

**EXISTING PLAN INFORMATION:**  
EXISTING PLAN INFORMATION AND OFFICE CALCULATIONS PERTAINING TO EACH STRUCTURE CAN BE FOUND ON THE DEPARTMENTS FTP SITE:  
<https://www.dot.state.oh.us/Divisions/ContractAdmin/Contracts/Pages/designfiles.aspx>

**ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, FINISH COAT:**  
THE COLOR FOR THE FINISHED COAT OF STRUCTURE FRA-70-1198 SHALL BE FEDERAL NO. 14277 (GREEN).  
THE COLOR FOR THE FINISHED COAT OF STRUCTURE FRA-104-0818 SHALL BE FEDERAL NO. 20045 OR 20059 (BROWN).  
THE COLOR FOR THE FINISHED COAT OF STRUCTURE FRA-670-1013 SHALL BE FEDERAL NO. 14277 (GREEN).  
THE COLOR FOR THE FINISHED COAT OF STRUCTURE MAR-23-0585 SHALL BE FEDERAL NO. 15526 (BLUE).  
THE COLOR FOR THE FINISHED COAT OF STRUCTURE MAR-95-2263 SHALL BE FEDERAL NO. 14277 (GREEN).  
THE COLOR FOR THE FINISHED COAT OF STRUCTURE MAR-423-1522 SHALL BE FEDERAL NO. 14277 (GREEN).

**ITEM 516 - JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN:**  
THIS WORK CONSISTS OF RAISING OR RE-POSITIONING EXISTING STRUCTURES TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS.

SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH CMS 501.05.

IF, DURING THE JACKING OPERATIONS, CRACKING OF THE CONCRETE STRUCTURE, SEPARATION OF THE CONCRETE DECK FROM THE STEEL STRINGERS, OR OTHER DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, IMMEDIATELY CEASE THE JACKING OPERATION AND INSTALL SUPPORTS TO THE SATISFACTION OF THE ENGINEER. ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL. EPOXY INJECT ALL BEAMS THAT SEPARATE FROM THE DECK FOR THE DISTANCE OF THE SEPARATION IN ACCORDANCE WITH CMS 512.07. THE DEPARTMENT WILL NOT PAY FOR THE COST OF THIS EPOXY INJECTION OR OTHER REQUIRED REPAIRS. THE BRIDGE BEARINGS SHALL BE FULLY SEATED AT ALL CONTACT AREAS. IF FULL SEATING IS NOT ATTAINED, SUBMIT A REPAIR PLAN TO THE ENGINEER. THE DEPARTMENT WILL NOT PAY FOR THE REPAIR COSTS TO ENSURE FULL SEATING ON BEARINGS.

THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT BID PRICE FOR ITEM 516 - JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.

**ITEM 516 RESET BEARING:**  
THIS ITEM SHALL INCLUDE ALL WORK NECESSARY TO PROPERLY ALIGN BRIDGE BEARINGS LOCATED AT BRIDGE NUMBER FRA-70-1205. REALIGNMENT OF THE ROCKER BEARING SHALL BE ACCOMPLISHED PRIOR TO PAINTING THE STRUCTURE. BRIDGE SHALL BE TEMPORARILY SUPPORTED AT EACH LOCATION TO ALLOW THE BEARINGS TO BE ALIGNED PLUMB AT 60° F. ASSURE ALL BEARING DEVICES ARE SHIMMED ADEQUATELY WITH STEEL SHIMS AND THAT NO BEARING DEVICES ARE "FLOATING" UPON RESETTING. STEEL SHIMS ARE INCIDENTAL TO THIS ITEM.

ALL WORK SHALL BE TO THE SATISFACTION OF THE ENGINEER, AND PAYMENT FOR ALL THE ABOVE DESCRIBED LABOR AND MATERIALS WILL BE MADE AT THE CONTRACT BID (EACH) FOR ITEM 516 RESET BEARING.

DESIGN AGENCY



DESIGNER  
MAK

REVIEWER  
JPH 02/12/24

PROJECT ID  
120284

SUBSET	TOTAL
1	14

SHEET	TOTAL
P.13	26