

ITEM 614. PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE (OFFICE OF MATERIALS MANAGEMENT WEB PAGE). THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. The PCMS shall be delineated in accordance with C&MS 614.03.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

(THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN _ HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.)

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRE-CONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE. THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

(THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.)

ITEM 614. PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONT...)

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 12 SIGN MONTH (ASSUMING 4 PCMS SIGN(S) FOR 3 MONTH(S))

DESIGNATED LOCAL DETOUR ROUTE

DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DETERMINED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR USE AS DETERMINED BY THE ENGINEER TO MAINTAIN AND SUBSEQUENTLY RESTORE THE DESIGNATED LOCAL DETOUR ROUTE.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 75 CU. YD.

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 ODOT INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE ODOT, 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 ODOT, 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 A 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).

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.

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

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING THE 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 WHICH 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 200 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.

ITEM 614. MAINTAINING TRAFFIC. RAMP A

A MINIMUM OF ONE LANE OF TRAFFIC ON RAMP A SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED A WEEKEND CLOSURE FROM FRIDAY AT 8 PM TO MONDAY AT 12 AM WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 45. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$10,000.00 PER DAY FOR EACH CALENDAR DAY THE RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

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SEQUENCE OF CONSTRUCTION

U.S.R. 23 (MAINLINE)

THIS SEQUENCE APPLIES TO THE SEALING OF THE U.S.R. 23 MAINLINE BRIDGE DECKS IN THE NORTHBOUND AND SOUTHBOUND DIRECTIONS.

THE CONTRACTOR SHALL INSTALL THE NECESSARY WORK ZONE DEVICES PER SCD'S MT-95.31, MT-95.32 AND MT-95.50 AND PERFORM DECK SEALING ACTIVITIES.

REDUCING U.S.R. 23 FROM 2 LANES TO 1 SHALL ONLY BE PERFORMED AS ALLOWED PER THE PN 127 LANE VALUE CONTRACT.

THE LOCATIONS OF THE MERGING TAPER IN EITHER DIRECTION AND THE ADVANCE WARNING SIGNS SHOULD BE ADJUSTED TO PROVIDE FOR ADEQUATE SIGHT DISTANCE FOR THE EXISTING AND HORIZONTAL ROADWAY ALIGNMENT.

UPON COMPLETION OF ALL SEALING ACTIVITY ON THE U.S.R. 23 MAINLINE BRIDGES, OPEN TRAFFIC TO NORMAL OPERATION.

RAMP A (U.S.R. 23 ON RAMP)

RAMP A TO BE DETOURED AS NOTED ON SHEET 45.

THE CLOSURE SHALL OCCUR DURING THE WEEKEND ONLY FROM FRIDAY AT 8 PM TO MONDAY AT 12 AM. AT NO TIME SHALL THIS CLOSURE FOR THIS CONSTRUCTION ACTIVITY CONFLICT WITH THE CITY OF DELAWARE EVENTS AS SPECIFIED IN THESE NOTES.

AFTER THE COMPLETION OF WORK ON RAMP A OPEN TRAFFIC ON THE ON RAMP A TO NORMAL OPERATION.

RAMP B (U.S.R. 23 OFF RAMP)

THIS SEQUENCE APPLIES TO THE RETAINING WALL AND BRIDGE CONSTRUCTION OF THE U.S.R. 23 OFF RAMP: RAMP B.

PHASE 1:

THE CONTRACTOR SHALL INSTALL THE NECESSARY WORK ZONE DEVICES AS DETAILED IN THE PLANS. CLOSE THE WESTERN PORTION OF THE OFF RAMP. CLOSE THE U.S.R. 23 NB SHOULDER PER SCD MT-95.35 FOR THE DURATION OF THIS PHASE TO PROVIDE ADDITIONAL WORK AREA FOR THE RETAINING WALL CONSTRUCTION.

DURING THE SOIL NAIL INSTALLATION, THE RAMP MAY BE CLOSED FOR NIGHT TIME (8P-7A) CONSTRUCTION ACTIVITY AND DETOURED AS DETAILED IN THE PLANS.

REMOVE THE EXISTING REAR ABUTMENT APPROACH SLAB TO THE PHASE CONSTRUCTION LINE SHOWN TO PROVIDE ROOM FOR THE FOOTING OF GRAVITY WALL D. REMOVE PORTIONS OF THE EXISTING REAR ABUTMENT AND DECK SLAB TO THE PHASE CONSTRUCTION LINE SHOWN TO FACILITATE REPLACEMENT OF THIS PORTION OF THE REAR ABUTMENT FROM THE FOOTING UP.

CONSTRUCT RETAINING WALLS A, B, C AND D; INLETS; THE WESTERN PORTION OF THE REAR ABUTMENT, REAR APPROACH SLAB, REAR DECK SLAB AND BRIDGE RAILING ASSOCIATED WITH THESE BRIDGE ELEMENTS.

DURING THE TIME THE RAMP IS BEING CLOSED THE CONTRACTOR SHALL CONSTRUCT ITEM 255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC1

PHASE 2:

THE CONTRACTOR SHALL INSTALL THE NECESSARY WORK ZONE DEVICES AS DETAILED IN THE PLANS. CLOSE THE EASTERN PORTION OF RAMP B.

REMOVE THE REMAINING PORTION OF THE EXISTING REAR ABUTMENT APPROACH SLAB TO THE PHASE CONSTRUCTION LINE. REMOVE THE REMAINING PORTIONS OF THE REAR ABUTMENT AND DECK SLAB TO THE PHASE CONSTRUCTION LINE SHOWN TO FACILITATE REPLACEMENT OF THIS PORTION OF THE REAR ABUTMENT FROM THE FOOTING UP. REMOVE THE PORTION OF THE EXISTING DECK SLAB AND EXISTING PIER THAT ARE SHOWN TO ALLOW FOR WIDENING OF THESE ELEMENTS. REMOVE PORTIONS OF THE FORWARD ABUTMENT AND FORWARD APPROACH THAT WILL NOT IMPEDE THE PHASE 2 TRAFFIC ZONE.

CONSTRUCT THE EASTER PORTION OF THE REAR ABUTMENT, REAR APPROACH SLAB, DECK SLAB AT THE REAR ABUTMENT AND THE BRIDGE RAILING ASSOCIATED WITH THESE BRIDGE ELEMENTS AND THE WIDENED PIER CAP.

U.S.R. 23 OFF RAMP, RAMP B NOTES:

CONSTRUCTION OF THE FORWARD APPROACH SLAB, FORWARD ABUTMENT, WIDENED DECK AND ASSOCIATED BRIDGE RAILING, AND THE DECK OVERLAY FOR THE ENTIRE PORTION OF THE REMAINING RAMP B DECK SLAB SHALL BE PERFORMED DURING A FULL CLOSURE AND DETOURED AS SHOWN IN THE PLANS. THE CLOSURE SHALL OCCUR DURING THE WEEKEND ONLY FROM FRIDAY AT 8 PM TO MONDAY AT 12 AM. THIS WEEKEND CLOSURE SHALL IMMEDIATELY FOLLOW THE PHASE 2 WORK. AT NO TIME SHALL THIS CLOSURE FOR THIS CONSTRUCTION ACTIVITY CONFLICT WITH THE CITY OF DELAWARE EVENTS AS SPECIFIED IN THESE NOTES.

AT THE COMPLETION OF THESE CONSTRUCTION ACTIVITIES OPEN THE OFF RAMP TO NORMAL TRAFFIC OPERATIONS.

U.S.R. 42

THIS SEQUENCE APPLIES TO THE INSTALLATION OF TYPE D BARRIER AND GUARDRAIL ALONG THE SOUTH SIDE OF U.S.R. 42.

THE CONTRACTOR SHALL INSTALL THE NECESSARY WORK ZONE DEVICES PER SCD MT-96.11 AND CLOSE THE RIGHT LANE OF U.S.R. 42 USING TEMPORARY SIGNALS. CONSTRUCT THE PROPOSED GUARDRAIL AND SINGLE SLOPE, TYPE D, AS PER PLAN BARRIER AS DETAILED IN THE PLANS.

AT THE COMPLETION OF THIS WORK, REMOVE TEMPORARY SIGNAL AND REPLACE THE TRAFFIC CONTROL STRIPING AS DETAILED IN THE PLANS AND OPEN TRAFFIC TO NORMAL OPERATION.

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

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	4 CALENDAR DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE

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

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

PN127 LANE VALUE CONTRACT

Section (SLM)	Existing Number of Through Lanes per Direction	Lane Closures are NOT permitted:				Disincentive Amounts per minute per lane
		Lane Reduction	Mon to Fri	Sat	Sun	
DEL-23						
Franklin County line (0.00) to Orange Road (2.66)	2	2 to 1	6AM-9PM	8AM-8PM	8AM-8PM	\$195
Orange Road (2.66) to SR 315 (8.77)	2	2 to 1	6AM-9AM & 2PM-8PM	No Restriction	No Restriction	\$145
SR 315 (8.77) to Coover Road (15.60)	2	2 to 1	6AM-9AM & 2PM-7PM	No Restriction	No Restriction	\$100
Coover Road (15.60) to Marion County line (21.53)	2	2 to 1	3PM-7PM	No Restriction	No Restriction	\$140

Short term shoulder closers are not permitted 6AM-9AM and 3PM-7PM Monday-Friday.

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MAINTENANCE OF TRAFFIC GENERAL NOTES

**DEL-23-11.71
DEL-42-9.60**

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SOUTH M3-3-24	SOUTH M3-3-24	SOUTH M3-3-24
23	23	23
M1-4-24-2	M1-4-24-2	M1-4-24-2
SOUTH M3-3-24	SOUTH M3-3-24	SOUTH M3-3-24
42	42	42
M1-4-24-2	M1-4-24-2	M1-4-24-2
DETOUR ↑	DETOUR ↶	DETOUR ↶
M4-9-30	M4-9R-MOD-30	M4-9L-30
④	⑤	⑥
SOUTH M3-3-24	SOUTH M3-3-24	SOUTH M3-3-24
42	23	23
M1-4-24-2	M1-4-24-2	M1-4-24-2
END DETOUR	END DETOUR	SOUTH M3-3-24
M4-8a-24	M4-8a-24	42
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SOUTH M3-3-24		
23		
M1-4-24-2		
SOUTH M3-3-24		
42		
M1-4-24-2		
DETOUR →		
M4-9R-30		

LEGEND

 DENOTES DETOUR ROUTE

RAMP
CLOSED
 E5-H2e-48
 MOUNTED ON TYPE 3
 BARRICADES
 ACROSS ENTIRE ROADWAY
 (AS PER STD. CONST. DRWG. MT-101.60)

DEL-23-11.71
DEL-42-9.60

RAMP A DETOUR PLAN
N. SANDUSKY ST. EXIT TO US 36 (WILLIAMS ST.)

45
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SCALE IN FEET
 HORIZONTAL
 0 250 500 1000
 VERTICAL

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