

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

FRA-71-0.00 (PIC)

(DARBY TOWNSHIP)
JACKSON TOWNSHIP
PLEASANT TOWNSHIP
FRANKLIN COUNTY
(PICKAWAY COUNTY)

PROJECT DESCRIPTION

THIS PROJECT WILL CONSIST OF WIDENING 4.98 MILES OF I-71 FROM THE FRANKLIN/PICKAWAY COUNTY LINE NORTH TO JUST SOUTH OF THE I-71 AND SR 665 INTERCHANGE. THE PROJECT INCLUDES ADDING A THIRD LANE TO THE MEDIAN SIDE IN BOTH DIRECTIONS, REPLACING TWIN SUPERSTRUCTURES OVER THE INDIANA & OHIO RAILWAY COMPANY RAILROAD TRACKS AND US 62, AND ASSOCIATED ROADWAY, SIGNING AND DRAINAGE IMPROVEMENTS. THE PROJECT ALSO INCLUDES RECONSTRUCTION OF ALL THE RAMPS AT THE US 62 INTERCHANGE. THE PROJECT DOES NOT INCLUDE 0.31 MILE OF PREVIOUSLY CONSTRUCTED IMPROVEMENTS AT THE BIG DARBY CREEK.

PROJECT EARTH DISTURBED AREA: 139 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 14 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: 153 ACRES

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

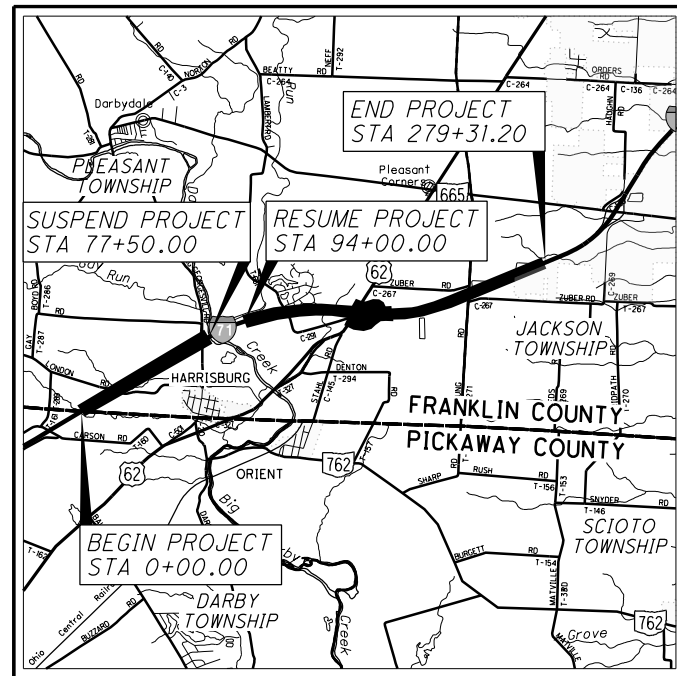
2019 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED _____
DATE _____ DISTRICT DEPUTY DIRECTOR

APPROVED _____
DATE _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION



LOCATION MAP

LATITUDE: 39°49'30" LONGITUDE: 83°09'00"



PORTION TO BE IMPROVED	—————
INTERSTATE HIGHWAY	—————
FEDERAL ROUTES	—————
STATE ROUTES	—————
COUNTY & TOWNSHIP ROADS	—————
OTHER ROADS	—————

DESIGN DESIGNATION AND DESIGN EXCEPTIONS

SEE SHEET 2

UNDERGROUND UTILITIES



PLAN PREPARED BY:

Mead & Hunt
4700 LAKEHURST CT, STE 110
COLUMBUS, OH 43016
(614) 792-5900 PHONE

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STANDARD CONSTRUCTION DRAWINGS

STANDARD CONSTRUCTION DRAWINGS												SUPPLEMENTAL SPECIFICATIONS			
BP-1.1	7/28/00	DM-1.1	7/21/17	MGS-5.2	7/15/16	HL-10.11	4/17/20	MT-95.30	7/19/19	MT-100.00	1/15/16	TC-41.50	10/18/13	800-2019	7/17/20
BP-2.1	7/17/15	DM-1.2	1/18/13	MGS-5.3	7/15/16	HL-10.12	1/20/17	MT-95.40	1/17/20	MT-101.60	1/17/20	TC-42.10	10/18/13	807	4/17/20
BP-2.2	7/18/08	DM-4.1	7/20/18	MGS-6.1	1/19/18	HL-10.13	4/17/20	MT-95.45	1/17/20	MT-101.70	1/17/20	TC-42.20	10/18/13	808	1/18/19
BP-2.3	7/18/14	DM-4.2	7/20/12	MGS-6.2	7/19/19	HL-10.31	4/17/20	MT-95.70	1/17/20	MT-101.75	1/17/20	TC-51.11	1/15/16	813	10/19/18
BP-3.1	1/17/20	DM-4.3	1/15/16			HL-20.11	4/17/20	MT-95.71	1/17/20	MT-101.80	1/17/20	TC-52.10	10/18/13	821	4/20/12
BP-5.1	1/18/19	DM-4.4	1/15/16	RM-1.1	7/18/14	HL-20.21	1/19/18	MT-95.72	1/17/20	MT-101.90	7/21/17	TC-52.20	7/20/18	832	10/19/18
BP-6.1	7/19/13			RM-4.3	7/18/14	HL-30.11	4/17/20	MT-95.82	7/19/13	MT-102.10	1/17/20	TC-61.10	1/17/20	833	7/19/19
BP-9.1	1/18/19	F-2.1	7/20/18	RM-4.5	7/21/17	HL-30.21	4/17/20	MT-98.10	1/17/20	MT-102.20	4/19/19	TC-64.10	1/17/20	836	1/19/18
		F-3.1	7/19/13	RM-4.6	7/19/13	HL-30.22	4/17/20	MT-98.11	1/17/20	MT-102.30	10/16/15	TC-65.10	1/17/14	837	7/19/19
CB-2.1	7/20/18	F-3.3	7/19/13			HL-30.31	4/17/20	MT-98.20	4/19/19	MT-103.10	1/19/18	TC-65.11	7/21/17	846	4/17/15
CB-2.2	7/20/18	F-3.4	7/19/13	AS-1-15	7/17/15	HL-30.32	4/17/20	MT-98.21	1/17/20	MT-104.10	10/16/15	TC-71.10	1/19/18	848	1/20/17
CB-2.3	1/15/16			AS-2-15	1/18/19	HL-40.20	1/17/20	MT-98.22	1/17/20	MT-105.10	1/17/20	TC-72.20	7/20/18	878	1/17/20
CB-3.2	1/15/16	MGS-1.1	1/19/18	GSD-1-19	1/18/19	HL-50.21	4/17/20	MT-98.28	1/17/20			TC-73.20	1/17/20	899	1/17/20
CB-3.3	1/15/16	MGS-2.1	1/19/18	PCB-91	1/18/13	HL-60.11	7/21/17	MT-98.29	1/17/20	TC-12.30	1/19/18			905	4/17/20
CB-3.4	1/15/16	MGS-3.1	1/19/18	SBR-1-13	7/20/18	HL-60.12	4/17/20	MT-98.30	7/19/19	TC-21.20	7/20/18			908	10/20/17
I-2.2	7/19/19	MGS-3.2	1/18/13	SICD-1-96	7/18/14	HL-60.21	7/20/18	MT-99.20	4/19/19					913	4/21/17
		MGS-4.2	7/19/13	SICD-2-14	7/18/14	HL-60.31	1/17/20	MT-99.30	1/17/20	TC-41.20	10/18/13			921	4/20/12
MH-1.2	1/15/16	MGS-4.3	1/18/13	VPF-1-90	7/20/18			MT-99.60	7/15/16	TC-41.30	10/18/13			938	1/19/18

SPECIAL PROVISIONS

JORY PPM APRIL 2019
C&W Track Monitoring 01/18

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FEDERAL PROJECT NO. **E180 (796)**
CONSTRUCTION PROJECT NO. **107201**
RAILROAD INVOLVEMENT **INDIANA & OHIO RAILWAY COMPANY**
FRA-71-0.00
1/1312

ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN CONSTRUCTION SEQUENCE

RECONSTRUCTION AND WIDENING OF I-71 SHALL BE COMPLETED OVER 3 PRIMARY PHASES AS FOLLOWS:

PRE-PHASE 1 WORK

PRIOR TO THE START OF PHASE 1, THE NORTHBOUND OUTSIDE SHOULDER AND PARTS OF THE SOUTHBOUND INSIDE AND OUTSIDE SHOULDERS MUST BE RECONSTRUCTED IN ORDER TO CARRY SHIFTED PRE-PHASE 1 AND PHASE 1 TRAFFIC. ADDITIONALLY, A 1 FOOT WIDE SECTION OF EXISTING PAVEMENT (ADJACENT TO THE SHOULDER RECONSTRUCTION) SHALL BE MILLED AND RESURFACED. SHOULDER RECONSTRUCTION AND ADJACENT RESURFACING WORK SHALL BE LIMITED TO THAT WHICH CAN BE COMPLETED IN TWO NIGHTS AS DETAILED IN THE PRE-PHASE 1 TYPICAL SECTIONS.

THE MAINLINE CROSSOVER AT THE SOUTH END OF THE PROJECT AND THE CULVERT CROSSOVERS LOCATED NEAR YOUNG RD. SHALL BE CONSTRUCTED IN CONJUNCTION WITH THE SHOULDER REPLACEMENT. ADDITIONALLY, THE EXISTING PAVEMENT JOINT UNDER THE NORTHBOUND LANE SHALL BE REPAIRED AS IT WILL FALL IN OR NEAR THE PHASE 1 WHEEL PATH (SEE ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, APP, TYPE 2). PRE-PHASE 1 WORK WILL ALSO INCLUDE REPAIRS TO THE EXISTING PAVEMENT AS DETAILED ON SHEET 13. REPAIRS MUST BE COMPLETE BY 10/15/2020 (SEE INCENTIVE/DISINCENTIVE CONTRACT TABLE ON THIS SHEET). ANY PRE-PHASE 1 WORK THAT IMPACTS TRAVEL LANES SHALL BE COMPLETED BY UTILIZING NIGHTTIME LANE CLOSURES PER ODOT SCD MT-95.30. THE LANE CLOSURES MAY ONLY BE IMPLEMENTED DURING HOURS ALLOWED AS LISTED IN THIS PLAN.

WINTER RESTRICTION

TRAFFIC SHALL NOT BE PLACED INTO PRE-PHASE 1 PART A OR B BEFORE APRIL 1st 2021 WITHOUT APPROVAL FROM THE PROJECT ENGINEER. THE CONTRACTOR MAY SUBMIT HIS OWN METHOD OF OPERATION TO ENTER INTO PHASE 1 SOUTH OF STATION 192+00 PRIOR TO APRIL 1st 2021, IN WRITING AND WITH DETAILED PLAN SHEETS TO THE PROJECT ENGINEER FOR REVIEW. THE CONTRACTOR SHALL RECEIVE APPROVAL FROM THE PROJECT ENGINEER AND DISTRICT WORK ZONE TRAFFIC ENGINEER BEFORE PROCEEDING WITH ANY MODIFIED PHASE 1.

PRE-PHASE 1 PARTS A AND B

UPON COMPLETION OF PRE-PHASE 1 TEMPORARY PAVEMENT WORK, THE CULVERT CROSSING OF NORTHBOUND I-71, JUST SOUTH OF YOUNG ROAD SHALL BE REPLACED. THIS WORK SHALL BE COMPLETED IN TWO PARTS, WITH ONE NORTHBOUND LANE MAINTAINED ON THE EXISTING NORTHBOUND SIDE, AND THE OTHER NORTHBOUND LANE MAINTAINED IN CONTRAFLOW WITH SOUTHBOUND TRAFFIC VIA THE CULVERT CROSSOVER THAT WAS CONSTRUCTED PRIOR.

PHASE 1

PHASE 1 CONSTRUCTS THE WESTERN HALF OF NORTHBOUND I-71 (PROPOSED RUMBLE STRIPS SHALL BE NON-PERFORMED). THIS WORK IS COMPLETED WITH NORTHBOUND TRAFFIC SHIFTED AWAY FROM THE WORKZONE, UTILIZING THE RECENTLY REPLACED OUTSIDE SHOULDER. ADDITIONALLY 2-LANE CROSSOVER SHALL BE CONSTRUCTED AT THE NORTH PROJECT TERMINI, AS WELL AS 2-RAMP CROSSOVERS AT THE SOUTHBOUND EXIT TO US 62. SOUTHBOUND TRAFFIC (INCLUDING RAMPS) SHALL BE MAINTAINED IN EXISTING LANES FOR THE DURATION OF PHASE 1 WORK. ALL RAMPS AT THE US 62 INTERCHANGE SHALL REMAIN OPEN DURING PHASE 1. ALL MEDIAN GRADING, SHALL BE COMPLETED IN PHASE 1. ADDITIONALLY, THE TEMPORARY PAVEMENT ADJACENT TO NB-71 THAT WAS LEFT IN PLACE FROM PROJECT FRA-71-5.29 PID 84868 SHALL BE REMOVED.

PHASE 2

PHASE 2 CONSTRUCTS THE REMAINING EASTERN HALF OF NORTHBOUND I-71 (PROPOSED RUMBLE STRIPS SHALL BE NON-PERFORMED). THIS WORK IS COMPLETED WITH NORTHBOUND TRAFFIC SHIFTED AWAY FROM THE WORKZONE, UTILIZING THE RECENTLY CONSTRUCTED WESTERN HALF OF I-71. ALL SOUTHBOUND TRAFFIC (INCLUDING RAMPS) SHALL BE MAINTAINED IN EXISTING LANES FOR THE DURATION OF PHASE 2. RAMP D (NORTHBOUND EXIT RAMP TO US 62) SHALL BE CONSTRUCTED UNDER FULL CLOSURE WITH TRAFFIC DETOURED AS DETAILED WITHIN. THIS RAMP SHALL THEN BE OPENED PRIOR TO THE START OF PHASE 2A. THE NORTHBOUND ENTRANCE RAMP FROM US 62 (RAMP B) SHALL REMAIN OPEN DURING PHASE 2. RAMP B AND D CAN BE CLOSED FOR ONE WEEKEND TO COMPLETE INTERSECTION WORK.

SUB-PHASE 2A

SUB-PHASE 2A CONSTRUCTS RAMP B UNDER CLOSURE (NORTHBOUND ENTRANCE RAMP FROM US 62). THIS SHALL BE COMPLETED CONCURRENTLY WITH PHASE 2, BUT SHALL NOT BE CONSTRUCTED AT THE SAME TIME RAMP D IS CLOSED. THE PHASE 2A CLOSURE SHALL BE LIMITED TO 30 DAYS MAXIMUM. THE DETOUR ROUTE HAS BEEN DETAILED WITHIN. RAMP D SHALL REMAIN OPEN WITH THE EXCEPTION OF THE PHASE 2A 30-DAY CLOSURE.

WINTERIZATION

AT THE CONCLUSION OF PHASE 2A, THE PROJECT SHALL ENTER A WINTERIZATION MODE. SOUTHBOUND TRAFFIC SHALL REMAIN IN EXISTING LANES, WHILE NORTHBOUND TRAFFIC SHALL BE OPENED TO THREE LANES AS DETAILED WITHIN. ALL RAMPS SHALL BE OPEN DURING THE WINTER SET-UP WITH THE EXCEPTION OF PRE-PHASE 3 WORK. THE WINTERIZATION SET-UP SHALL BE IN PLACE BY 10/01/2021 (SEE INCENTIVE/DISINCENTIVE CONTRACT TABLE ON THIS SHEET).

PRE-PHASE 3 WORK

DURING PRE-PHASE 3, THE RAMP A/US 62 INTERSECTION SHALL BE CONSTRUCTED UTILITIZING TWO WEEKEND CLOSURES. RAMP A (SOUTHBOUND EXIT TO US 62) AND RAMP C (SOUTHBOUND ENTRANCE RAMP FROM US 62) WILL BE DETOURED DURING THE TWO WEEKENDS AS DETAILED WITHIN. ADDITIONALLY, TEMPORARY PAVEMENT SLONG RAMP A SHALL BE CONSTRUCTED FOR USE IN PHASE 3.

IF THE CONCRETE PAVEMENT OPTION IS ULTIMATELY IMPLEMENTED, TEMPORARY PAVEMENT FROM PHASE 2 (ALONG NB INSIDE SHOULDER) SHALL BE REMOVED DURING PRE-PHASE 3. THIS WORK SHALL BE COMPLETED UNDER SHOULDER CLOSURE. THE SHOULDER CLOSURES SHALL BE PER ODOT SCD MT-95.45 EXCEPT DRUMS MAY BE USED IN PLACE OF PCB AS LONG AS DROP-OFF REQUIREMENTS ARE MET (PER ODOT SCD MT-101.90).

PRE-PHASE 3 WORK SHALL NOT COMMENCE BEFORE APRIL 1ST, 2022 UNLESS APPROVED BY THE ENGINEER.

PHASE 3

PHASE 3 CONSTRUCTS THE MAJORITY OF SOUTHBOUND I-71. BOTH LANES OF SOUTHBOUND TRAFFIC ARE MAINTAINED BY CROSSING OVER ONTO THE NORTHBOUND SIDE OF THE FREEWAY. RAMP A (SOUTHBOUND EXIT RAMP TO US 62) SHALL ALSO BE CONSTRUCTED WITH TRAFFIC BEING MAINTAINED ON TEMPORARY PAVEMENT AND EXISTING RAMP C (SOUTHBOUND ENTRANCE RAMP FROM US 62). RAMP C (SOUTHBOUND ENTRANCE RAMP FROM US 62) SHALL REMAIN CLOSED FOR THE DURATION OF THIS PHASE. THE DETOUR ROUTE HAS BEEN DETAILED WITHIN. ADDITIONALLY, THE TEMPORARY PAVEMENT ADJACENT TO NB-71 THAT WAS LEFT IN PLACE FROM PROJECT FRA-71-5.29 PID 84868 SHALL BE REMOVED. WITH THE EXCEPTION OF THE CROSSOVERS, THE FINAL WEARING COURSE FOR SOUTHBOUND I-71 SHALL BE PLACED AT THE CONCLUSION OF PHASE 3. PHASE 3 WORK SHALL NOT COMMENCE BEFORE APRIL 1ST, 2022 UNLESS APPROVED BY THE ENGINEER.

SUB-PHASE 3A

SUB PHASE 3A CONSTRUCTS THE REMAIN PORTION OF I-71 IN THE VICINITY OF RAMP C. ALL LANES SHALL REMAIN IN THE PHASE 3 SET-UP EXCEPT THAT RAMP A IS MAINTAINED UTILIZING THE NEWLY CONSTRUCTED PAVEMENT. RAMP C (SOUTHBOUND ENTRANCE RAMP FROM US 62) SHALL REMAIN CLOSED FOR THE DURATION OF THIS PHASE. THE DETOUR ROUTE HAS BEEN DETAILED WITHIN.

POST PHASE 3

AT THE CONCLUSION OF PHASE 3 AND 3A, TRAFFIC SHALL BE MAINTAINED IN THE FINAL CONDITION ON INTERMEDIATE COURSE FOR THE WINTER OF 2022-2023. PAVEMENT MARKINGS SHALL BE PLACED IN THEIR FINAL LOCATIONS PER THE TRAFFIC CONTROL PLAN. QUANTITIES HAVE BEEN SUMMARIZED ON SHEET 19 AND CARRIED TO THE GENERAL SUMMARY.

AT THE CONCLUSION OF THE 2022-2023 WINTER, THE REMAINING EXISTING I-71 PAVEMENT THAT IS TO BE RESURFACED (OUTSIDE THE FULL DEPTH LIMITS) SHALL BE MILLED TO THE DEPTH SPECIFIED IN THE ROADWAY PLANS. THE FINAL WEARING COURSE OF BOTH NEWLY CONSTRUCTED AND EXISTING MILLED PAVEMENTS SHALL THEN BE INSTALLED UNLESS PREVIOUSLY CONSTRUCTED. ONCE COMPLETED, FINAL PAVEMENT MARKINGS SHALL BE APPLIED PER THE TRAFFIC CONTROL PLANS AND NON-PERFORMED RUMBLE STRIPS FROM PHASE 1 AND PHASE 2 SHALL BE INSTALLED. THIS WORK SHALL BE COMPLETED BY UTILIZING ODOT SCD MT-97.11. IN ADDITION TO THIS WORK, THE MEDIAN CABLE BARRIER SHALL BE INSTALLED PER THE ROADWAY PLANS AND TEMPORARY PAVEMENT SHALL BE REMOVED BY UTILIZING ODOT SCD MT-95.45 EXCEPT DRUMS MAY BE USED IN PLACE OF PCB AS LONG AS DROP-OFF REQUIREMENTS ARE MET (PER ODOT SCD MT-101.90).

GENERAL

ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION), COPIES OF WHICH ARE AVAILABLE FROM THE OHIO DEPARTMENT OF TRANSPORTATION, OFFICE OF TRAFFIC ENGINEERING, 1980 WEST BROAD STREET, COLUMBUS, OHIO 43223.

THE ROADWAY SHALL NOT BE OPENED TO TRAFFIC UNTIL PERMANENT TRAFFIC CONTROLS ARE IN PLACE, OR UNTIL TEMPORARY TRAFFIC CONTROLS, APPROVED BY THE ENGINEER, ARE INSTALLED. THE CONTRACTOR ASSUMES ALL LIABILITY FOR THE PREMATURE REMOVAL OF TEMPORARY TRAFFIC CONTROLS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REINSTALLATION AND/OR REPLACEMENT OF ALL PERMANENT TRAFFIC CONTROL DEVICES DAMAGED OR REMOVED DURING THE CONSTRUCTION. PERMANENT TRAFFIC CONTROL THAT IS NO LONGER IN CONFLICT WITH TEMPORARY TRAFFIC CONTROL SHALL BE REPLACED IMMEDIATELY. THE CONTRACTOR SHALL ASSUME ALL LIABILITY FOR MISSING, DAMAGED AND IMPROPERLY PLACED TRAFFIC CONTROL DEVICES.

THE CONTRACTOR SHALL PROVIDE A 24 HOUR CONTACT WHO WILL BE RESPONSIBLE FOR MAINTENANCE OF TRAFFIC FOR THE DURATION OF THE PROJECT.

CONSTRUCTION OPERATIONS SHALL NOT BEGIN UNTIL ALL TEMPORARY TRAFFIC CONTROL DEVICES ARE IN PLACE AND APPROVED BY THE ENGINEER AND THE DISTRICT.

MAINTENANCE OF ALL TRAFFIC CONTROL DEVICES INCLUDING DRUMS, SIGNS, BARRICADES, SIGN BOARDS, DETOUR SIGNAGE, ETC., SHALL BE THE CONTRACTOR'S RESPONSIBILITY.

STEADY-BURNING TYPE "C" LIGHTS SHALL BE REQUIRED ON ALL BARRICADES IN USE AT NIGHT. ALL ADVANCE SIGNING SHALL BE EQUIPPED WITH TYPE "A" FLASHING LIGHTS AND (2) ORANGE FLAGS (24"X24"). CONES ARE NOT APPROVED FOR USE AT NIGHT. LIGHTS ARE NOT REQUIRED ON SIGNS IN PLACE DURING DAYLIGHT HOURS.

FOR AREAS ADJACENT TO VEHICULAR TRAFFIC, OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH THE PROPER TRAFFIC CONTROL DEVICES AT ALL TIMES. DROP OFFS WITHIN THE WORK ZONE SHALL CONFORM TO THE REQUIREMENTS SET FORTH ON ODOT STANDARD CONSTRUCTION DRAWING MT-101.90.

TEMPORARY PAVEMENT WEDGE

TEMPORARY PAVEMENT WEDGES SHALL BE PROVIDED AT ALL TIMES WHERE TRAFFIC IS REQUIRED TO TRAVEL FROM OR ONTO A PAVEMENT SURFACE OF A DIFFERENT ELEVATION, AROUND MANHOLES, AT CATCH BASINS, ETC. THE MINIMUM SLOPE OF THE TEMPORARY PAVEMENT WEDGE SHALL BE 3:1 ALONG LONGITUDINAL JOINTS AND 120:1 AT TRANSVERSE JOINTS. THESE WEDGES SHALL BE REMOVED PRIOR TO PLACING THE SPECIFIED FINAL PAVEMENT COURSE. PAYMENT FOR ALL WORK, MATERIALS, ETC. ASSOCIATED WITH THIS ITEM SHALL BE PAID FOR UNDER THE ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN LUMP SUM.

WEEKLY MAINTENANCE OF TRAFFIC MEETING

AFTER THE INITIAL PRE-MAINTENANCE OF TRAFFIC MEETING, THE CONTRACTOR SHALL MEET WITH THE PROJECT ENGINEER ON A WEEKLY BASIS TO GO OVER A DETAILED MAINTENANCE OF TRAFFIC REPORT OF AT LEAST 7 CALENDAR DAYS. THIS MEETING SHOULD BE HELD ON THE SAME DAY AND TIME OF EACH WEEK.

THE CONTRACTOR WILL PROVIDE TO THE PROJECT ENGINEER A WRITTEN DETAIL OF THE INFORMATION REQUIRED BY THE NOTIFICATION OF TRAFFIC RESTRICTIONS NOTE PRIOR TO THE MEETING.

IN ADDITION TO THE DETAILED MAINTENANCE OF TRAFFIC REPORT THE CONTRACTOR SHALL GIVE A GENERAL LOOK AHEAD OF AN ADDITIONAL 2 WEEKS OF UPCOMING WORK ACTIVITIES. THIS WILL INCLUDE ANY NOTIFICATION REQUIREMENTS FOR RESTRICTIONS THAT HAVE A DURATION GREATER THAN 12 HOURS.

TIME LIMITATION ON A DETOUR

INTERCHANGE RAMPS SHALL BE MAINTAINED AT ALL TIMES, EXCEPT WHERE SPECIFIED IN THE PLANS AS OUTLINED IN THE CHART BELOW. FOR EACH RESPECTIVE DETOUR AND CLOSURE, A DISINCENTIVE SHALL BE ASSESSED FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

WINDOW CONTRACT TABLE			
RAMP (MOVEMENT)	PHASE	MAXIMUM DURATION OF CLOSURE	DISINCENTIVE PER DAY
RAMP A (I-71 SB TO US 62)	PRE-PHASE 3	2-WEEKENDS (7PM FRI-7AM MON)	\$4,600
RAMP B (US-62 TO I-71 NB)	PHASE 2A	30 DAYS	\$7,400
RAMP C (US 62 TO I-71 SB)	PRE-PHASE 3	2-WEEKENDS	\$1,100

INCENTIVE/DISINCENTIVE CONTRACT TABLE			
DESCRIPTION OR LOCATION OF CRITICAL WORK	COMPLETION DATE	TIME PERIOD	DISINCENTIVE \$ PER TIME PERIOD
COMPLETE PHASE 2 AND IMPLEMENT WINTERIZATION SET-UP	10/01/2021	DAY	\$6,000
PHASE 3	10/31/2022	DAY	\$3,200

CALCULATED
BER
CHECKED
SMM

MAINTENANCE OF TRAFFIC GENERAL NOTES

FRA - 71 - 0.00

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1312

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LANES OPEN DURING HOLIDAYS AND SPECIAL EVENTS

NO WORK SHALL BE PERFORMED AND THE SAME NUMBER OF LANES AS WERE AVAILABLE AT THE START OF THE PROJECT SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

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

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

DAY OF HOLIDAY	TIMES ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00 NOON FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00 NOON FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00 NOON MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00 NOON TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00 NOON WEDNESDAY THROUGH 6:00 AM FRIDAY
THANKSGIVING	5:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00 NOON THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00 NOON FRIDAY THROUGH 6:00 AM MONDAY

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA WIDE.

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

PERMITTED LANE CLOSURES

THE EXISTING NUMBER OF LANES IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES EXCEPT DURING PERIODS OF WORK AT WHICH TIME LANES MAY BE CLOSED IN ACCORDANCE WITH THE LANE VALUE CONTRACT TABLE FOR EACH LOCATION UNLESS OTHERWISE SHOWN IN THE PLANS.

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.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 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, AS PER PLAN, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

PUBLIC OUTREACH AND NOTIFICATION (ROAD CLOSURE)

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE DISTRICT 6 PUBLIC INFORMATION OFFICE VIA EMAIL AT D06.PIO@DOT.STATE.OH.US TO COORDINATE EFFORTS TO NOTIFY ALL LOCAL COUNTY, STATE AND FEDERAL EMERGENCY SERVICES, SCHOOL DISTRICTS AND ADJACENT RESIDENTS AND BUSINESSES OF THE UPCOMING CLOSURE. ADVANCE NOTIFICATION SHALL OCCUR NO LATER THAN FOURTEEN (14) DAYS PRIOR TO CLOSING THE ROAD. IT, SUBSEQUENT TO THE ADVANCE NOTIFICATION, THE START DATE IS CHANGED, THAN A NEW SEVEN (7) DAY NOTIFICATION WILL BE REQUIRED. THE ROAD CANNOT BE CLOSED UNLESS PRIOR NOTIFICATION HAS BEEN ACCOMPLISHED. THE SAME PARTIES SHALL BE NOTIFIED WHEN THE CLOSURE HAS CONCLUDED AND THE ROAD IS BACK OPEN TO TRAFFIC. ALL NOTIFICATIONS SHALL BE MADE UTILIZING THE TEMPLATE PROVIDED BY THE DISTRICT 6 PUBLIC NOTIFICATION OFFICE.

PUBLIC OUTREACH AND NOTIFICATION (RESURFACING PROJECTS)

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE DISTRICT 6 PUBLIC INFORMATION OFFICE VIA EMAIL AT D06.PIO@DOT.STATE.OH.US TO COORDINATE EFFORTS TO NOTIFY ADJACENT RESIDENTS AND BUSINESSES OF THE UPCOMING RESURFACING PROJECT. ADVANCE NOTIFICATION SHALL OCCUR NO LATER THAN FOURTEEN (14) DAYS PRIOR TO THE FIRST DAY OF WORK. ALL NOTIFICATIONS SHALL BE MADE UTILIZING THE TEMPLATE PROVIDED BY THE DISTRICT 6 PUBLIC NOTIFICATION OFFICE.

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.

ITEM	DURATION OF CLOSURE	SIGN DISPLAY TO PUBLIC	NOTIFICATION DUE TO DISTRICT 6 COMMUNICATIONS OFFICE
RAMP & ROAD CLOSURES	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	21 CALENDAR DAYS PRIOR TO CLOSURE
	>12 HOURS & <2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE	14 CALENDAR DAYS PRIOR TO CLOSURE
	<12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE	4 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 SHALL DISPLAY THE PHONE NUMBER OF THE DISTRICT 6 PUBLIC INFORMATION CONSTRUCTION LINE, (740)833-8268, WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION.

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 SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE PIO (D06.PIO@DOT.OHIO.GOV). 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	NOTIFICATION DUE TO DISTRICT 6 COMMUNICATIONS OFFICE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>=2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE	14 CALENDAR DAYS PRIOR TO CLOSURE
	>12 HOURS & <2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	7 CALENDAR DAYS PRIOR TO CLOSURE
	<12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE	2 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURE & 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 FRAME TABLE.

NOTIFICATION OF CONSTRUCTION INITIATION

AT LEAST FOURTEEN DAYS PRIOR TO STARTING INITIAL CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL ADVISE THE DISTRICT OFFICE OF COMMUNICATIONS VIA EMAIL AT D06.PIO@DOT.OHIO.GOV, THE DISTRICT WORK ZONE TRAFFIC MANAGER VIA EMAIL AT D06.MOT@DOT.OHIO.GOV AND THE CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION VIA EMAIL AT HAULING.PERMITS@DOT.OHIO.GOV OF THE ANTICIPATED START DATE OF ANY CONSTRUCTION ACTIVITIES INCLUDING BUT NOT LIMITED TO THE PLACING OF WORK ZONE SIGNS. THE NOTIFICATION SHALL ALSO INCLUDE THE PROJECT NUMBER, PID, NAME AND PHONE NUMBER OF THE CONTRACTOR, A POINT OF CONTACT AND THE ANTICIPATED IMPACT ON TRAFFIC. THE CONTRACTOR WILL IMMEDIATELY INFORM THE DISTRICT OFFICE OF COMMUNICATIONS AND THE DISTRICT WORK ZONE TRAFFIC MANAGER OF ANY AND ALL DELAYS AND/OR CHANGES REGARDING THE CONSTRUCTION INITIATION DATE.

PRE-MAINTENANCE OF TRAFFIC MEETING

A PRE-MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD (MINIMUM 10 WORK DAYS) PRIOR TO WORK BEGINNING OR ANY CHANGE OF PHASING. THIS MEETING SHALL INCLUDE THE DISTRICT MAINTENANCE OF TRAFFIC ENGINEER (D06.MOT@DOT.STATE.OH.US) AS WELL AS THE CONTRACTOR AND ANY OF HIS SUB-CONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL. FOR COLUMBUS SECTIONS OF ROADWAY, ALSO INCLUDE THE TEMPORARY CONTROL COORDINATOR (614-645-6269 OR 614-645-5845) FROM THE CITY OF COLUMBUS TRANSPORTATION DIVISION.

DRUM REQUIREMENTS

IN ADDITION TO THE REQUIREMENTS OF THE PLANS, SPECIFICATION AND PROPOSAL, DRUMS FURNISHED BY THE CONTRACTOR SHALL BE NEW AND UNUSED AT THE TIME OF ARRIVAL ON THE PROJECT. ANY DRUMS BROUGHT ON THE PROJECT, WHICH HAVE PREVIOUSLY BEEN USED ELSEWHERE, WILL NOT BE ACCEPTED.

PAYMENT FOR DRUMS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

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FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN.

PAYMENT

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, AS PER PLAN, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

ESTIMATED QUANTITIES

FOR THE ASPHALT OPTION, A WEDGE COURSE SHALL BE INSTALLED AT THE CONCLUSION OF PHASE 1 AND PHASE 2 TO PROVIDE A SMOOTH TRANSITION APPROACHING AND DEPARTING THE APPROACH SLABS/BRIDGE DECKS. THIS TRANSITION SHALL BE AT A MINIMUM OF 120:1. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 144 CU. YD.

DUST CONTROL

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

ITEM 616, WATER 962 M. GAL.

WINTERIZATION 2022-2023 MARKINGS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE DURING THE 2022-2023 WINTER PER LOCATIONS OF THE TRAFFIC CONTROL PLAN.

CONCRETE OPTION

ITEM 614, WORK ZONE RAISED PAVEMENT MARKER 1094 EACH
ITEM 614, WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN 40 EACH
ITEM 646, EDGE LINE 25.58 MILE
ITEM 646, LANE LINE 21.76 MILE
ITEM 646, CHANNELIZING LINE 4051 FT
ITEM 646, DOTTED LINE, 6" 4714 FT

ASPHALT OPTION

ITEM 614, WORK ZONE RAISED PAVEMENT MARKER 210 EACH
ITEM 614, WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN 924 EACH
ITEM 644, EDGE LINE 25.58 MILE
ITEM 644, LANE LINE 22.08 MILE
ITEM 644, CHANNELIZING LINE 4051 FT
ITEM 644, DOTTED LINE, 6" 4714 FT

ITEM 614, REPLACEMENT SIGN

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 10 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614, REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 300 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

WORK ZONE SPEED ZONES (WZSZS)

THE FOLLOWING WORK ZONE SPEED ZONE (WZSZ) SPEED LIMIT REVISION(S) HAVE BEEN APPROVED FOR USE ON THIS PROJECT WHEN WORK ZONE CONDITIONS AND FACTORS ARE MET AS DESCRIBED BELOW:

Table with 3 columns: WZSZ REVISION NUMBER, COUNTY-ROUTE-SECTION, DIRECTION. Rows include WZ-35645 FRA-71-0.00 NORTHBOUND and WZ-35645 FRA-71-0.00 SOUTHBOUND.

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRE-CONSTRUCTION) POSTED SPEED LIMIT OF 55 MPH OR GREATER, A QUALIFYING WORK ZONE CONDITION OF AT LEAST 0.5 MILE IN LENGTH, AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS, AND A WORK ZONE CONDITION IN PLACE THAT REDUCES THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS (I.E., LANE CLOSURE, LANE SHIFT, CROSSOVER, CONTRAFLOW AND/OR SHOULDER CLOSURE). THE LENGTH OF THE WORK ZONE CONDITION IS MEASURED FROM THE BEGINNING OF THE TAPER FOR THE SUBJECT WORK ZONE CONDITION IMPACTING THE TRAVEL LANES AND/OR SHOULDER TO THE END OF THE DOWNSTREAM TAPER, WHERE DRIVERS ARE RETURNED TO TYPICAL ALIGNMENT. AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS IS REQUIRED TO BALANCE THE ADDITIONAL EXPOSURE CREATED BY INSTALLING AND REMOVING WZSZ SIGNING WITH THE TIME NEEDED TO COMPLETE THE WORK.

IF THE WORK ZONE MEETS THESE MINIMUM CRITERIA, IT SHALL BE ANALYZED FURTHER USING TABLE 1 BELOW TO DETERMINE IF AND WHEN IT QUALIFIES FOR A SPEED LIMIT REDUCTION. DEPENDING ON THE ORIGINAL POSTED SPEED LIMIT, THE TYPE OF TEMPORARY TRAFFIC CONTROL USED, AND WHETHER OR NOT WORKERS ARE PRESENT, A WARRANTED WZSZ WILL VARY IN THE APPROVED SPEED LIMIT TO BE POSTED OVER TIME.

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ.

WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.

WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS SHALL BE IN ACCORDANCE WITH THIS NOTE AND SCD MT-104.10. ADDITIONALLY PAYMENT MAY BE REMOVED, OR A DISINCENTIVE APPLIED, FOR WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS THE SAME AS DESCRIBED IN THE MOST RECENT PUBLICATION OF SS 808 IN REGARDS TO WZSZS USING DSL SIGN ASSEMBLIES (SEE SS 808.06 PARAGRAPHS 4 THROUGH 7, INCLUDING TABLE 1). ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN OMUTCD PART 6.

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRE-CONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WITHOUT POSITIVE PROTECTION IS GENERALLY REGARDED AS USING DRUMS, CONES, SHADOW VEHICLE, ETC., ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WORKERS ARE CONSIDERED AS BEING PRESENT WHEN ON-SITE, WORKING WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WHEN THE WORK ZONE CONDITION REDUCING THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

TABLE 1: WARRANTED WORK ZONE SPEED LIMITS (MPH) FOR WORK ZONES ON HIGH-SPEED (55 MPH OR GREATER) MULTI-LANE HIGHWAYS

ORIGINAL POSTED SPEED LIMIT
SLM 0.00 TO SLM 4.2570 MPH
SLM 4.25 TO SLM 5.2965 MPH

Table with 5 columns: ORIGINAL POSTED SPEED LIMIT, W/ POSITIVE PROT. (WORKERS PRESENT, WORKERS NOT PRESENT), W/OUT POSITIVE PROT. (WORKERS PRESENT, WORKERS NOT PRESENT). Rows for 70, 65, 60, and 55 mph.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, WORK ZONE SPEED LIMIT SIGN ASSUMING 4 SIGNS (WINTERIZATION) 4 EACH

ITEM 614, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY 160 SIGN MNTH ASSUMING 2 DSL SIGN ASSEMBLIES FOR 2 MONTHS (PRE-PHASE 1, PARTS A & B) ASSUMING 7 DSL SIGN ASSEMBLIES FOR 4 MONTHS (PHASE 1) ASSUMING 8 DSL SIGN ASSEMBLIES FOR 4 MONTHS (PHASE 2) ASSUMING 12 DSL SIGN ASSEMBLIES FOR 8 MONTHS (PHASE 3)

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 APPROPRIATE 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.

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE RETROREFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF C&MS 730.19.

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 40 EACH

WORK ZONE INCREASED PENALTIES SIGNS WILL BE PLACED AT THE LOCATIONS DETAILED IN THE PLANS.

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

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

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SHEET NO.	PHASE	614	614	614	614	614	614	614	614	622		646	646	646	646							
		WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	WORK ZONE RAISED PAVEMENT MARKER	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	BARRIER REFLECTOR, TYPE 1 (ONE-WAY)	OBJECT MARKER, ONE-WAY	WORK ZONE EDGE LINE, CLASS I, 6", 807	WORK ZONE DOTTED LINE, CLASS I, 12", 642 PAINT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	WORK ZONE GORE MARKING, CLASS II, 642 PAINT	PORTABLE BARRIER, UNANCHORED		EDGE LINE, 6"	LANE LINE, 6"	CHANNELIZING LINE, 12"	DOTTED LINE, 6"						
		EACH	EACH	EACH	EACH	EACH	FT	FT	FT	FT	FT	MILE	MILE	FT	FT							
377	PHASE 3A				36	12	1160		16		580											
378	PHASE 3A	1			39	13	1800				620											
379	PHASE 3A				12	4	1200				156											
380	PHASE 3A				48	16	1600				800											
381	PHASE 3A	1	58	39	18	6	1847	115	155	254												
382	PHASE 3A			15			305	305														
19	POST PHASE 3		1094	40								25.58	21.76	4051	4714							
SUB-TOTALS							7,912 FT															
TOTALS CARRIED TO SHEET 392		2	1152	94	153	51	1.50 MILE	420	16	155	2,410	25.58 MILE	21.76 MILE	4051	4714							

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MAINTENANCE OF TRAFFIC SUBSUMMARY (CONCRETE OPTION)			
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SHEET NO.	PHASE	614	614	614	614	614	614	614	614	622		644	644	644	644							
		WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	WORK ZONE RAISED PAVEMENT MARKER	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	BARRIER REFLECTOR, TYPE 1 (ONE-WAY)	OBJECT MARKER, ONE-WAY	WORK ZONE EDGE LINE, CLASS I, 6", 807	WORK ZONE DOTTED LINE, CLASS I, 12", 642 PAINT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	WORK ZONE GORE MARKING, CLASS II, 642 PAINT	PORTABLE BARRIER, UNANCHORED		EDGE LINE, 6"	LANE LINE, 6"	CHANNELIZING LINE, 12"	DOTTED LINE, 6"						
		EACH	EACH	EACH	EACH	EACH	FT	FT	FT	FT	FT	MILE	MILE	MILE	MILE							
377	PHASE 3A				36	12	1160		16		580											
378	PHASE 3A	1			39	13	1800				620											
379	PHASE 3A				12	4	1200				156											
380	PHASE 3A				48	16	1600				800											
381	PHASE 3A	1		54	18	6	1847	115		155	254											
382	PHASE 3A			15			305	305														
19	POST PHASE 3		210	924								25.58	22.08	4051	4714							
SUB-TOTALS							7,912 FT															
TOTALS CARRIED TO SHEET 392		2	210	993	153	51	1.50 MILE	420	16	155	2,410	25.58 MILE	21.76 MILE	4051	4714							

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SHEET NUM.												PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED DCB CHECKED DLW
28	29	30	31	32	33	34	35	36	37	38	39	01/IMS/PV	02/NHS/PV	03/IMS/BR	04/IMS/BR							
MAINTENANCE OF TRAFFIC																						
CONCRETE OPTION																						
1,500												750	750			614	11110	1,500	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE		
	4	5		4	2							13	2			614	12380	15	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)		
	4	1										5				614	12384	5	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)		
LS		LS		LS								LS	LS			614	12420	LS		DETOUR SIGNING		
12												6	6			614	12470	12	EACH	WORK ZONE SPEED LIMIT SIGN		
40												20	20			614	12484	40	EACH	WORK ZONE INCREASED PENALTIES SIGN		
10												5	5			614	12500	10	EACH	REPLACEMENT SIGN		
100												50	50			614	12600	100	EACH	REPLACEMENT DRUM		
3	2											5				614	12756	5	EACH	WORK ZONE CROSSOVER LIGHTING SYSTEM		
	8	587	566	574	1,152							2,677	210			614	12800	2,887	EACH	WORK ZONE RAISED PAVEMENT MARKER		
	2,014	519	40	804	94							3,185	286			614	12801	3,471	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	21	
	1,759	3,551	51	3,753	153							7,965	1,302			614	13310	9,267	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY		
	68	14		128								167	43			614	13312	210	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY		
	684	1,222		279	51							2,126	110			614	13350	2,236	EACH	OBJECT MARKER, ONE WAY		
	14		17									31				614	13360	31	EACH	OBJECT MARKER, TWO WAY		
180,000												180,000				614	18000	180,000	EACH	MAINTAINING TRAFFIC, MISC.: BRIDGE DECK AND PAVEMENT PATCHING	22	
22												11	11			614	18601	22	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	20	
	4.73	5.06		10.52								16.8	3.51			614	20056	20.31	MILE	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT		
5.54	14.85	13.57		23.74	1.5							50.79	8.41			614	22056	59.2	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT		
	9,083	5,703		5,546								18,483	1,849			614	23110	20,332	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT		
	1,460	1,200		2,488	420							4,599	969			614	24208	5,568	FT	WORK ZONE DOTTED LINE, CLASS I, 12", 642 PAINT		
				142									142			614	25210	142	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS II, 642 PAINT		
		25		14	16							45	10			614	26200	55	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT		
	212			156	155							419	104			614	28200	523	FT	WORK ZONE GORE MARKING, CLASS II, 642 PAINT		
LS												LS				615	10001	LS		ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN	22	
14,471	20,350			1,543								35,850	514			615	20000	36,364	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A		
37,907	290			376								38,448	125			615	20001	38,573	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	22	
300												300				615	25001	300	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 1	23	
6,844												6,844				615	25001	6,844	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 2	23	
2,000												2,000				615	25001	2,000	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 3	23	
500												500				615	25001	500	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 4	23	
962												481	481			616	10000	962	MGAL	WATER		
	30,220	58,510		32,820	2,410							112,217	11,743			622	41100	123,960	FT	PORTABLE BARRIER, UNANCHORED		
	480	480										960				622	41110	960	FT	PORTABLE BARRIER, ANCHORED		
	1,380			28,790								20,573	9,597			622	80000	30,170	FT	GLARE SCREEN		
				1.38								1.38				644	00104	1.38	MILE	EDGE LINE, 6"		
				0.87								0.87				644	00204	0.87	MILE	LANE LINE, 6"		
				11.97								37.55				646	10010	37.55	MILE	EDGE LINE, 6"		
				10.56								32.32				646	10110	32.32	MILE	LANE LINE, 6"		
				1,622								5,673				646	10310	5,673	FT	CHANNELIZING LINE, 12"		
				25								25				646	10400	25	FT	STOP LINE		
												4,714				646	20504	4,714	FT	DOTTED LINE, 6"		
												1,879				646	20510	1,879	FT	DOTTED LINE, 12"		
18												18				SPECIAL	64620710	18	EACH	AIR SPEED ZONE MARKING	23	
160												80	80			808	18700	160	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY		
ASPHALT OPTION																						
						1,500						750	750			614	11110	1,500	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE		
							4	6		4	2	13	3			614	12380	16	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)		
							4	1				5				614	12384	5	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)		
						LS		LS		LS		LS	LS			614	12420	LS		DETOUR SIGNING		
												6	6			614	12470	12	EACH	WORK ZONE SPEED LIMIT SIGN		
												20	20			614	12484	40	EACH	WORK ZONE INCREASED PENALTIES SIGN		

GENERAL SUMMARY

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SHEET NUM.											PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED	DCB	CHECKED	DLW
28	34	35	36	37	38	39					01/IMS/PV	02/NHS/PV	03/IMS/BR	04/IMS/BR										
	10										5	5			614	12500	10	EACH	REPLACEMENT SIGN					
	100										50	50			614	12600	100	EACH	REPLACEMENT DRUM					
	3	2									1	4			614	12756	5	EACH	WORK ZONE CROSSOVER LIGHTING SYSTEM					
		5	18	105	14	210					347	5			614	12800	352	EACH	WORK ZONE RAISED PAVEMENT MARKER					
		2,144	829	608	1,362	993					5,482	454			614	12801	5,936	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN			21		
	144										144				614	13000	144	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC					
		1,840	2,134	51	3,753	153					5,328	2,603			614	13310	7,931	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY					
		156	14		128						255	43			614	13312	298	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY					
		775	713		279	51					1,708	110			614	13350	1,818	EACH	OBJECT MARKER, ONE WAY					
		14		17							31				614	13360	31	EACH	OBJECT MARKER, TWO WAY					
	180,000										180,000				614	18000	180,000	EACH	MAINTAINING TRAFFIC, MISC.: BRIDGE DECK AND PAVEMENT PATCHING			22		
	22										11	11			614	18601	22	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN			20		
		4.66	5.13		10.52						16.8	3.51			614	20056	20.31	MILE	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT					
	5.79	15.06	13.48		23.78	1.5					51.18	8.43			614	22056	59.61	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT					
		10,006	4,009		5,546						17,712	1,849			614	23110	19,561	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT					
		1,460	1,200		2,488	420					4,599	969			614	24208	5,568	FT	WORK ZONE DOTTED LINE, CLASS I, 12", 642 PAINT					
					142						95	47			614	25210	142	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS II, 642 PAINT					
			25		14	16					45	10			614	26200	55	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT					
		212			156	155					419	104			614	28200	523	FT	WORK ZONE GORE MARKING, CLASS II, 642 PAINT					
	LS										LS	LS			615	10001	LS		ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN			22		
	19,429	4,130			1,543						24,588	514			615	20000	25,102	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A					
	36,888	286			376						37,425	125			615	20001	37,550	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN			22		
	300										300				615	25001	300	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 1			23		
	6,844										6,844				615	25001	6,844	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 2			23		
	2,000										2,000				615	25001	2,000	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 3			23		
	500										500				615	25001	500	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 4			23		
	962										481	481			616	10000	962	MGAL	WATER					
		30,060	32,710		32,820	2,410					86,257	11,743			622	41100	98,000	FT	PORTABLE BARRIER, UNANCHORED					
		480	480								960				622	41110	960	FT	PORTABLE BARRIER, ANCHORED					
		1,380			28,790						20,573	9,597			622	80000	30,170	FT	GLARE SCREEN					
				11.65		25.58					11.65				644	00104	37.23	MILE	EDGE LINE, 6"					
				11.11		21.76					11.11				644	00204	32.87	MILE	LANE LINE, 6"					
				1,622		4,051					1,622				644	00404	5,673	FT	CHANNELIZING LINE, 12"					
						4,714					4,714				644	01510	4,714	FT	DOTTED LINE, 6"					
				1,653							1,653				644	01520	1,653	FT	DOTTED LINE, 12"					
				1.69							1.69				646	10010	1.69	MILE	EDGE LINE, 6"					
				0.3							0.3				646	10110	0.3	MILE	LANE LINE, 6"					
				25							25				646	10400	25	FT	STOP LINE					
				226							226				646	20510	226	FT	DOTTED LINE, 12"					
	18										18				SPECIAL	64620710	18	EACH	AIR SPEED ZONE MARKING			23		
	160										80	80			808	18700	160	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY					
											LS				108	10000	LS		<i>INCIDENTALS</i>					
	LS	LS									LS	LS			614	11001	LS		CPM PROGRESS SCHEDULE			16		
											24				619	16021	24	MNTH	MAINTAINING TRAFFIC, AS PER PLAN					
											LS				623	10000	LS		FIELD OFFICE, TYPE C, AS PER PLAN			13		
											LS				624	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING					
																			MOBILIZATION					

GENERAL SUMMARY

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REF. NO.	SHEET NO.	STATION		SIDE	601	601	602		611	611	611	611	611	611	611	611	670	833	836	836	837	837	837		
		FROM	TO		ROCK CHANNEL PROTECTION, TYPE B WITH FILTER	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	CONCRETE MASONRY		30" CONDUIT, TYPE A, 706.02	48" CONDUIT, TYPE A, 706.02	48" CONDUIT, TYPE A, 707.07	72" CONDUIT, TYPE A, 707.07	24" X 38" CONDUIT, TYPE A, 706.04	29" X 45" CONDUIT, TYPE A, 706.04	10' X 5' CONDUIT, TYPE A, 706.05, AS PER PLAN	CATCH BASIN, NO. 8A	DRAINAGE STRUCTURE, MISC.:DETAIL AND CONSTRUCTION BLIND TAP	DITCH EROSION PROTECTION MAT, TYPE A	CONDUIT RENEWAL USING SPRAY APPLIED STRUCTURAL LINER, ROUND CONDUIT 72" DIAMETER (ALTERNATE 1A)	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 3	LINER PIPE 42" ID 707.18, .19, .20, .35, .42, .43, 748.06(42" OD), S5938, 707.75 (ALTERNATE 2B)	LINER PIPE 66" ID 707.18, .19, .20, .24, .35, 748.06(66" OD), S5938, 707.75 (ALTERNATE 1B)	BACKFILL FOR LINER PIPE (ALTERNATE 1B AND 2B)	ITEM CODE DOES NOT EXIST IN ITEM MASTER
					CY	CY	CY		FT	FT	FT	FT	FT	FT	FT	FT	SY	FT	SY	SY	FT	FT	FT		
	929	12+33	13+61	LT&RT		2.9	1.0								227										
	930	27+48	28+28	LT&RT			34.6				24						25.8	260	48.3				260	260	
	931	54+16	57+67	LT&RT			18.2			24							71.2				663		663	663	
	933	147+96	147+94	LT&RT	14.8		18.2			32															
	934	166+51	166+51	LT&RT		2.8	1.1		26																
	935	189+43	189+43	LT&RT		3.3	0.9						232												
	937	224+40	226+45	LT&RT		27.0									304										
TOTALS CARRIED TO GENERAL SUMMARY					14.8	36	74		26	32	24	24	232	227	304	1	1	97	260	48.3	203.4	663	260	923	663

CULVERT SUBSUMMARY	CALCULATED
	MAH CHECKED CTW
FRA - 71 - 0:00	928 1312



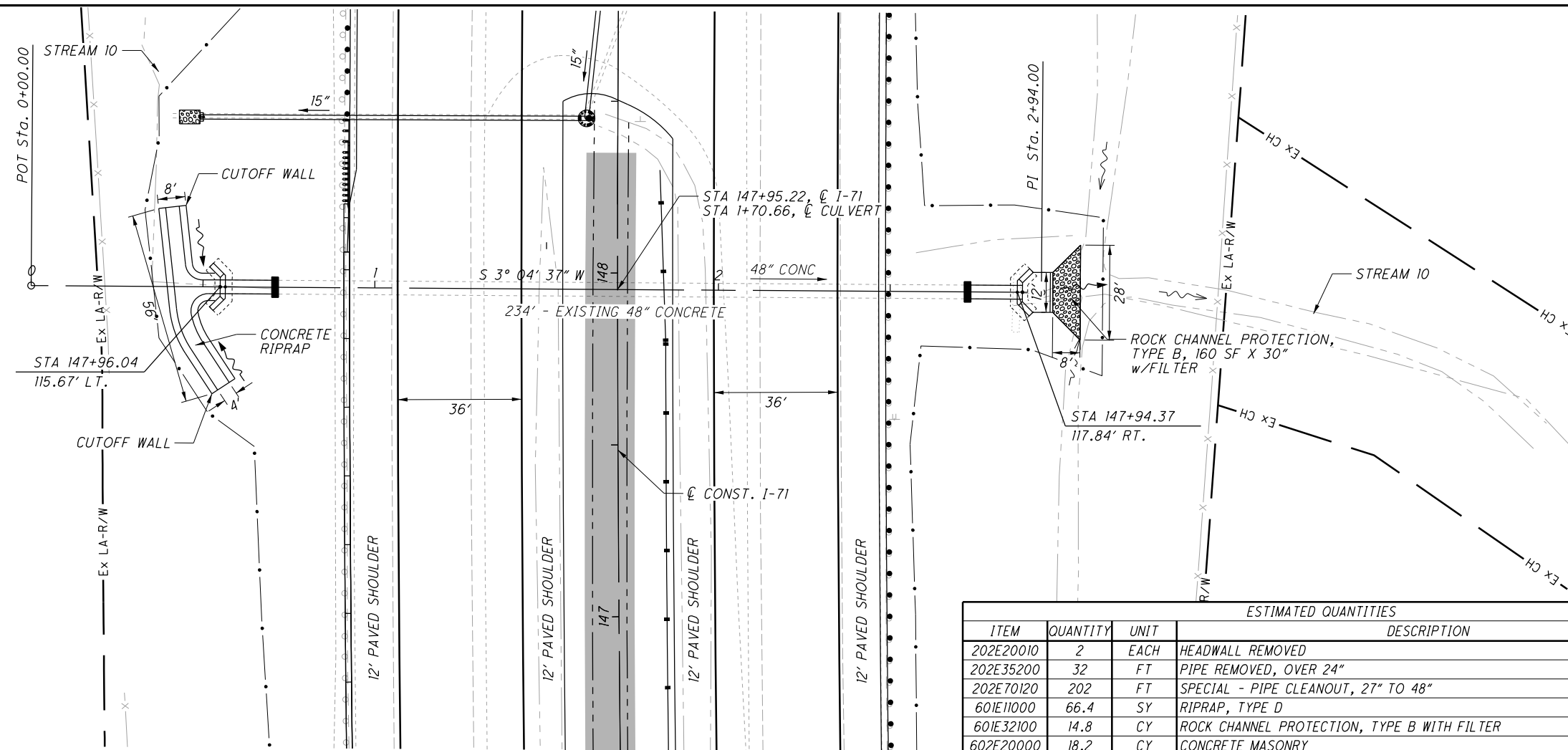
0 20 40
HORIZONTAL SCALE IN FEET

CALCULATED
MLP
CHECKED
CTW

CULVERT DETAIL
STA. 147 + 95.22

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933
1312



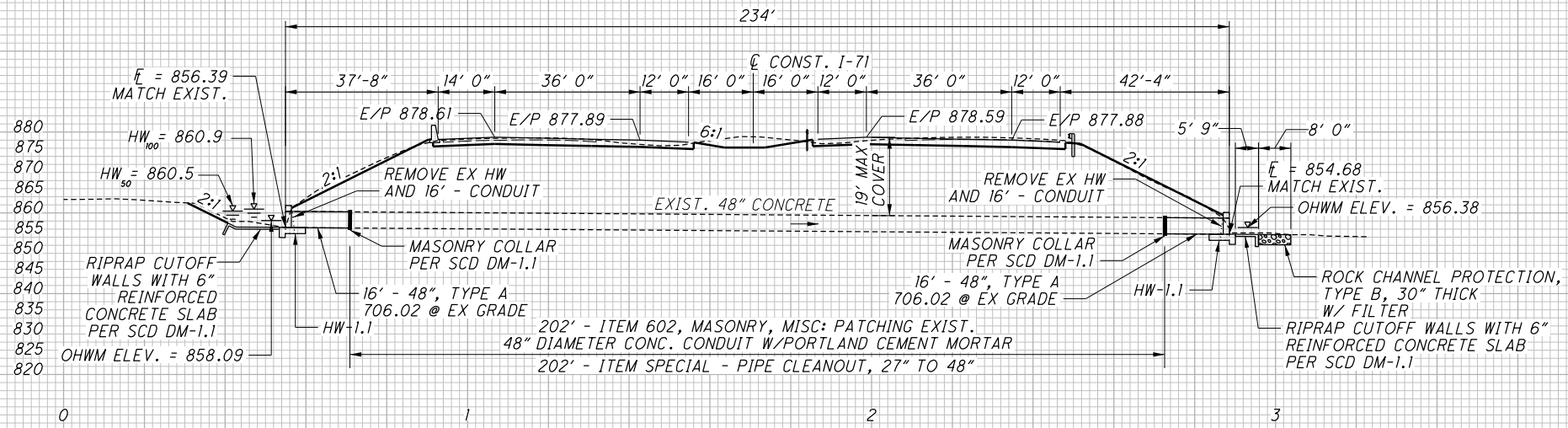
EXISTING STRUCTURE	
SIZE	= 48"
TYPE	= RCP
DATE BUILT	= 1962
CONDITION	= SATISFACTORY
STREAM pH	= 7.6
CFN	= 25071050

HYDRAULIC DESIGN DATA	
Drainage Area	= 78 Ac.
Q ₅₀ *	= 74 cfs
Q ₁₀₀	= 86 cfs
HW ₅₀	= 860.5'
HW ₁₀₀	= 860.9'
V ₅₀	= 3.1 fps
V ₁₀₀	= 3.2 fps
SERV. LIFE	= 75
OHW DEPTH	= 1.7'

* ORIGINAL DESIGN
Q₅₀ = 113 cfs (PLAN)
AREA = 135 Ac. (PLAN)

ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
202E20010	2	EACH	HEADWALL REMOVED
202E35200	32	FT	PIPE REMOVED, OVER 24"
202E70120	202	FT	SPECIAL - PIPE CLEANOUT, 27" TO 48"
601E11000	66.4	SY	RIPRAP, TYPE D
601E32100	14.8	CY	ROCK CHANNEL PROTECTION, TYPE B WITH FILTER
602E20000	18.2	CY	CONCRETE MASONRY
61E20700	32	FT	48" CONDUIT, TYPE A, 706.02

NOTE - THE EXISTING CULVERT SHOULD BE REMOVED BACK TO THE FIRST JOINT AT THE OUTLET END AND THE SECOND JOINT AT THE INLET END OF THE CULVERT MEASURED IN THE FIELD AND PROVIDE A MASONRY COLLAR PER SCD DM-1.1 AT THE CONNECTIONS. MATCH EXISTING CONDUIT MATERIAL FOR THE CULVERT EXTENSIONS.



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EXISTING STRUCTURE	
SIZE	= 30"
TYPE	= RCP
DATE BUILT	= 1962
CONDITION	= NOT RATED
STREAM pH	= 7.3
CFN	= 250710055
NON-ABRASIVE	

HYDRAULIC DESIGN DATA	
Drainage Area	= 24.3 Ac.
Q_{50}^*	= 29.3 cfs
Q_{100}	= 34.1 cfs
HW ₅₀	= 869.03'
HW ₁₀₀	= 869.86'
V ₅₀	= 6.2 fps
V ₁₀₀	= 7.0 fps
SERV. LIFE	= 75
OHW MARK	= 866.2'

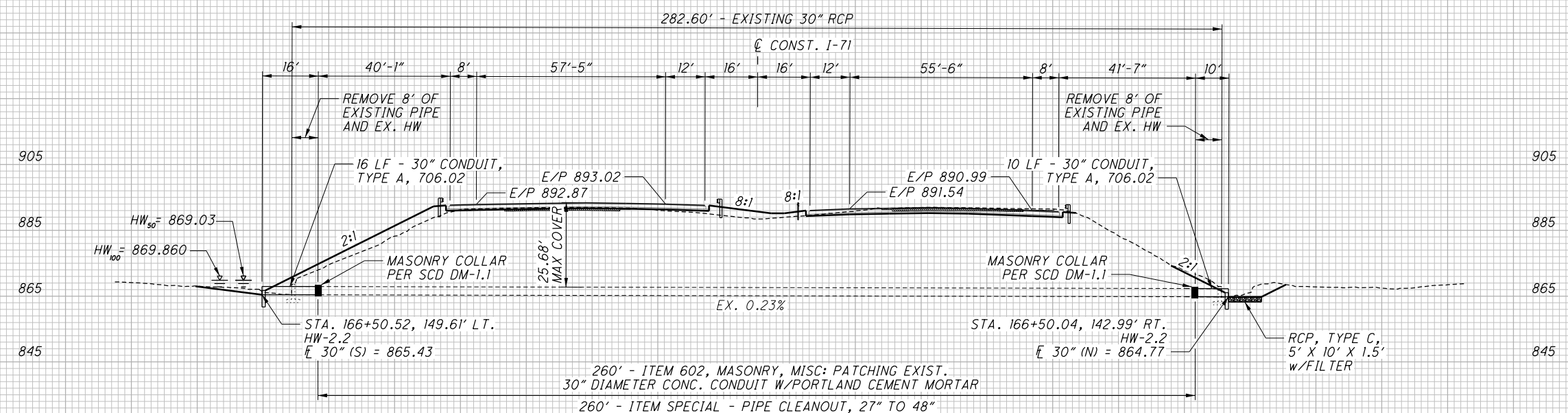
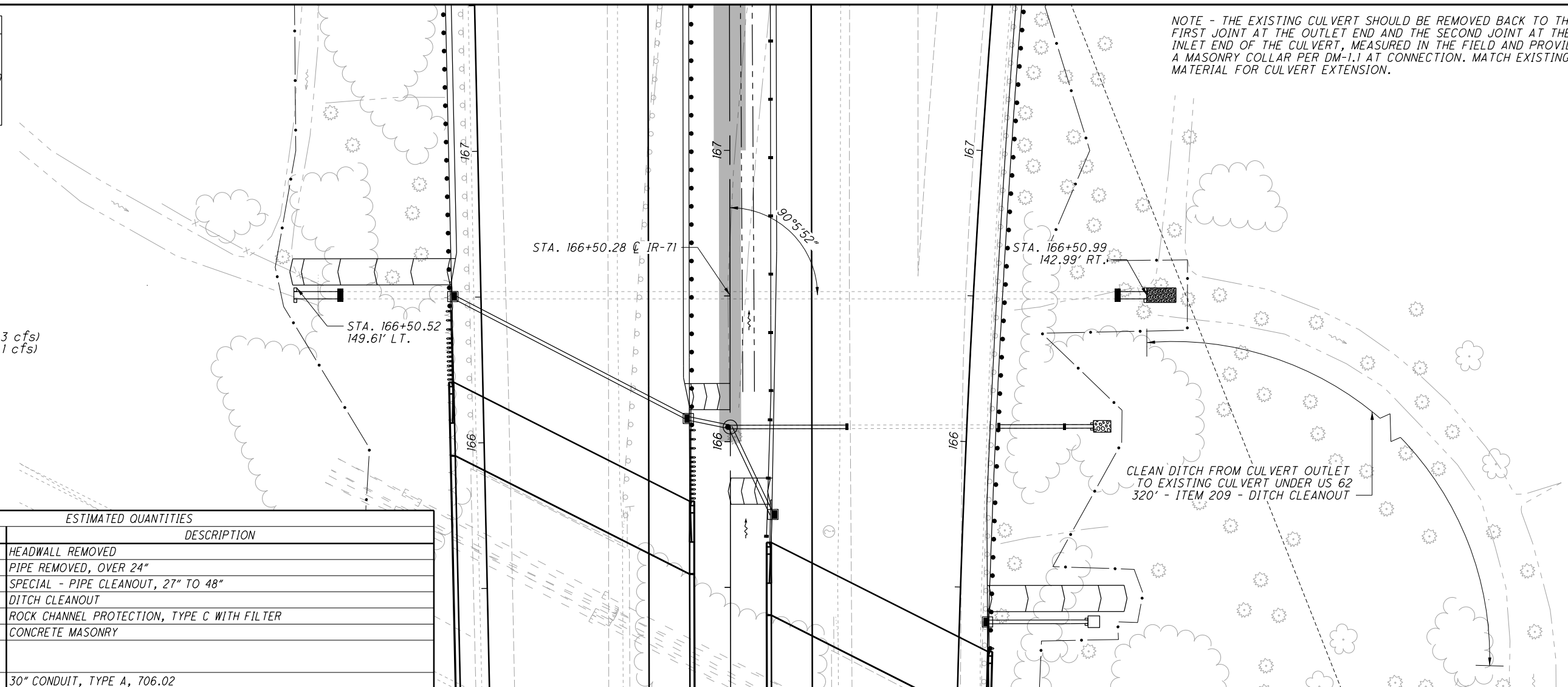
* ORIGINAL DESIGN
 Q_{50} = 39 cfs (PLAN)
 AREA = 22 Ac. (PLAN)
 HW₅₀ = 868.98 (CALC - 29.3 cfs)
 HW₁₀₀ = 869.80 (CALC - 34.1 cfs)

NOTE - THE EXISTING CULVERT SHOULD BE REMOVED BACK TO THE FIRST JOINT AT THE OUTLET END AND THE SECOND JOINT AT THE INLET END OF THE CULVERT, MEASURED IN THE FIELD AND PROVIDE A MASONRY COLLAR PER DM-1.1 AT CONNECTION. MATCH EXISTING MATERIAL FOR CULVERT EXTENSION.

CALCULATED
 CTW
 CHECKED
 MLP

0 20 40
 HORIZONTAL SCALE IN FEET

ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
202E20010	2	EACH	HEADWALL REMOVED
202E35200	16	FT	PIPE REMOVED, OVER 24"
202E70120	260	FT	SPECIAL - PIPE CLEANOUT, 27" TO 48"
209E10000	320	FT	DITCH CLEANOUT
601E32200	2.8	CY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER
602E20000	1.1	CY	CONCRETE MASONRY
611E13200	26	FT	30" CONDUIT, TYPE A, 706.02



CULVERT DETAIL
 STA. 166+50

FRA -71-0.00

934
 1312

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