

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN (CONT'D):

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24 HOURS PER DAY OPERATIONS AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE. THE REQUIREMENT TO FURNISH, INSTALL, MAINTAIN, AND REMOVE A PCMS UNIT ON THIS PROJECT SHALL NOT IN ANY WAY RELIEVE THE CONTRACTOR OF ITS RESPONSIBILITIES AS OUTLINED IN 104.04. PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT BID PRICE PER MONTH FOR EACH ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE, AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK. THE FOLLOWING QUANTITY HAS BEEN PROVIDED.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN:
(2 SIGNS X 2 MONTHS) = 4 SNMT

ITEM 614 - DETOUR SIGNING

SIZE AND PLACEMENT OF DETOUR SIGNS (M4-9) SHOULD FOLLOW THE REQUIREMENTS OF THE OMUTCD SECTION 6F.03, SECTION 2A.11 AND TABLE 6F.01.

DETOUR SIGNING SHALL PROVIDE DRIVERS ADEQUATE TIME TO CLEARLY READ THE SIGNS AND MAKE THE PROPER DECISIONS AT EACH REQUIRED TURNING MOVEMENT. THE DESIGNATED DETOUR ROUTE SHALL BE SIGNED IN ACCORDANCE WITH THE REQUIREMENTS BELOW:

- APPROXIMATELY 1500 FEET PRIOR TO TIP OF THE PAINTED GORE AT AN INTERCHANGE WHEN EXITING A HIGH SPEED (45 MPH OR HIGHER) FACILITY.
- AT OR NEAR THE EXISTING SIGN IN THE GORE OF AN INTERCHANGE RAMP.
- AT OR NEAR THE FIRST EXISTING LANE ASSIGNMENT SIGN ON AN INTERCHANGE EXIT RAMP.
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT THE END OF AN EXIT RAMP.
- APPROXIMATELY 500 FEET PRIOR TO A REQUIRED TURN AT AN INTERSECTION NOT CONTROLLED BY A STOP SIGN (FOR 45 MPH OR HIGHER ONLY).
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT AN INTERSECTION.
- EVERY TWO MILES ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS OUTSIDE A CITY.
- EVERY TWO BLOCKS ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS WITHIN A CITY.
- AT ANY OTHER INTERSECTION OR DECISION POINT WHERE THE DETOUR ROUTE IS CONTRARY TO THE NORMAL, EXPECTED TURNING MANEUVER OR OTHERWISE UNCLEAR.

DETOUR SIGNS SHALL BE PLACED, WHEN POSSIBLE, NEXT TO BUT NOT BLOCKING EXISTING ROUTE MARKERS OR LANE ASSIGNMENT SIGNS. DETOUR SIGNS SHALL NOT OBSCURE OR BE OBSCURED BY OTHER EXISTING OR TEMPORARY SIGNS.

DETOUR SIGNS SHALL BE ERECTED AND/OR UNCOVERED PRIOR TO THE ROAD OR RAMP BEING CLOSED TO TRAFFIC BUT NO EARLIER THAN FOUR HOURS PRIOR TO THE CLOSURE. DETOUR SIGNS SHALL BE COVERED AND/OR REMOVED NO LATER THAN FOUR HOURS FOLLOWING THE ROAD OR RAMP RE-OPENING TO TRAFFIC.

PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, PROPER SIGN PLACEMENT AND SIZING, TIMELY ERECTING AND/OR UNCOVERING OF SIGNS, MAINTAINING SIGNS, AND TIMELY COVERING AND/OR REMOVING SIGNS AND SUPPORTS.

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

ITEM 614 - DETOUR SIGNING = LUMP SUM

MAINTENANCE OF TRAFFIC FOR MARKING PAVEMENT REPAIRS:

PROVIDE LANE CLOSURES AS PER THE MAINTENANCE OF TRAFFIC NOTES IN THESE PLANS A MINIMUM OF 24 HOURS PRIOR TO PERFORMING PAVEMENT REPAIRS TO ALLOW THE ENGINEER TO IDENTIFY AND MARK THE AREAS OF THE PAVEMENT IN NEED OF REPAIRS. PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS, LEO HOURS, AND INCIDENTALS NEEDED TO PERFORM THE ABOVE LISTED WORK IS CONSIDERED INCIDENTAL TO MAINTAINING TRAFFIC ON THE PROJECT AND WILL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

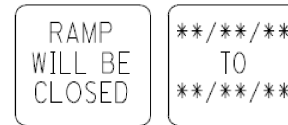
INTERSTATE ENTRANCE RAMP CLOSURES (FRANKLIN COUNTY ONLY):

IF THE INTERSTATE IS REDUCED TO ONE THROUGH LANE, ALL NON-INTERSTATE ENTRANCE RAMPS ENTERING DIRECTLY INTO THE WORK ZONE TRANSITION AREA, ACTIVITY AREA OR TERMINATION AREA AS DEFINED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD) OR ENTERING WITHIN 1000 FEET OF THE FIRST ARROW BOARD SHALL BE CLOSED IN ACCORDANCE WITH THE SHORT DURATION RAMP CLOSURES NOTE.

NOTIFICATION OF RAMP CLOSURES:

NOTIFY THE ENGINEER IN WRITING AT LEAST 7 DAYS IN ADVANCE OF THE RAMP CLOSURE. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN 2 CLASS A PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) IN ACCORDANCE WITH SUPPLEMENT 1061. PCMS'S SHALL BE POSITIONED TO DISPLAY THE DATE AND DURATION OF THE RAMP CLOSURE FOR THE PERIOD OF TIME AND AT THE RAMPS SPECIFIED IN THE PLANS FOR FULL CLOSURE, OR AS DIRECTED BY THE ENGINEER.

PROVIDE THE FOLLOWING MESSAGES, OR OTHER MESSAGES AS DIRECTED BY THE ENGINEER (* DENOTED LIMITS OF EACH SCREEN MESSAGE):



BEFORE CLOSURE

THE CONTRACTOR OR ENGINEER SHALL PROVIDE THE ACTUAL DATES AND TIMES.

COORDINATION WITH ADJACENT PROJECTS

THE CONTRACTOR SHALL COORDINATE WORK WITH ODOT AND THE CONTRACTORS ON THE ADJACENT PROJECTS. FRA-270-48.47 PID: 79666 PROJECT ENGINEER, DANIEL SUPRON & FRA-71-9.07 PID 92615 PROJECT ENGINEER, MELISSA HOFFMAN. COORDINATION SHALL BE MADE TO PREVENT CONFLICTING ADVANCE WARNING SIGNS, CONFLICTING DETOUR ROUTES, OVERLAPPING/CONFLICTING LANE CLOSURES, AND TO ENSURE THAT A MINIMUM DISTANCE OF 2 MILES BETWEEN ADJACENT LANE CLOSURES IS MAINTAINED. THIS IS NOT AN EXHAUSTIVE LIST OF COORDINATION ITEMS THAT MAY NEED TO BE RESOLVED BETWEEN PROJECTS. THE DEPARTMENT RESERVES THE RIGHT TO DECIDE WHICH PROJECT'S ACTIVITIES TAKE PRECEDENCE. PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WILL CONSIDER THIS AN EXCUSABLE, NON-COMPENSABLE DELAY PER 108.06.B. ON PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WHERE THE CONTRACTOR FAILED TO MEET THE NOTIFICATION REQUIREMENTS, THE DELAYS SHALL NOT BE CONSIDERED EXCUSABLE OR COMPENSABLE. ATTENDANCE AT DEPARTMENT ORDERED TRAFFIC COORDINATION MEETINGS BETWEEN ADJACENT PROJECTS SHALL BE CONSIDERED MANDATORY FOR EACH PROJECT'S SUPERINTENDENT AND WORKSITE TRAFFIC SUPERVISOR (WIS)*, AND INCIDENTAL TO THE LUMP SUM MAINTENANCE OF TRAFFIC PAYMENT ITEM

*IF REQUIRED BY THE PROJECT

LANE VALUE CONTRACT TABLE:

THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE FOR EACH UNIT OF TIME A 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:				Disincent Amount per minu per lan
		Lane Reduction	Mon to Fri	Sat	Sun	
FRA-270						
Williams Road (47.42) to US 23 interchange (52.30)	3	3 to 2	5AM-9AM & 3PM-7PM	No Restriction	No Restriction	\$75
		3 to 1	5AM-8PM	6AM-7PM	6AM-7PM	\$75
Thru US 23 Interchange Eastbound (52.30) to (53.20)	3	3 to 2	5AM-9AM & 3PM-7PM	No Restriction	No Restriction	\$75
		3 to 1	5AM-8PM	6AM-7PM	6AM-7PM	\$75
Thru US 23 Interchange Westbound (52.30) to (53.20)	2	2 to 1	5AM-8PM	6AM-7PM	6AM-7PM	\$75
US 23 Interchange (53.20) to I-71 interchange (54.44) Mainline Eastbound	3	3 to 2	5AM-9AM & 3PM-7PM	No Restriction	No Restriction	\$75
		3 to 1	5AM-8PM	6AM-7PM	6AM-7PM	\$75
US 23 Interchange (53.20) to I-71 interchange (54.44) Auxiliary lane Eastbound	1	Mon to Fri: 5A-9A & 3P-7P, Sat & Sun No Restriction when maintaining 3 lanes mainline. Mon to Fri: 5A-10P, Sat & Sun 8A-8P when closing adjacent mainline lane				\$75
US 23 Interchange (53.20) to I-71 interchange (54.44) Mainline Westbound	2	2 to 1	5AM-9AM & 3PM-7PM	6AM-7PM	6AM-7PM	\$75
US 23 Interchange (53.20) to I-71 interchange (54.44) Auxiliary lanes Westbound	2	2 to 1	5AM-9AM & 3PM-7PM	No Restriction	No Restriction	\$75
Thru I-71 interchange south side (54.44) to(0.00)	2	2 to 1	5AM-9PM	6AM-7PM	6AM-7PM	\$100
Short term shoulder closures are not permitted 5AM-9AM and 3PM-7PM Monday-Friday.						

Ramp Closure Restrictions					
Interstate 270 in Franklin County					
		Secondary Route: US Route 23		SLM along 270: 52.64 (South Side)	
Ramp Designation	Movement	No Closures Allowed		Detour Routes	
		Mon-Fri	Sat-Sun	Primary Detour Route	Secondary Detour Route
L	US 23 NB to I-270 WB	5AM-10PM	8AM-8PM	Ramp R (23 N to 270 E) to Alum Creek Drive N to 270 W	23 N to U-Turn* to Ramp M (23 S to 270 W)
M	US 23 SB to I-270 WB	5AM-8PM	No Restriction	Ramp O (23 S to 270 E) to Alum Creek Drive N to 270 W	None
N	I-270 WB to US 23 SB	6AM-7PM	No Restriction	270 W to 71 S to Stringtown Rd E to 71 N to 270 E to Ramp P (270 E to 23 S)	270 W to 62 S to 270 E to Ramp P (270 E to 23 S)
O	US 23 SB to I-270 EB	3PM-6PM	No Restriction	270 W to 71 S to Stringtown Rd E to 71 N to 270 E	270 W to 62 S to 270 E
P	I-270 EB to US 23 SB	5AM-10PM	8AM-8PM	270 E to Alum Creek Dr E to 270 W to Ramp N (270 W to 23 S)	None
Q	I-270 EB to US 23 NB	6AM-9PM	No Restriction	270 E to Alum Creek Dr E to 270 W to Ramp S (270 W to 23 N)	270 E to US33 W to I270 W to Ramp S (270 W to 23 N)
R	US 23 NB to I-270 EB	6AM-6PM	No Restriction	Ramp L (23 N to 270 W) to 62 S to 270 E	23 N to U-Turn* to Ramp O (23 S to 270 E)
S	I-270 WB to US 23 NB	6AM-7PM	No Restriction	Ramp N (270 W to 23 S) to Ramp O (23 S to 270 E) to Ramp Q (270 E to 23 N)	270 W to 62 S to 270 E to Ramp Q (270 E to 23 N)