

STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION

# FRA-670-0.00

## PART 1

FOR PART 2 SEE  
FAY/MAD-71-9.45 (MICRO)

### FRANKLIN COUNTY FRANKLIN TOWNSHIP CITY OF COLUMBUS

PROJECT DESCRIPTION

THIS PROJECT WILL REHABILITATE PORTIONS OF INTERSTATE 670 ACCOMPLISHED BY MICROSURFACING THE MAINLINE AND RAMPS. PROJECT WILL ALSO INCLUDE SOME STRUCTURE WORK BY CLEANING BACKWALL AND ABUTMENT SEATS AND SEALING THE CONCRETE DECKS WITH SRS.

PROJECT EARTH DISTURBED AREA: N/A ACRES  
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A ACRES  
NOTICE OF INTENT EARTH DISTURBED AREA: N/A ACRES

LIMITED ACCESS

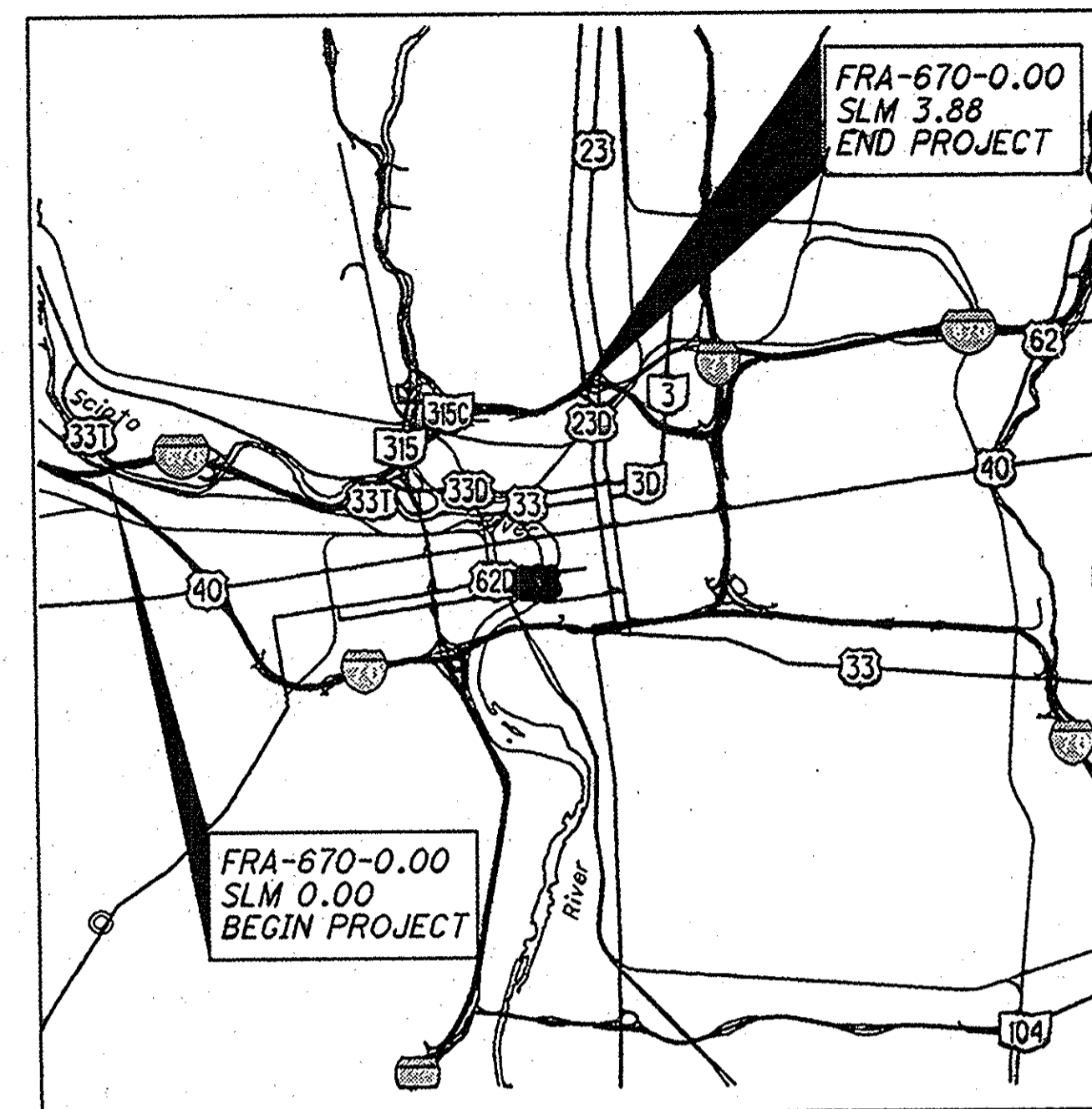
THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2013 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.

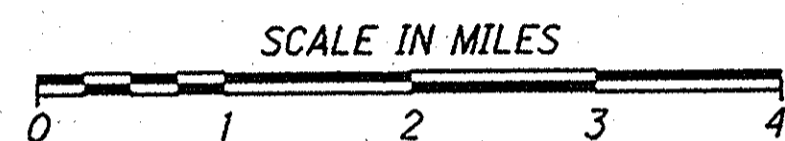
I HEREBY APPROVED THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

UNDER AUTHORITY OF SECTION 4511.21, DIVISION (H) OF THE OHIO REVISED CODE, THE REVISED PRIMA FACIE SPEED LIMITS AS INDICATED HEREIN ARE DETERMINED TO BE REASONABLE AND SAFE, AND ARE HEREBY ESTABLISHED FOR THE DURATION OF THIS PROJECT. THE PRIMA FACIE SPEED LIMIT OR LIMITS HEREBY ESTABLISHED SHALL BECOME EFFECTIVE WHEN APPROPRIATE SIGNS GIVING NOTICE THEREOF ARE ERECTED.



LOCATION MAP

LATITUDE: 39°54'06" LONGITUDE: 82°53'54"



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

DESIGN DESIGNATION	I-670
CURRENT ADT (2010)	191,663
DESIGN YEAR ADT (2024)	273,265
DESIGN HOURLY VOLUME (2024)	24,700
DIRECTIONAL DISTRIBUTION	53%
TRUCKS (24 HOUR B&C)	15%
DESIGN SPEED	70/60
LEGAL SPEED	65/55
DESIGN FUNCTIONAL CLASSIFICATION:	

NHS PROJECT ..... NO

DESIGN EXCEPTIONS DATE APPROVED

INDEX OF SHEETS:

TITLE	1
SCHEMATIC PLAN	2-6
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GENERAL SUMMARY	15-17
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PLANS CERTIFIED BY:

NAME: Steven D. Fellenger DATE: 12-11-2013

DISTRICT 6  
OHIO DEPT. OF TRANSPORTATION

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	04/20/12	TC-41.20	01/19/01	RM-4.6	07/19/13	800-2013	4/18/2014
BP-9.1	07/19/13	TC-61.10	04/20/12			832	1/17/2014
		TC-61.30	04/20/12				
MT-95.30	07/19/13	TC-65.10	04/20/12				
MT-95.50	07/19/13	TC-65.11	04/20/12				
MT-98.10	07/19/13	TC-72.20	07/20/12				
MT-98.11	07/19/13	TC-73.10	04/20/12				
MT-98.20	07/19/13	TC-82.10	01/18/13				
MT-98.22	07/19/13						
MT-98.28	07/19/13						
MT-98.29	07/19/13						
MT-99.20	07/19/13						
MT-101.90	07/19/13						
MT-105.10	07/19/13						

ENGINEERS SEAL:

SIGNED: Steven D. Fellenger  
DATE: 12-11-2013

**UNDERGROUND UTILITIES**  
CONTACT BOTH SERVICES  
CALL TWO WORKING DAYS  
**BEFORE YOU DIG**

CALL  
1-800-362-2764  
(TOLL FREE)

OHIO UTILITIES PROTECTION SERVICE  
NON-MEMBERS  
MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS PROTECTIVE  
SERVICE CALL: 1-800-925-0988

PLAN PREPARED BY:  
**district 6**  
Ohio Department of Transportation

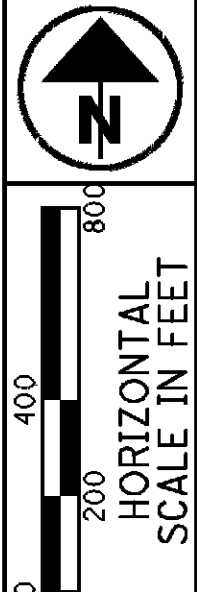
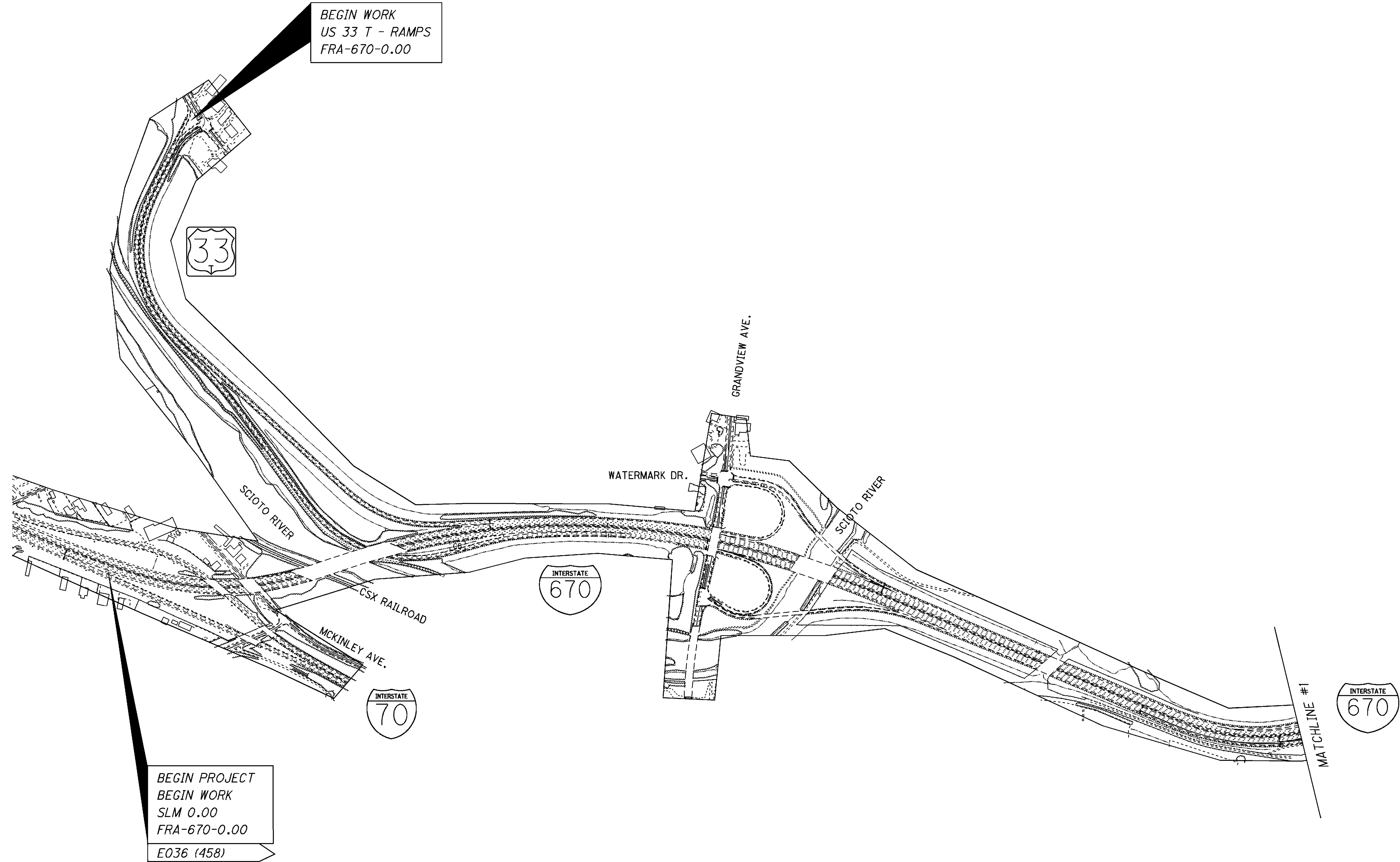
APPROVED: [Signature] /02  
DATE: 1-7-14 DISTRICT DEPUTY DIRECTOR

APPROVED: [Signature]  
DATE: 1-3-14 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FRA-670-0.00 FAY/MAD-71-9.45  
 140378 PID-76465  
 Dist 6 6/26/2014  
 08-JAN-2014 9:25AM sfelleng  
 sheet\_g101  
 Contract Proposal Available  
 @ www.contracts.dot.  
 state.oh.us/home  
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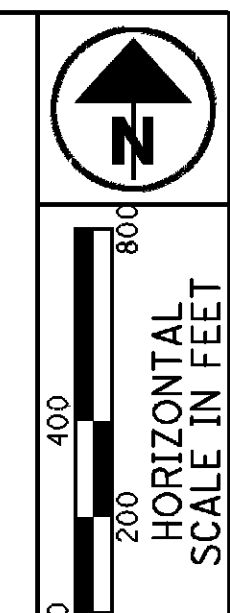
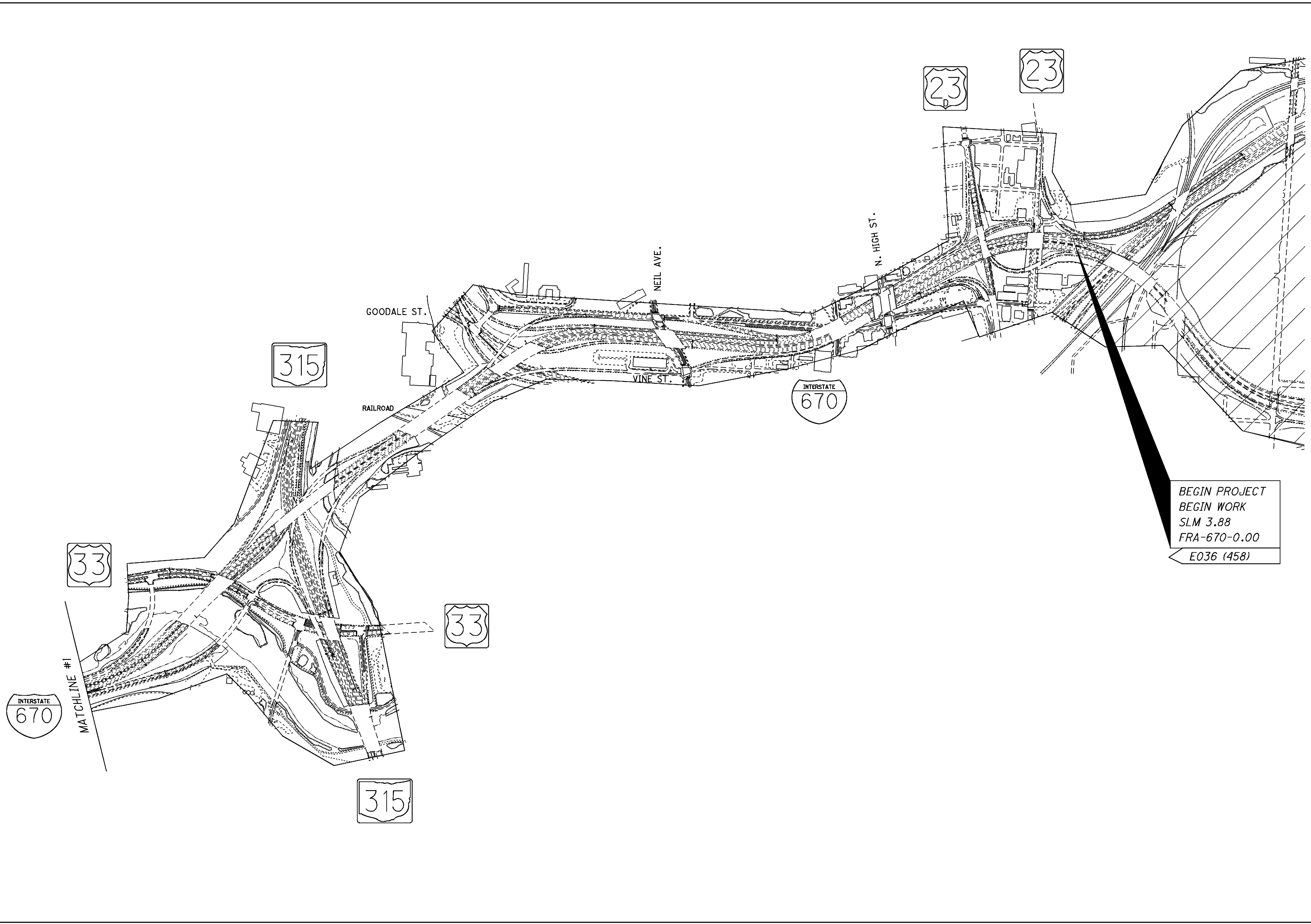
FEDERAL PROJECT NO. **E036(458)**  
 PID NO. **76465**  
 CONSTRUCTION PROJECT NO.  
 RAILROAD INVOLVEMENT **NONE**  
**FRA-670-0.00**  
 1  
 22

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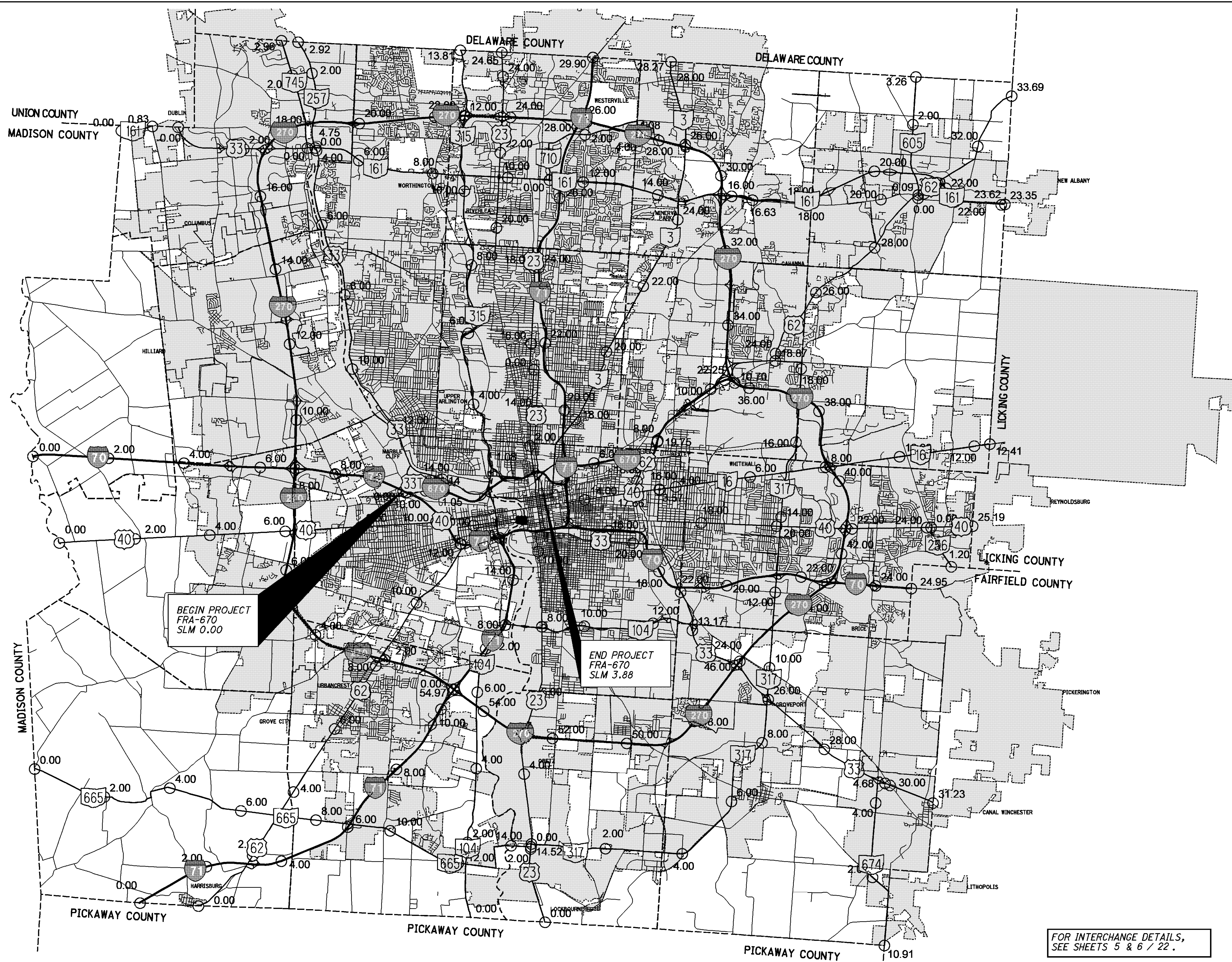
**SCHEMATIC PLAN**

**FRA - 670 - 0.00**



**SCHEMATIC PLAN**

**FRA - 670 - 0.00**



BEGIN PROJECT  
FRA-670  
SLM 0.00

END PROJECT  
FRA-670  
SLM 3.88

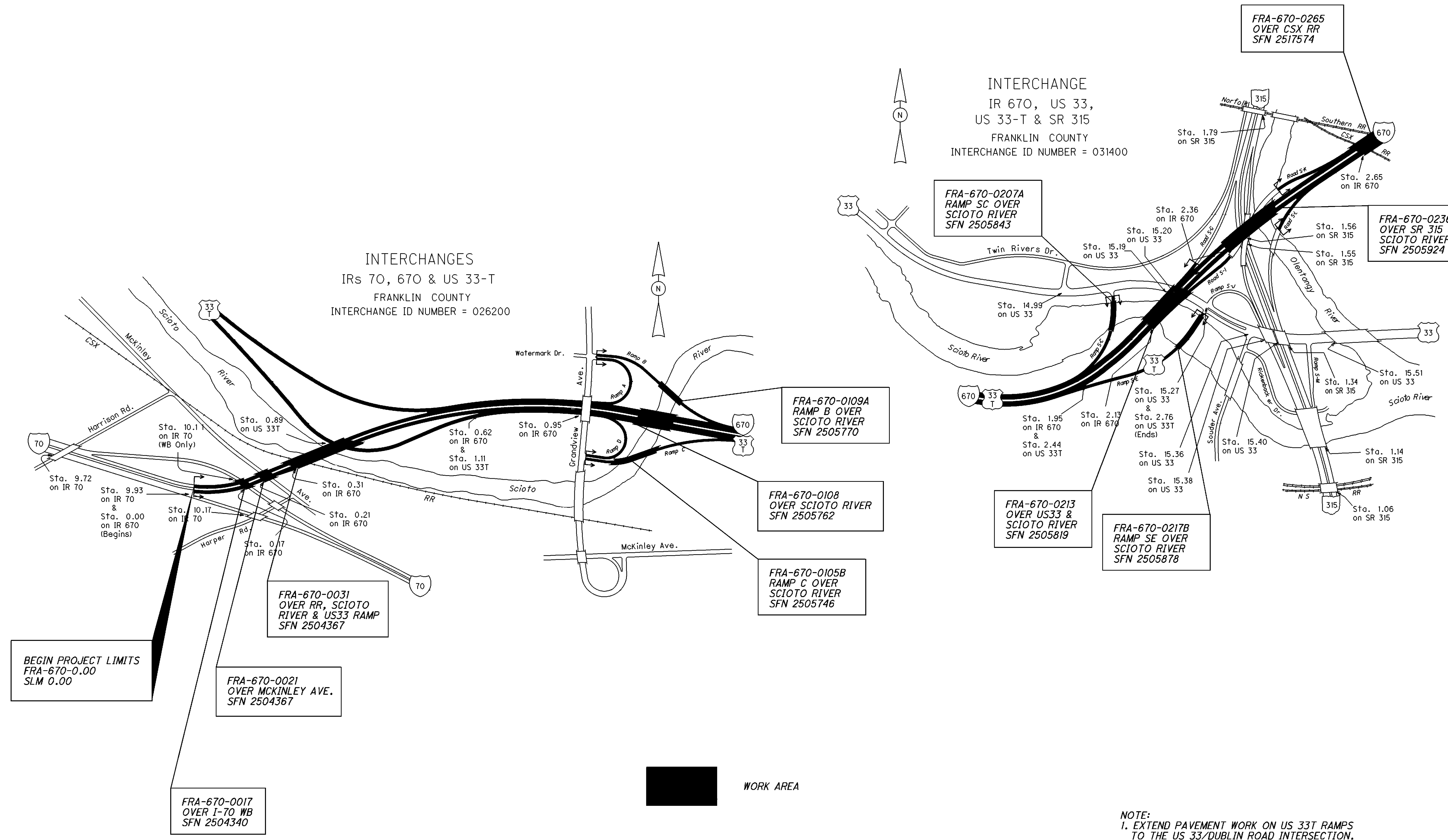
FOR INTERCHANGE DETAILS,  
SEE SHEETS 5 & 6 / 22.

CALCULATED  
CHECKED

0.5'  
HORIZONTAL  
SCALE IN FEET

LOCATION MAP  
FRANKLIN COUNTY

FRA-670-0.00



BEGIN PROJECT LIMITS  
FRA-670-0.00  
SLM 0.00

FRA-670-0017  
OVER I-70 WB  
SFN 2504340

FRA-670-0021  
OVER MCKINLEY AVE.  
SFN 2504367

FRA-670-0031  
OVER RR, SCIOTO  
RIVER & US33 RAMP  
SFN 2504367

FRA-670-0105B  
RAMP C OVER  
SCIOTO RIVER  
SFN 2505746

FRA-670-0108  
OVER SCIOTO RIVER  
SFN 2505762

FRA-670-0109A  
RAMP B OVER  
SCIOTO RIVER  
SFN 2505770

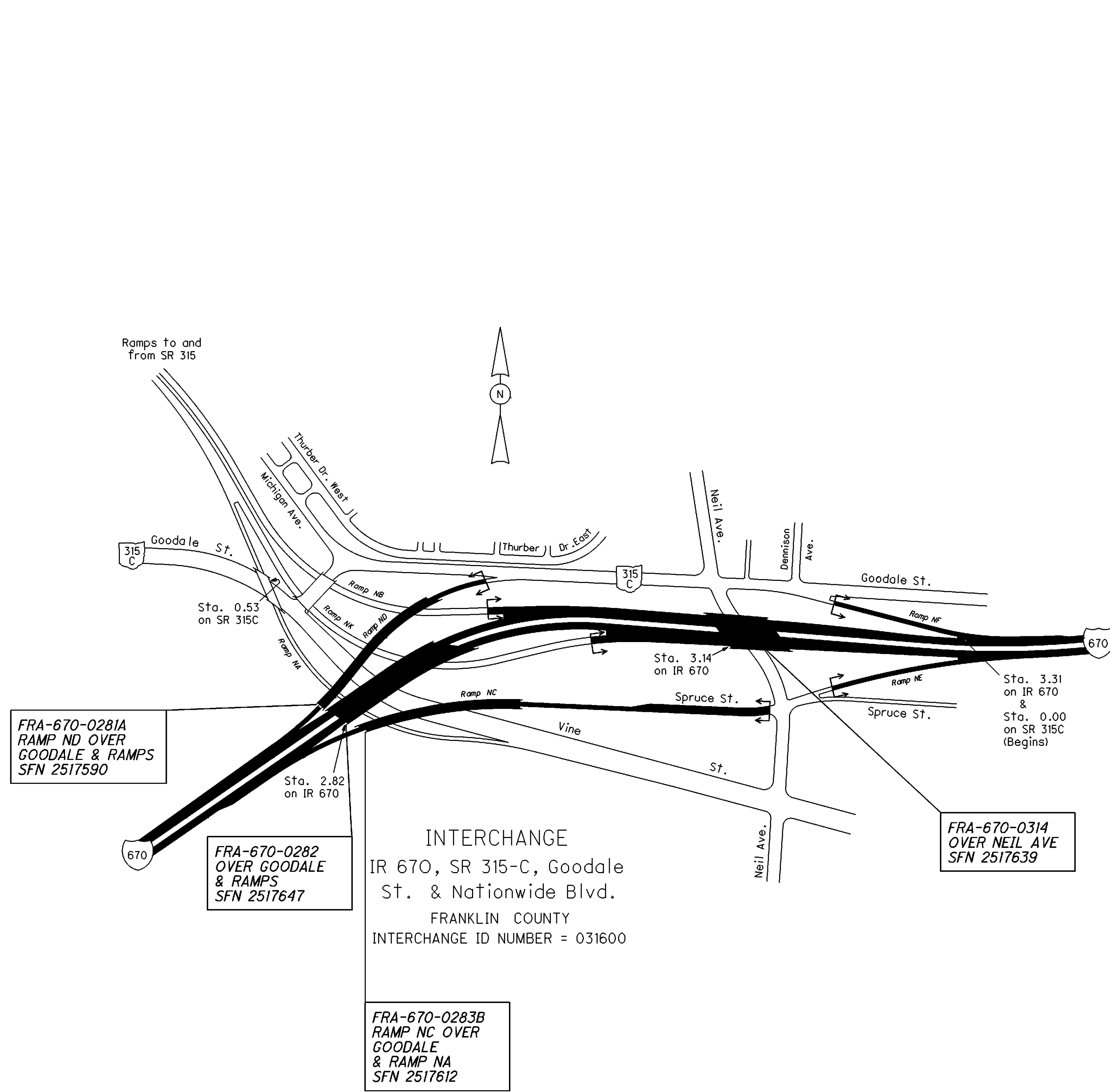
FRA-670-0213  
OVER US33 &  
SCIOTO RIVER  
SFN 2505819

FRA-670-0217B  
RAMP SE OVER  
SCIOTO RIVER  
SFN 2505878

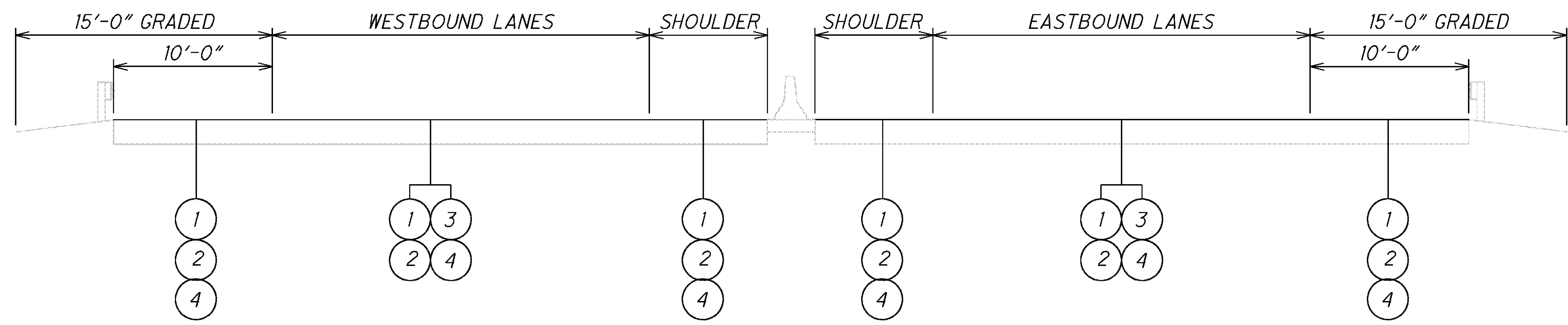
FRA-670-0207A  
RAMP SC OVER  
SCIOTO RIVER  
SFN 2505843

FRA-670-0265  
OVER CSX RR  
SFN 2517574

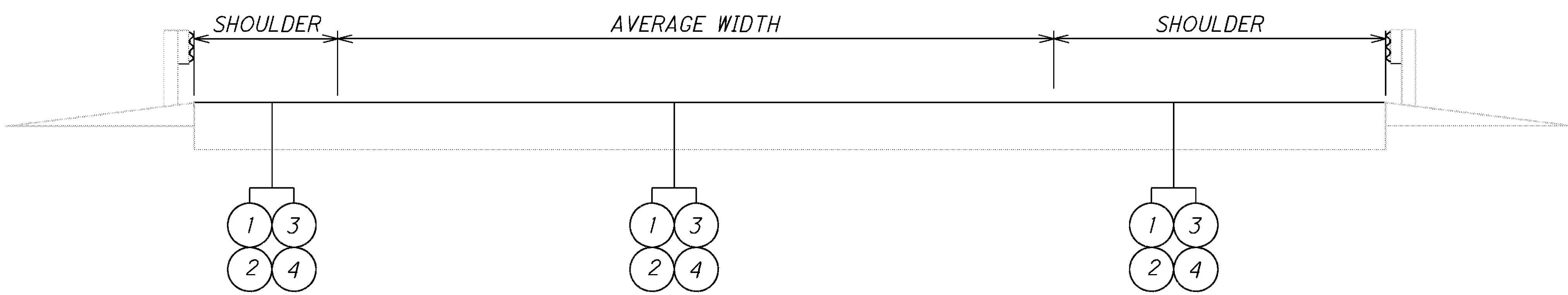
FRA-670-0236  
OVER SR 315 &  
SCIOTO RIVER  
SFN 2505924



**MAINLINE TYPICAL # 1**



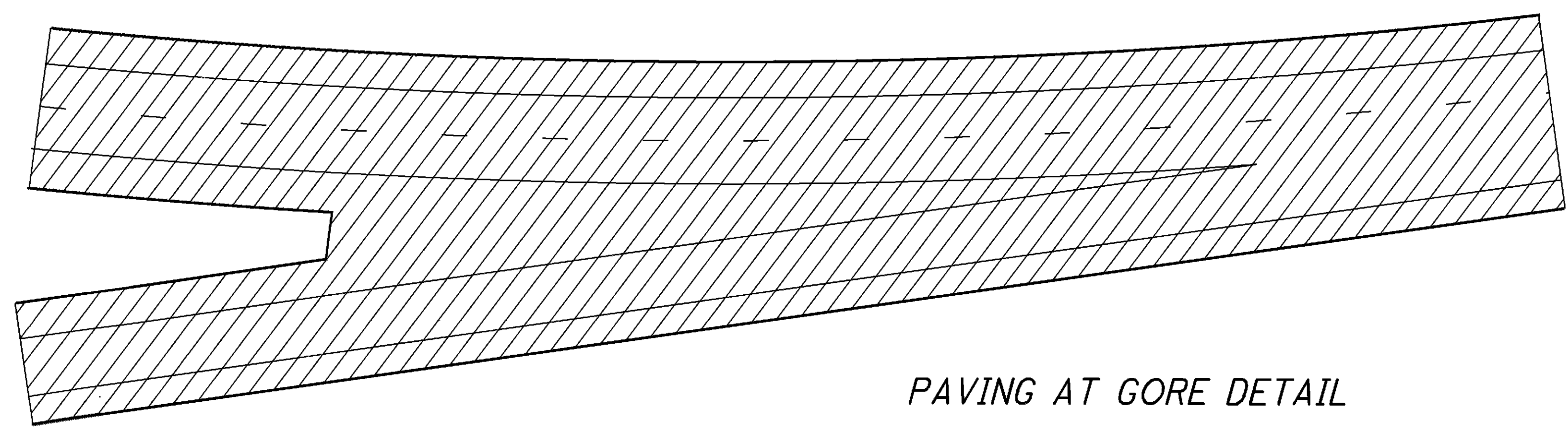
**RAMP TYPICAL # 1**



NOTE  
1. SEE PAVEMENT SUBSUMMARY FOR DIMENSIONS.

LEGEND:

- ① ITEM 423 - CRACK SEALING, TYPE III
- ② ITEM 407 - TACK COAT
- ③ ITEM 421 - MICROSURFACING, LEVELING COURSE
- ④ ITEM 421 - MICROSURFACING, SURFACE COURSE



**PAVING AT GORE DETAIL**

RESURFACE ENTIRE GORE WITH ITEM 421 - SINGLE MICROSURFACING, SURFACE COURSE

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**INTERIM COMPLETION:**

REFER TO FAY/MAD-71-9.45 PART 2 FOR INTERIM COMPLETION DATES.

**CLEARING AND GRUBBING:**

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

**CONTRACTORS EQUIPMENT - OPERATION AND STORAGE:**

THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAFFIC WHERE PRACTICAL. EQUIPMENT SHALL HAVE AT LEAST ONE AMBER FLASHING LIGHT. WHEN PARKED ALONG THE HIGHWAY, THE EQUIPMENT SHALL BE LOCATED EITHER A MINIMUM OF THIRTY FEET FROM THE EDGE OF PAVEMENT OR SIX FEET BEHIND GUARDRAIL WITH A MINIMUM OF 125 FEET OF GUARDRAIL PRECEDING THE EQUIPMENT. ALL OTHER EQUIPMENT, INCLUDING PRIVATE VEHICLES, SHALL BE STORED AT AN APPROVED CONTRACTOR'S STORAGE AREA.

**CONTINGENCY QUANTITIES:**

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

**WORK LIMITS:**

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

**REVIEW OF DRAINAGE FACILITIES:**

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE OF THE PROJECT BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, SHALL INSPECT ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER SHALL CORRECT ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS.

**WATER QUALITY PROTECTION:**

NO TOXIC OR HAZARDOUS MATERIALS SUCH AS SEALANTS, PAINT, SOLVENTS, CLEANING AGENTS, EARTHEN MATERIALS, WASTE-WATER, FUELS OR DEBRIS OF ANY KIND SHALL BE DISCHARGED TO ANY STREAMS, DRAINAGE COURSES, OR BODIES OF WATER. ALL ASPHALT OR CONCRETE GRINDINGS, EXCESS ASPHALTIC OR CONCRETE MATERIALS OR ANY OTHER DEBRIS GENERATED DURING RESURFACING OR OTHER SIMILAR ACTIVITIES SHALL BE NOT BE DISPOSED OF WITHIN A FLOOD PLAIN BELOW THE 100-YEAR FLOOD ELEVATION. THE CONTRACTOR SHALL TAKE GREAT CARE AND ALL PRECAUTIONS NECESSARY TO PREVENT THE CONTAMINATION OF THE PUBLIC DRINKING WATER SUPPLY, ALL PROJECT RELATED REFUELING AND MAINTENANCE ACTIVITIES SHALL BE PERFORMED IN AN ENVIRONMENTALLY RESPONSIBLE MANNER AND ALL PRECAUTIONS NECESSARY TO PREVENT LIQUIDS USED TO REPAIR, CLEAN, SEAL, OR TREAT ANY BRIDGE STRUCTURE (I.E. PAINT, SEALER, SOLVENT) FROM ENTERING STREAMS, WETLANDS OR OTHER WATERS OF THE UNITED STATES AND TAKE THE APPROPRIATE ACTIONS IN THE EVENT OF A RELEASE. THE CONTRACTOR IS REQUIRED AND SHALL BE HELD RESPONSIBLE FOR THE CLEAN UP AND REMEDIATION OF ANY AND ALL SPILLS.

**ITEM 407 - TACK COAT:**

THE RATE OF APPLICATION OF THE 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. FOR ESTIMATING PURPOSES ONLY, THE PLAN INDICATES AN AVERAGE APPLICATION RATE OF TACK COAT AT 0.075 GALLON PER SQUARE YARD.

**ITEM 421 - MICROSURFACING, SURFACE COURSE & LEVELING COURSE:**

THE MAINLINE FROM EDGE LINE TO EDGE LINE AND FULL WIDTH OF THE RAMPS SHALL HAVE A LEVELING COURSE AND SURFACE COURSE AT A TOTAL APPLICATION RATE OF 30 LBS/SY. THE MAINLINE INSIDE AND OUTSIDE SHOULDERS SHALL ONLY HAVE A SURFACE COURSE AT AN APPLICATION RATE OF 18 LBS/SY. THE MICROSURFACING, SURFACE COURSE AND LEVELING COURSE SHALL BE "CONTINUOUS MICRO-SURFACING MACHINE" ONLY, NO TRUCK MOUNT FOR BOTH LEVELING AND/OR SURFACE COURSE APPLICATIONS. THE "ONTARIO TRAP ROCK" SHALL BE USED.

"ONTARIO TRAP ROCK" - THE FINE AGGREGATE SHALL BE A BLEND OF DOLOMITIC LIMESTONE AND TRAP ROCK, A DARKER COLORED (GRAY/BLACK) NON-POLISHING AGGREGATE, CRUSHED TO PRODUCE 100% FRACTURED PARTICLES. THE AGGREGATE BLEND SHALL BE 60% TRAP ROCK, 40% LIMESTONE WITH A MAXIMUM VARIANCE OF 5 PERCENT. THE FINAL AGGREGATE BLEND SHALL BE APPROVED BY THE ENGINEER AND SHALL MEET THE FOLLOWING REQUIREMENTS:

- BETWEEN SEPTEMBER 30 AND MAY 1, DO NOT APPLY THE MICROSURFACING MIXTURE IF EXISTING PAVEMENT SURFACE TEMPERATURE IS LESS THAN 50 F (10 C).
- TEMPORARY PAVEMENT MARKINGS ARE TO BE PLACED ON THE LEVELING COURSE AND ALSO ON THE SURFACE COURSE WITH PERMANENT PAVEMENT MARKING TO FOLLOW 5 TO 7 DAYS AFTER MICROSURFACING, SURFACE COURSE IS PERFORMED.

**ITEM 423 - CRACK SEALING, TYPE III:**

THIS ITEM OF WORK SHALL BE PERFORMED PRIOR TO ITEM 407 - TACK COAT AND ITEM 421 - MICROSURFACING, SURFACE AND/OR LEVELING COURSE AND SHALL BE MEASURED BY THE SQUARE YARD.

**ITEM 623 - CONSTRUCTION LAYOUT STAKES, AS PER PLAN:**

THIS ITEM SHALL CONSIST OF STATIONING USING 3 FT LATH STAKES OR PAINT MARKINGS. THE STAKES OR PAINT MARKINGS SHALL BE SPACED AT 200 FT INTERVALS AND EXTEND THROUGHOUT THE LENGTH OF THE PROJECT. PLACEMENT OF THE STAKES OR PAINT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY DAMAGED, MISSING STAKES, OR PAINT MARKINGS. PAINT MARKINGS SHALL BE PLACED ON CURBS AND USED IN AREAS WHERE THE PLACEMENT OF STAKES IS NOT POSSIBLE AND APPROVED BY THE PROJECT ENGINEER.

CONSTRUCTION LAYOUT STAKES, AS PER PLAN WILL BE PAID FOR AT THE CONTRACT LUMP SUM BID, WHICH PRICE SHALL BE FULL COMPENSATION FOR ALL SERVICES, MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS, INCLUDING THE REMOVAL, NECESSARY TO COMPLETE THIS ITEM.

**ITEM 630 - SIGN, FLAT SHEET:**

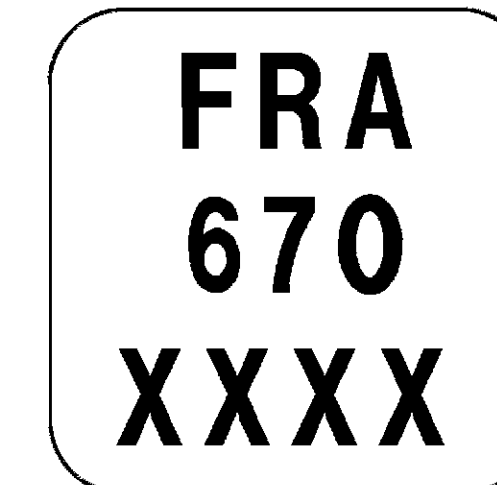
**ITEM 630 - GROUND MOUNTED SUPPORT, NO. 2 POST:**

THESE ITEMS SHALL BE USED TO PLACE NEW STRUCTURE IDENTIFICATION SIGNS AT THE FOLLOWING STRUCTURES:

FRA-670-0017	FRA-670-0217B
FRA-670-0021	FRA-670-0236
FRA-670-0031	FRA-670-0265
FRA-670-0105B	FRA-670-0281A
FRA-670-0108	FRA-670-0282
FRA-670-0109A	FRA-670-0283B
FRA-670-0149	FRA-670-0314
FRA-670-0207A	FRA-670-0381B
FRA-670-0213	FRA-670-0387A

EACH SIGN SHALL BE ATTACHED TO THE CONCRETE PARAPET WITH CONCRETE ANCHORS AT THE RIGHT REAR LOCATION. IF THE BRIDGE DOES NOT HAVE A CONCRETE PARAPET, THE SIGN SHALL BE POST MOUNTED TO ONE NEW NO. 2 POST AS PER STANDARD CONSTRUCTION DRAWING TC-41.20 (MOST CURRENT REVISION) USING TWO 5/16" ALUMINUM BOLTS 2 1/2" IN LENGTH. THE POST SHALL BE 7'-0" LONG.

SIGNS SHALL BE SIZED AS PER SIGN I-H25a AS GIVEN IN THE ODOT SIGN DESIGN MANUAL (MOST CURRENT VERSION). ALL INCIDENTALS WILL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 630 - SIGN, FLAT SHEET.



BRIDGE ID SIGN  
SIGN CODE I-H25a

THE FOLLOWING ITEMS HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 630 - SIGN, FLAT SHEET	= 18 SQ FT
ITEM 630 - GROUND MOUNTED SUPPORT, NO. 2 POST	= 14 FT

CALCULATED SDF CHECKED  
**GENERAL NOTES**  
FRA - 670 - 0.00  
8  
22



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**INTERIM COMPLETION:**

REFER TO FAY/MAD-71-9.45 PART 2 FOR INTERIM COMPLETION DATES.

AN INTERIM COMPLETION DATE HAS BEEN SET UP IN THE FRA-70-11.15 PROJECT PID 79663 TO COMPLETE ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIRS ON I-670 BY **OCTOBER 15, 2014**. WORK ON THE FRA-670-0.00 PART 1 PROJECT SHALL NOT BEGIN UNTIL AFTER THIS DATE.

**CLEARING AND GRUBBING:**

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- BETWEEN SEPTEMBER 30 AND MAY 1, DO NOT APPLY THE MICROSURFACING MIXTURE IF EXISTING PAVEMENT SURFACE TEMPERATURE IS LESS THAN 50 F (10 C).
- TEMPORARY PAVEMENT MARKINGS ARE TO BE PLACED ON THE LEVELING COURSE AND ALSO ON THE SURFACE COURSE WITH PERMANENT PAVEMENT MARKING TO FOLLOW 5 TO 7 DAYS AFTER MICROSURFACING, SURFACE COURSE IS PERFORMED.

**ITEM 423 - CRACK SEALING, TYPE III:**

THIS ITEM OF WORK SHALL BE PERFORMED PRIOR TO ITEM 407 - TACK COAT AND ITEM 421 - MICROSURFACING, SURFACE AND/OR LEVELING COURSE AND SHALL BE MEASURED BY THE SQUARE YARD.

**ITEM 518 STRUCTURE DRAINAGE, MISC.: CLEAN BACKWALLS AND ABUTMENT SEATS OF SALT, DIRT AND DEBRIS:**

REMOVE DEBRIS FROM THE EXISTING BACKWALLS AND ABUTMENT SEATS AT THE LOCATIONS SPECIFIED. THIS WORK SHALL BE ACCOMPLISHED WITH USE OF HAND CLEANING, AIR PRESSURE, POWER WASHING, OR MECHANICAL CLEANING. THE METHOD OF CLEANING SHALL NOT DAMAGE THE EXISTING BRIDGE SURFACES. ANY DAMAGE CAUSED BY THE CLEANING METHOD SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AND AT NO COST TO THE DEPARTMENT.

**ITEM 623 - CONSTRUCTION LAYOUT STAKES, AS PER PLAN:**

THIS ITEM SHALL CONSIST OF STATIONING USING 3 FT LATH STAKES OR PAINT MARKINGS. THE STAKES OR PAINT MARKINGS SHALL BE SPACED AT 200 FT INTERVALS AND EXTEND THROUGHOUT THE LENGTH OF THE PROJECT. PLACEMENT OF THE STAKES OR PAINT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY DAMAGED, MISSING STAKES, OR PAINT MARKINGS. PAINT MARKINGS SHALL BE PLACED ON CURBS AND USED IN AREAS WHERE THE PLACEMENT OF STAKES IS NOT POSSIBLE AND APPROVED BY THE PROJECT ENGINEER.

CONSTRUCTION LAYOUT STAKES, AS PER PLAN WILL BE PAID FOR AT THE CONTRACT LUMP SUM BID, WHICH PRICE SHALL BE FULL COMPENSATION FOR ALL SERVICES, MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS, INCLUDING THE REMOVAL, NECESSARY TO COMPLETE THIS ITEM.

**ITEM 630 - SIGN, FLAT SHEET:**

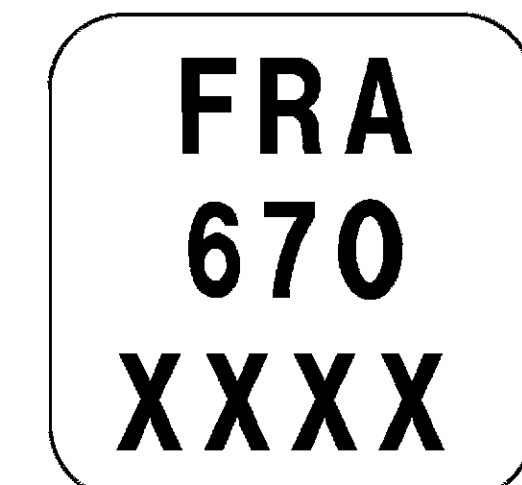
**ITEM 630 - GROUND MOUNTED SUPPORT, NO. 2 POST:**

THESE ITEMS SHALL BE USED TO PLACE NEW STRUCTURE IDENTIFICATION SIGNS AT THE FOLLOWING STRUCTURES:

FRA-670-0017	FRA-670-0217B
FRA-670-0021	FRA-670-0236
FRA-670-0031	FRA-670-0265
FRA-670-0105B	FRA-670-0281A
FRA-670-0108	FRA-670-0282
FRA-670-0109A	FRA-670-0283B
FRA-670-0149	FRA-670-0314
FRA-670-0207A	FRA-670-0381B
FRA-670-0213	FRA-670-0387A

EACH SIGN SHALL BE ATTACHED TO THE CONCRETE PARAPET WITH CONCRETE ANCHORS AT THE RIGHT REAR LOCATION. IF THE BRIDGE DOES NOT HAVE A CONCRETE PARAPET, THE SIGN SHALL BE POST MOUNTED TO ONE NEW NO. 2 POST AS PER STANDARD CONSTRUCTION DRAWING TC-41.20 (MOST CURRENT REVISION) USING TWO 5/16" ALUMINUM BOLTS 2 1/2" IN LENGTH. THE POST SHALL BE 7'-0" LONG.

SIGNS SHALL BE SIZED AS PER SIGN I-H25a AS GIVEN IN THE ODOT SIGN DESIGN MANUAL (MOST CURRENT VERSION). ALL INCIDENTALS WILL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 630 - SIGN, FLAT SHEET.



BRIDGE ID SIGN  
SIGN CODE I-H25a

THE FOLLOWING ITEMS HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 630 - SIGN, FLAT SHEET	= 18 SQ FT
ITEM 630 - GROUND MOUNTED SUPPORT, NO. 2 POST	= 14 FT

CALCULATED SDF CHECKED

**GENERAL NOTES**

**FRA - 670 - 0.00**

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**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.state.oh.us, THE DISTRICT WORK ZONE TRAFFIC MANAGER VIA EMAIL AT d06.mot@dot.state.oh.us AND THE CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT (614)728-4099 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.

**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. 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 SHOULD LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, DETOUR ROUTES IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

Notification Time Frame Table		
Item	Duration of Closure	Notification due to District 6 Communications Office
Ramp & Road Closures	>= 2 weeks	14 calendar days prior to closure
	> 12 hours & < 2 weeks	7 calendar days prior to closure
	< 12 hours	2 business days prior to closure
Lane Closures & Restrictions	>= 2 weeks	7 calendar days prior to closure
	< 2 weeks	2 business days prior to closure

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.

**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 INFORMATION OFFICE.

**WORK LIMITS:**

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

**ITEM 614, MAINTAINING TRAFFIC (LANE CLOSURE/REDUCTION REQUIRED):**

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER, AND SHALL FOLLOW UNAUTHORIZED LANE USE CHART. 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 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 ARE AVAILABLE FROM,

THE OHIO DEPARTMENT OF TRANSPORTATION  
BUREAU OF TRAFFIC,  
1980 WEST BROAD STREET  
COLUMBUS, OHIO 43223

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER.

CONSTRUCTION OPERATIONS SHALL NOT BEGIN UNTIL ALL TRAFFIC CONTROL IS IN PLACE AND APPROVED BY ODOT PERSONNEL. THE CONSTRUCTION INSPECTOR SHALL APPROVE ALL TEMPORARY TRAFFIC CONTROL DEVICES FOR CONDITION AND LOCATION BEFORE THE CONTRACTOR WILL BE ALLOWED TO BEGIN WORK. IF THE CONTRACTOR DOES NOT COMPLY WITH THE STANDARDS, HIS PERMIT SHALL BE REVOKED AND ALL WORK SHALL BE TERMINATED.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 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 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

**TRUCK MOUNTED ATTENUATOR (TMA):**

WHEN WORKING IN A CLOSED LANE OR SHOULDER ON A MULTILANE HIGHWAY WITHOUT POSITIVE PROTECTION, A TRUCK MOUNTED ATTENUATOR (TMA) SHALL BE PROVIDED TO PROTECT EACH WORK AREA IN ACCORDANCE WITH STANDARD DRAWINGS MT-95.30, MT-95.31, MT-95.32 OR OMUTCD TYPICAL APPLICATION (TA) 4 AND TA-6. THE TMA SHALL BE PLACED IN SUCH A WAY TO ADEQUATELY PROTECT THE WORKERS INSIDE THE WORK ZONE. THE TMA IS NOT INTENDED TO BE USED AS OR SUBSTITUTED FOR THE FLASHING ARROW PANEL AT THE BEGINNING OF THE MERGE TAPER. THE TMA SHALL MEET NCHRP 350 TEST LEVEL 3 CRITERIA FOR STANDARD AND OPTIONAL TESTS AT 100 KM/H (62 MPH) FOR DESIGN IMPACTS. THE COST FOR PROVIDING THE TMA SHALL INCLUDE ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE REPLACEMENT AND IS TO BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

**LANES OPEN DURING HOLIDAYS:**

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	TIME 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 IN ACCORDANCE WITH THE UNAUTHORIZED LANE USE TABLE.

**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.

**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 AND DETOURED IN ACCORDANCE WITH THE RAMP CLOSURE TABLE IF APPROVED BY THE ENGINEER. RAMP CLOSURES ARE SUBJECT TO DISINCENTIVES.

FOR ALL RAMP CLOSURES LASTING MORE THAN 12 HOURS BUT LESS THAN 60 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.

**SHORT DURATION RAMP CLOSURES (CONTINUED):**

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.

**UNAUTHORIZED LANE USE:**

THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE AS DESIGNATED IN THE UNAUTHORIZED LANE USE TABLE FOR EACH UNIT OF TIME A LANE/SHOULDER/RAMP IS CLOSED BY THE CONTRACTOR'S ACTION WHILE NOT OTHERWISE PERMITTED BY THE UNAUTHORIZED LANE USE CHART.

**UNAUTHORIZED LANE USE CHART:**

LANE USE CHART						
FRA-670						
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-70 (0.00) to US 33 entrance (0.62)	3	3 to 2	5AM-9AM & 2PM-7PM	4PM-6PM	4PM-6PM	\$100
		3 to 1	5AM-9PM	6AM-8PM	6AM-11PM	\$100
US 33 Entrance (0.62) to SR 315 SB exit (1.65)	4	4 to 3	5AM-9AM & 3PM-6PM	No Restriction	No Restriction	\$100
		4 to 2	5AM-9AM & 2PM-7PM	4PM-6PM	4PM-6PM	\$100
		4 to 1	5AM-9PM	6AM-8PM	6AM-8PM	\$100
SR 315 SB exit (1.65) to Neil Avenue (3.14)	3	3 to 2	5AM-9PM	6AM-7PM	6AM-7PM	\$200
		3 to 1	5AM-11PM	6AM-10PM	6AM-11PM	\$200
Neil Avenue (3.14) to Cleveland Avenue (4.30)	4	4 to 3	5AM-9AM & 3PM-6PM	No Restriction	No Restriction	\$200
		4 to 2	5AM-9PM	6AM-7PM	6AM-7PM	\$200
		4 to 1	5AM-11PM	6AM-11PM	6AM-11PM	\$200

**USE OF STANDARD DRAWINGS:**

FOR THE PURPOSE OF THIS PROJECT, "MOVING OPERATION" SHALL BE LIMITED TO PAVEMENT MARKING STRIPING.

IT MAY BE NECESSARY TO EXTEND THE ADVANCE WARNING AND BUFFER ZONES BEYOND THE MINIMUM DISTANCES SHOWN ON THE STANDARD DRAWINGS. THIS MAY BE DUE TO HORIZONTAL ALIGNMENT, VERTICAL ALIGNMENT, RAMP LOCATIONS, OR OTHER SIGHT OBSTRUCTIONS. LOCATIONS OF THE TAPER ZONES MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER, BUT TAPER LENGTHS MUST MEET THE MINIMUM STANDARDS. TAPERS SHOULD BE PLACED IN TANGENT SECTIONS WHENEVER POSSIBLE. ADDITIONAL YIELD SIGNS MAY BE REQUIRED FOR RAMPs WITHIN 1,000 FEET OF A WORK ZONE. PAYMENT SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

FOR ANY MULTILANE HIGHWAY, DEVICE SPACING SHALL BE A MAXIMUM OF 40' CENTER ON CENTER IN THE TAPERS AND 80' CENTER ON CENTER IN THE TANGENT SECTIONS.

WHEN USING MT-95.50, EXTRA ADVANCED WARNING SIGNS ARE REQUIRED AS DETERMINED BY THE ENGINEER AS NOTED IN THE STANDARD CONSTRUCTION DRAWINGS ESPECIALLY WHEN LANES ARE REDUCED ON WEEKENDS.

Primary Route	Secondary Route	SLM of Primary Route	SLM of Secondary Route	Ramp Designation	Movement	Ramp Closures		Primary Detour Route	Secondary Detour Route
						Ramp Closures are NOT Permitted			
						Mon-Fri	Sat-Sun		
670	33T	0.62	1.11	"A"	I-670 WB to US-33 WB	6AM-8AM	4PM-6PM	670 WB to Grandview Ave to US 33	None
670	33T	0.62	1.11	"B"	US-33 EB to I-670 EB	6AM-9AM	3PM-6PM	US 33 EB to Grandview Ave to 670 EB	None
670	Grandview Ave	0.95		B	I-670 WB to Grandview Ave.	5AM-7PM	8AM-7PM	670 W to US-33 E to Grandview Ave.	670 W to 70 W to Hague Ave. to Fisher Rd. to 70 E to 670 E to Grandview Ave. (Ramp D)
670	Grandview Ave	0.95		C	Grandview Ave. to I-670 EB	5AM-7PM	8AM-7PM	Grandview Ave. to 670 W (Ramp A) to 70 W to Hague Ave. to Fisher Rd. to 70 E to 670 E	Grandview Ave. N to US-33 W to 670 E
670	Grandview Ave	0.95		D	I-670 EB to Grandview Ave.	5AM-7PM	8AM-7PM	670 E to US-33 W to Grandview Ave.	670 E to US-33 to 670 W to Grandview Ave. (Ramp B)
670	Grandview Ave	0.95		A	Grandview Ave. to I-670 WB	5AM-9AM & 3PM-7PM	No Restriction	Grandview Ave. S to 670 E (Ramp C) to US-33 to 670 W	Grandview Ave. N to US-33 E to 670 W
670	33	2.13	15.2	S-E	I-670/US-33T EB to US-33T EB	5AM-7PM	8AM-7PM	670 E to Neil Ave.* to US-33 W	670 E to OH-315 N (Ramp S-I) to Goodale St. to Twin Rivers Dr.* to US-33
670	33	2.13	15.2	S-C	US-33 to I-670/US-33T WB	5AM-9AM & 3PM-7PM	No Restriction	US-33 E to OH-315 S (Ramp S-J) to 70 E to 71 N to 670 W	US-33 W to Grandview Ave.* to 670 W
670	315	2.36	1.55	S-G	OH-315 SB to I-670/US-33T WB	5AM-8PM	8AM-7PM	OH-315 S to 70 E to 71 N to 670 W	OH-315 S to Town St. to S Hartford Ave.* N to W Broad* to N Souder Ave.* N to US-33 W to 670 W (Ramp S-C)
670	315	2.36	1.55	S-I	I-670/US-33T EB to I-OH-315 NB	5AM-7PM	8AM-7PM	670 E to 71 S to 70 W to OH-315 N	670 E to N 4th St. to 670 W to OH-315 N
670	315	2.36	1.55	S-L	OH-315 NB to I-670 EB	5AM-7PM	8AM-7PM	OH-315 N to Lane Ave to OH-315 S to 670 E	OH-315 N to Goodale St. to Vine St.* E to Neil Ave.* N to 670 E
670	315	2.36	1.55	S-K	I-670 WB to OH-315 SB	5AM-10PM	8AM-8PM	670 W to Grandview Ave. to 670 E to OH-315 S (Ramp S-E & S-J)	670 W to Grandview Ave. N to US-33 E to OH-315 S (Ramp S-J)
670	315	3	2	NK	OH-315 SB to I-670 EB	5AM-7PM	8AM-7PM	315 S to 70/71 E to 71 N to 670	315 S to Vine St to Neil Ave to 670 E
670	315	3	2	OE	I-670 to OH-315 NB	N/A	N/A	670 W to Grandview Ave. to 670 E to OH-315 N	670 W to Grandview Ave. to Goodale Blvd.* E to OH-315 N (Ramp OF)
670	315	3	2	OC	OH-315 NB to Goodale Blvd.	5AM-9AM & 3PM-7PM	No Restriction	OH-315 N to W Lane Ave. to OH-315 S to Olentangy River Rd. (Ramp OB) to W Goodale St.	OH-315 N to Cannon Dr.* to King Ave.* E to Neil Ave.* S to W Goodale St.
670	Goodale	3.75		NJ	I-670 EB to Goodale St.	N/A	N/A	670 E to N 3rd St. (Ramp NI) to E Chestnut St.* W to N High St. to E Goodale St.	670 E to 71 S to Broad St. to Cleveland Ave. N to E Spring St.* W to N 4th St. to E Goodale St.
670	23	3.75	12.31	NM	N 4th St. to I-670 WB	5AM-8PM	8AM-7PM	N 4th St. to E 1st Ave.* to Summit St. S to 670 W (Ramp NL)	N 4th St. to 670 E to 71 N to E 5th Ave. W to Summit St. S to 670 W (Ramp NL)
670	23	3.75	12.31	NL	N 3rd St. to I-670 WB	5AM-9AM & 3PM-7PM	No Restriction	N 3rd St. to 670 E to Leonard Ave. to 670 W to 670 W (Ramp NO)	N 3rd St. to E long St.* to N 4th St to 670 W (Ramp NM)
670	23	3.75	12.31	NO	N 3rd St. to I-670 EB	5AM-7PM	8AM-7PM	N 3rd St. to E Spring St.* to Neil Ave. to 670 E	N 3rd St. to E Chestnut St.* to N 4th St to E Naghten St.* to Cleveland Ave. N to 670 E
670	23	3.75	12.31	NP	I-670 WB to N Fourth St.	5AM-9AM & 3PM-7PM	No Restriction	670 W to Neil Ave. to Vine St.* E to N High St. S to E Nationwide Blvd.* E to N 4th St.	670 W to Neil Ave.* N to W 5th Ave.* E to N 4th St.
670	23	3.75	12.31	NI	I-670 EB to N 3rd St.	5AM-8PM	8AM-7PM	670 E to Leonard Ave. to 670 W to N 3rd St.	670 E to Goodale St.* W (Ramp NJ) to N High St. N to Warren St.* E to N 3rd St.
670	670	3.88		NO	I-670 WB to I-670 WB	5AM-10PM	7AM-9PM	670 W to N 4th St. (Ramp NP) to E 1st Ave.* W to Summit St. S to 670 W (Ramp NL)	None
670	3	4.33	16.14	Y	SR-3 to I-670 EB	5AM-10PM	8AM-8PM	Cleveland Ave. S to E Long St.* E to 71 N	Cleveland Ave. S to E Long St.* E to 71 N to 670 E (Ramp H, G, WEL)

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CALCULATED  
CHECKED

MAINTENANCE OF TRAFFIC NOTES

FRA - 670 - 0.00

**WORK SITE LIGHTING:**

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.

**USE OF WEIGHTED CHANNELIZERS:**

THE WEIGHTED CHANNELIZER MAY BE USED IN ACCORDANCE WITH THIS SECTION. THE WEIGHTED CHANNELIZER SHALL BE PREDOMINANTLY ORANGE IN COLOR AND SHALL BE MADE OF LIGHTWEIGHT, FLEXIBLE, AND DEFORMABLE MATERIAL. THEY SHALL BE AT LEAST 42 INCHES IN HEIGHT WITH A WEIGHTED BASE. THEY MAY HAVE A HANDLE OR LIFTING DEVICE WHICH EXTENDS ABOVE THE 42 INCHES MINIMUM HEIGHT.

THE MARKINGS ON THE WEIGHTED CHANNELIZER SHALL BE HORIZONTAL, CIRCUMFERENTIAL, ALTERNATING ORANGE AND WHITE RETROREFLECTIVE STRIPES 6 INCHES WIDE. EACH WEIGHTED CHANNELIZER SHALL HAVE A MINIMUM OF TWO ORANGE AND TWO WHITE STRIPES. ANY NON-RETROREFLECTIVE SPACES BETWEEN THE HORIZONTAL ORANGE AND WHITE STRIPES SHALL NOT EXCEED 2 INCHES WIDE. THE WEIGHTED CHANNELIZER SHALL HAVE A 4-INCH MINIMUM WIDTH, REGARDLESS OF ORIENTATION.

USE OF WEIGHTED CHANNELIZERS ON FREEWAYS AND MULTILANE HIGHWAYS SHALL BE LIMITED TO SHORT-TERM OPERATIONS FOR EITHER DAY OR NIGHT. UPON COMPLETION OF WORK, THE WEIGHTED CHANNELIZERS SHALL BE REMOVED. THE WEIGHTED CHANNELIZERS MAY AGAIN BE PLACED ON THE HIGHWAY WHEN THE WORK IS TO RESUME ON THE FOLLOWING DAY OR NIGHT. ANY LANE CLOSURE USING CHANNELIZATION DEVICES, EXPECTED TO REMAIN FOR MORE THAN TWELVE HOURS, SHALL REQUIRE THE USE OF DRUMS OR BARRICADES.

WHEN USED AT NIGHT, WEIGHTED CHANNELIZERS SHALL ONLY BE PLACED IN THE TANGENT AREA AND AT A MAXIMUM SPACING OF 40 FEET. THE TANGENT AREA IS DEFINED AS THE AREA AFTER THE TRANSITION TAPER WHERE THE WORK TAKES PLACE. DRUMS SHALL BE USED IN THE TRANSITION TAPERS FOR NIGHT OPERATIONS.

STEPS SHOULD BE TAKEN TO ENSURE THAT THE WEIGHTED CHANNELIZERS WILL NOT BE BLOWN OVER OR DISPLACED BY WIND OR MOVING TRAFFIC. BALLASTS SHOULD NOT PRESENT A HAZARD IF THE WEIGHTED CHANNELIZERS ARE IN ADVERTENTLY STRUCK, NOR SHOULD THEY AFFECT THE VISIBILITY OF THE WEIGHTED CHANNELIZERS. ALL BALLASTS USED SHOULD BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

PAYMENT SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

**ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN:**

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY. ITEM IS TO INCLUDE PAVEMENT PLANING AS DIRECTED BY THE ENGINEER IN AREAS OF MAINTAINING TRAFFIC.

"AS DIRECTED BY THE ENGINEER" = 20 CU YD  
 ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN: = 20 CU YD

**ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE:**

USE OF L.E.O.'S BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT GENERALLY BE PERMITTED AT PROJECT COST UNLESS PRIOR APPROVAL HAS BEEN OBTAINED FROM THE PROJECT ENGINEER. LAW ENFORCEMENT OFFICERS (L.E.O.'S) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENT OF CMS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

- FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP). IN GENERAL, LEOS SHOULD BE POSITIONED AT THE POINT OF LANE RESTRICTION OR ROAD CLOSURE AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH INTERSECTIONS IN WORK ZONES.
- WHEN CONSTRUCTION VEHICLES ARE ENTERING/EXITING THE ZONE DIRECTLY FROM/INTO AN OPEN LANE OF TRAFFIC. IF A LANE HAS BEEN CLOSED TO PROVIDE AN ACCELERATION/DECELERATION LANE FOR THE VEHICLE, THE LEO WILL NOT BE REQUIRED.

LAW ENFORCEMENT OFFICERS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO PURSUE MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF THE MOTORISTS ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST MAY BE APPROPRIATE.

THE L.E.O.'S WORK AT THE DIRECTION OF THE CONTRACTOR AND THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEO'S AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEO. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THEIR RESPECTIVE DUTIES, PLACEMENT AND WILL RESOLVE ANY ISSUES BETWEEN THE TWO PARTIES THAT MAY ARISE. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THE SERVICES WITH,

THE OHIO HIGHWAY PATROL: 1-614-466-2660.

THE L.E.O. SHOULD REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING THE SHIFT. THE L.E.O. IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF THE SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE L.E.O. SHOULD 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 THE SHIFT.

THE HOURS PAID SHALL INCLUDE 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 L.E.O. ARE TO BE INCLUDED IN THE UNIT BID PRICE ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

IF THE CONTRACTOR WISH TO UTILIZE THE L.E.O. FOR FLAGGING AND TRAFFIC CONTROL OTHER THAN THAT REQUIRED IN THESE PLANS, THEY MAY DO SO AT THEIR OWN EXPENSE. PAYMENT FOR THE EXCESS ABOVE THE CONTRACT REQUIREMENTS WILL BE INCLUDED UNDER ITEM 614 - MAINTAINING TRAFFIC.

**ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE: (CONTINUED)**

LAW ENFORCEMENT OFFICERS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR). THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - L.E.O. WITH PATROL CAR FOR ASSISTANCE = 400 HOURS

**WORK ZONE MARKINGS:**

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS 614.04 AND 614.11.

THESE SIGNS SHALL BE COVERED OR REMOVED WITHIN 24 HOURS OF THE CORRECTED EDGE MARKINGS.

ROUTE	BEGIN SLM	END SLM	R4-1-18
			NO EDGE LINES EACH
I-670	0.00	3.88	18
TOTAL			18

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - WORK ZONE MARKING SIGN = 18 EACH

ITEM 614 - WORK ZONE LANE LINE, CLASS III, 642 PAINT:

I-670 SLM 0.00 TO SLM 3.88 (BOTH DIRECTIONS)  
 US 33 T ROADWAY/RAMPS (BOTH DIRECTIONS)

ITEM 614 - WORK ZONE LANE LINE, CLASS III, 642 PAINT = 21.78 MI

ITEM 614 - WORK ZONE EDGE LINE, CLASS III, 642 PAINT = 27.67 MI

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT = 8,284 FT

ITEM 614 - WORK ZONE STOP LINE, CLASS III, 642 PAINT = 192 FT

**ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN:**

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, AND REMOVE WHEN NO LONGER NEEDED, CHANGEABLE MESSAGE SIGNS, ON SITE, FOR THE DURATION OF THE PROJECT. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR. ONLY CLASS I OR II SIGNS WILL BE PERMITTED.

EACH SIGN SHALL BE TRAILER MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM TO DIM THE SIGN DURING DARKNESS AND A TEMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLE SHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PCMS TRAILERS SHOULD BE DELINEATED ON A PERMANENT BASIS BY AFFIXING RETRO REFLECTIVE MATERIAL, IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

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**ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN: (CONTINUED)**

A PCMS SHALL BE PLACED "AS DIRECTED BY THE PROJECT ENGINEER" IN ADVANCE OF AND DURING RAMP CLOSURES. THE MESSAGES SHALL BE AS DIRECTED BY THE ENGINEER. THE 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 WILL BE OFF, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE HIGH INTENSITY YELLOW REFLECTIVE SHEETING SURFACES OF 9" BY 15" MINIMUM, FACING 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 TROUBLE SHOOT THE UNIT AND TO REVISE SIGN MESSAGES, IF NEEDED.

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 SHOULD BE SUPPORTED, BUT NORMALLY, NOT MORE THAN TWO MESSAGE PHASES SHOULD BE EMPLOYED, ALTHOUGH THREE PHASES MAY BE USED IN UNUSUAL CONDITIONS. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST ONCE. 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 FOR DIFFERENT DAYS OF THE WEEK.

THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF 614.03 SHALL MAINTAIN THE PCMS UNIT IN GOOD WORKING ORDER. 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 A FAILURE. ANY FAILURE SHALL NOT RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC AND THE ENTIRE COST TO CONTROL TRAFFIC ACCRUED BY THE DEPARTMENT WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON THE CONTRACT.

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:  
4 PCMS @ 3 MONTHS EACH = 12 SIGN MNTH

**ITEM 614, WORK ZONE SPEED LIMIT SIGN:**

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, COVER DURING SUSPENSION OF WORK, AND SUBSEQUENTLY REMOVE WORK ZONE SPEED LIMIT (R2-1) (45 MPH SPEED LIMIT) SIGNS AND SUPPORTS WITHIN THE WORK LIMITS IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS:

THE CONTRACTOR SHALL COVER OR REMOVE ANY EXISTING SPEED LIMIT SIGNS WITHIN THE REDUCED SPEED ZONE(S). THESE SIGNS SHALL BE RESTORED DURING SUSPENSION OR TERMINATION OF THE REDUCED SPEED LIMIT. THE EXPENSE OF COVERING OR REMOVAL AND RESTORATION OF EXISTING SPEED LIMIT OR MINIMUM SPEED LIMIT SIGNS SHALL BE INCLUDED IN THE PAY ITEM FOR THE WORK ZONE SPEED LIMIT SIGNS.

THE WORK ZONE SPEED LIMIT SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK THAT CAUSES THE WARRANTING CONDITION(S) TO OCCUR. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING REMOVAL OF THE WARRANTING CONDITION(S), OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY REMOVAL OF WARRANTING CONDITION(S) SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE.

CONSTRUCTION AND MATERIAL SPECIFICATIONS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT THE 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 REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED REDUCTION IN THE OPPOSITE DIRECTION. A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION, IN SUCH CASE, IS APPROPRIATE ONLY IF CONDITIONS ARE EXPECTED TO HAVE AN IMPACT ON THE DIRECTIONAL TRAFFIC FLOW, AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL ERECT A WORK ZONE SPEED LIMIT SIGN IN ADVANCE OF THE WARRANTING CONDITION, AS DETAILED IN THE PLANS OR AS DIRECTED BY THE ENGINEER. THE SIGN SHALL BE MOUNTED ON BOTH SIDES OF A DIRECTIONAL ROADWAY OF DIVIDED HIGHWAYS. THE FIRST WORK ZONE SPEED LIMIT SIGN SHALL BE PLACED APPROXIMATELY 500 FEET IN ADVANCE OF THE LANE REDUCTION, SHIFT TAPER, OR OTHER ROADWAY OR SHOULDER RESTRICTION THAT WARRANTED THE WORK ZONE SPEED ZONE. ON UNDIVIDED HIGHWAYS THE SIGN SHALL BE MOUNTED ON THE RIGHT SIDE, APPROXIMATELY 250 FEET IN ADVANCE OF SUCH RESTRICTIONS. THE SIGN SHALL BE REPEATED EVERY 1 MILE FOR 55 MPH ZONES AND EVERY ONEHALF MILE FOR 50 MPH AND 45 MPH ZONES. THESE SIGNS SHALL ALSO BE ERECTED IMMEDIATELY AFTER EACH OPEN ENTRANCE RAMP WITHIN THE ZONE.

THE SPEED LIMIT REDUCTION SHALL BE LIMITED TO ONLY THE PORTION OF THE PROJECT AND THE WORK THAT WARRANTED THE WORK ZONE SPEED LIMIT REDUCTION.

SPEED REDUCTION (SPEED ZONE AHEAD SYMBOL) SIGNS (W3-5) SHALL BE ERECTED IN ADVANCE OF THE SPEED REDUCTION, APPROXIMATELY 1250 FEET ON MULTI-LANE HIGHWAYS AND 500 FEET ON TWO-LANE HIGHWAYS.

A SPEED LIMIT SIGN(S) (R2-1) TO INDICATE THE RESUMPTION OF THE STATUTORY SPEED LIMIT SHALL BE ERECTED AT THE END OF ANY REDUCED SPEED ZONE. 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 CMS 730.19.

WORK ZONE SPEED LIMIT SIGNS SHALL BE MOUNTED ON TWO ITEM 630, GROUND MOUNTED SUPPORTS, NO. 3 POSTS, UNLESS MOUNTED ON A TEMPORARY SIGN SUPPORT PER SCD MT 105.10.

**ITEM 614, WORK ZONE SPEED LIMIT SIGN: (CONTINUED)**

WORK ZONE SPEED LIMIT AND RELATED SIGN SIZES, PLACEMENT, SUPPORTS, ETC SHALL BE PER THE OMUTCD, WITH TWO EXCEPTIONS: 1) EXPRESSWAY SIZE SPEED LIMIT SIGNS MAY BE USED ON FREEWAYS AND EXPRESSWAYS, IF NECESSARY; 2) THE HEIGHT OF SIGNS MOUNTED ON PORTABLE SUPPORTS SHOULD BE THE HEIGHT REQUIRED FOR GROUND-MOUNTED SIGNS BUT SHALL NOT BE MORE THAN 1 FOOT LOWER THAN THE HEIGHT REQUIRED BY THE OMUTCD, OR AS DIRECTED BY THE ENGINEER. PORTABLE SUPPORTS SHOULD NOT BE USED FOR A DURATION OF MORE THAN 3 DAYS.

WORK ZONE SPEED LIMIT SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGNS AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION WITHIN THE PROJECT DUE TO CHANGES IN THE SPEED ZONE AS DETAILED IN THE PLANS OR 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 REMOVING THE SIGNS AND SUPPORTS. SPEED LIMIT SIGNING FOR THE POINT OF RESUMPTION OF THE STATUTORY SPEED LIMIT SHALL BE PAID FOR AS WORK ZONE SPEED LIMIT SIGNS.

ITEM 614 - WORK ZONE SPEED LIMIT SIGN = 36 EACH  
ITEM 614 - SPEED ZONE AHEAD SYMBOL SIGN = 4 EACH

THE FOLLOWING TABLE PROVIDES DETAILS ON WORK ZONE SPEED ZONES APPROVED FOR USE ON THIS PROJECT:

WZSZ REVISION NUMBER	COUNTY & ROUTE	SLM FROM	SLM TO	PHASE/PART & DIRECTION	APPROVED SPEED LIMIT (MPH)	SPECIFIC WARRANTING CONDITIONS AND FACTORS
WZ-T35539	FRANKLIN I-670	0	2.5	BOTH DIRECTIONS	55	CONSTRUCTION
WZ-T35540	FRANKLIN I-670	2.5	3.88	BOTH DIRECTIONS	45	CONSTRUCTION

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**SPEEDINFO DEVICES WITHIN PROJECT LIMITS:**

THE CONTRACTOR SHALL TAKE MEASURES TO MAINTAIN THE PROPER OPERATION OF ANY SPEEDINFO DEVICES WITHIN THE PROJECT LIMITS. THE DEVICES ARE DOPPLER RADAR UNITS WHICH LOOK LIKE CYLINDRICAL TUBES WITH SOLAR PANELS ATTACHED TO THEM. THE SENSORS ARE IMPLEMENTED ON ALL INTERSTATES STATEWIDE AND OTHER MAJOR US AND STATE ROUTES IN URBAN AREAS, GENERALLY SPACED BETWEEN 1 TO 2 MILES APART, AND INSTALLED ON ANY EXISTING ODOT INFRASTRUCTURE (TYPICALLY OVERHEAD TRUSSES, CANTILEVERS, GROUND-MOUNTED SIGN SUPPORTS, OR LIGHT POLES). ODOT WILL COORDINATE THE RELOCATION OF ANY DEVICES THAT MAY BE AFFECTED BY THE CONTRACTOR'S OPERATION. THE CONTRACTOR SHALL NOT REMOVE THE DEVICES THEMSELVES. THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER A MINIMUM OF TEN CALENDAR DAYS PRIOR TO PERFORMING ANY WORK WHICH REQUIRES DEVICE RELOCATION. THE PROJECT ENGINEER SHALL THEN NOTIFY SPEEDINFO, INC. AND THE ODOT OFFICE OF TRAFFIC ENGINEERING OF ANY DEVICES THAT REQUIRE RELOCATION. THE CONTRACTOR SHOULD BE AWARE THAT SINCE SPEED DATA IS STILL DESIRABLE TO ODOT, THE PROJECT ENGINEER WILL ATTEMPT TO INFORM SPEEDINFO, INC. OF NEWLY AVAILABLE INSTALL LOCATIONS FOR THE SENSORS TO BE RELOCATED TO, WITH MINIMAL DOWNTIME.

IF IMMEDIATE ATTENTION TO A SPEEDINFO SENSOR IS REQUIRED, THE CONTRACTOR MAY DIRECTLY CONTACT THE REGIONAL INSTALLER FOR SPEEDINFO, INC. FROM THE PROVIDED CONTACT INFORMATION. THE REGIONAL INSTALLER WOULD BE ABLE TO PROVIDE THE QUICKEST POSSIBLE ATTENTION TO THE SITUATION. IF THE REGIONAL INSTALLER CANNOT BE REACHED, THE LIST OF STATEWIDE CONTACTS SHOULD BE USED IN THE ORDER IT IS PRESENTED. AN EMAIL INFORMING ALL PARTIES OF THE SITUATION SHOULD ALSO BE SENT AT THE EARLIEST CONVENIENCE.

THE SPEEDINFO DEVICES WITHIN THE PROJECT LIMITS ARE LOCATED AT THE BELOW LOCATIONS. THE CONTRACTOR SHALL BE ADVISED THAT THESE LOCATIONS MAY HAVE CHANGED BY THE TIME OF CONSTRUCTION AND SHALL USE THE ABOVE PROCEDURE FOR ANY OTHER SPEED DETECTION DEVICES.

SERIAL NUMBER	LOCATION NAME	STATE LOG MILEPOST
AIF3810002020	I-670 E @ Exit 1 Grandview Ave 3/4 Mile - cantilever	0.20
AIF5010002196	I-670 E @ Grandview Ave on ramp light pole (last pole)	1.38
AIF3810002012	I-670 E @ I-670E Airport, Exit 2B OH-315 North 1/4 mile - truss	2.00
AIF3810002017	I-670 E @ Exit 5A, Exit 5B Broad St 1 1/4 mi, Exit 5C, I-670 E Airport, Exits 4A 4B Third Fourth St 1/2 Mile - truss	3.20

**REGIONAL CONTACTS**

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GEORGE SAYLOR, ODOT  
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GEORGE.SAYLOR@DOT.STATE.OH.US

SHEET NO.							PARTICIPATION			ITEM	EXT	TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
8-9	10-14	18	19	20	21-22		01/IMS/PV	02/IMS/BR	03/IMS/OT						
LUMP							LUMP			201	11000	LUMP	CLEARING AND GRUBBING		
							1,000			832	30000	1,000	EACH	EROSION CONTROL	
		23,744					23,744			407	10000	23,744	GALLON	TACK COAT	
		316,443					316,443			421	10010	316,443	SQ YD	MICROSURFACING, SURFACE COURSE	
		256,650					256,650			421	10020	256,650	SQ YD	MICROSURFACING, LEVELING COURSE	
		316,443					316,443			423	00208	316,443	SQ YD	CRACK SEALING, TYPE III	
				997						997	00100	997	EACH	RPM	
				997						997	54000	997	EACH	RAISED PAVEMENT MARKER REMOVED	
14							14			630	02100	14	FT	GROUND MOUNTED SUPPORT, NO. 2 POST	
18							18			630	80100	18	SQ FT	SIGN, FLAT SHEET	
			24.13							24.13	00104	24.13	MILE	EDGE LINE, 6"	
			18.21							18.21	00204	18.21	MILE	LANE LINE, 6"	
			7,399							7,399	00404	7,399	FT	CHANNELIZING LINE, 12"	
			192							192	00500	192	FT	STOP LINE	
			45							45	00600	45	FT	CROSSWALK LINE	
			2,497							2,497	00720	2,497	FT	CHEVRON MARKING	
			12							12	01300	12	EACH	LANE ARROW	
			1,732							1,732	01510	1,732	FT	DOTTED LINE, 6"	
			3.54							3.54	10010	3.54	MILE	EDGE LINE, 6"	
										3.54	10010	3.54	MILE	EDGE LINE, 6" (POLYCARB MARK 55.4) - ALTERNATE BID	
			3.57							3.57	10110	3.57	MILE	LANE LINE, 6"	
										3.57	10110	3.57	MILE	LANE LINE, 6" (POLYCARB MARK 55.4) - ALTERNATE BID	
			885							885	10310	885	FT	CHANNELIZING LINE, 12"	
										885	10310	885	FT	CHANNELIZING LINE, 12" (POLYCARB MARK 55.4) - ALTERNATE BID	
			400							400	10620	400	FT	CHEVRON MARKING	
										400	10620	400	FT	CHEVRON MARKING (POLYCARB MARK 55.4) - ALTERNATE BID	

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SHEET NO.							PARTICIPATION			ITEM	EXT	TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
8-9	10-13	18	19	20	21-22		01/IMS/PV	02/IMS/BR	03/IMS/OT						
													STRUCTURES (20' AND OVER) CONTINUED		
													FRA-670-0282 OVER GOODALE CONNECTOR & RAMPS SFN# 2517647		
					5,755			5,755		512	10400	5,755	TREATING OF CONCRETE BRIDGE DECK WITH SRS		
					LUMP			LUMP		518	63300	LUMP	STRUCTURE DRAINAGE, MISC.: CLEAN BACKWALLS AND ABUTMENT SEATS OF SALT, DIRT, AND DEBRIS		
													FRA-670-0283B RAMP NC O GOODALE CONNECTOR & RAMP SFN# 2517612		
					1,190			1,190		512	10400	1,190	TREATING OF CONCRETE BRIDGE DECK WITH SRS		
					LUMP			LUMP		518	63300	LUMP	STRUCTURE DRAINAGE, MISC.: CLEAN BACKWALLS AND ABUTMENT SEATS OF SALT, DIRT, AND DEBRIS		
													FRA-670-0314 OVER NEIL AVE SFN# 2517639		
					1,994			1,994		512	10400	1,994	TREATING OF CONCRETE BRIDGE DECK WITH SRS		
					LUMP			LUMP		518	63300	LUMP	STRUCTURE DRAINAGE, MISC.: CLEAN BACKWALLS AND ABUTMENT SEATS OF SALT, DIRT, AND DEBRIS		
													FRA-670-0381B RAMP US 23 DS - I-670 E OVER 23 SFN# 2506246		
					673			673		512	10400	673	TREATING OF CONCRETE BRIDGE DECK WITH SRS		
					LUMP			LUMP		518	63300	LUMP	STRUCTURE DRAINAGE, MISC.: CLEAN BACKWALLS AND ABUTMENT SEATS OF SALT, DIRT, AND DEBRIS		
													FRA-670-0387A RAMP I-670 WB - US23 NB OVER SERVICE ROAD SFN# 2517795		
					386			386		512	10400	386	TREATING OF CONCRETE BRIDGE DECK WITH SRS		
					LUMP			LUMP		518	63300	LUMP	STRUCTURE DRAINAGE, MISC.: CLEAN BACKWALLS AND ABUTMENT SEATS OF SALT, DIRT, AND DEBRIS		
													MAINTENANCE OF TRAFFIC		
					400			400		614	11110	400	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE		
					4			4		614	12410	4	SPEED ZONE AHEAD SYMBOL SIGN		
					18			18		614	12460	18	WORK ZONE MARKING SIGN		
					36			36		614	12470	36	WORK ZONE SPEED LIMIT SIGN		
					20			20		614	13001	20	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN	12	
					12			12		614	18401	12	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	12	
					21.78			21.78		614	20550	21.78	WORK ZONE LANE LINE, CLASS III, 642 PAINT		
					27.67			27.67		614	22350	27.67	WORK ZONE EDGE LINE, CLASS III, 642 PAINT		
					8,284			8,284		614	23680	8,284	WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT		
					192			192		614	26610	192	WORK ZONE STOP LINE, CLASS III, 642 PAINT		
					LUMP			LUMP		614	11000	LUMP	MAINTAINING TRAFFIC		
					LUMP			LUMP		623	10001	LUMP	CONSTRUCTION LAYOUT STAKES, AS PER PLAN	9	
					LUMP			LUMP		624	10000	LUMP	MOBILIZATION		

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DESCRIPTION	LOG POINT		SIDE	LENGTH FT	NUMBER OF LANES #	CADD GENERATED AREA SQ YD	407 TACK COAT (0.075 GAL/SQ. YD.) CADD AREA* 0.075			421 MICROSURFACING, SURFACE COURSE		421 MICROSURFACING, LEVELING COURSE		423 CRACK SEALING, TYPE III	
	FROM	TO					CADD AREA SQ YD	CADD AREA SQ YD	CADD AREA SQ YD	CADD AREA SQ YD	CADD AREA SQ YD				
							GALLON	SQ YD	SQ YD	SQ YD	SQ YD				
I-670 MAINLINE	0.00	0.60	BOTH	3,168	6	27,923	27,923	2,095	27,923	19,399	27,923				
I-670 MAINLINE	0.60	0.96	BOTH	1,901	9	30,877	30,877	2,316	30,877	24,778	30,877				
I-670 MAINLINE	0.96	1.73	BOTH	4,066	8	55,412	55,412	4,156	55,412	41,716	55,412				
I-670 MAINLINE	1.73	3.15	BOTH	7,498	6	68,989	68,989	5,175	68,989	50,086	68,989				
I-670 MAINLINE	3.15	3.31	BOTH	845	7	13,085	13,085	982	13,085	9,794	13,085				
I-670 MAINLINE	3.31	3.57	BOTH	1,373	9	20,741	20,741	1,556	20,741	16,834	20,741				
I-670 MAINLINE	3.57	3.88	BOTH	1,637	7	26,144	26,144	1,961	26,144	20,772	26,144				
<b>I-670 AND US 33 INTERCHANGE RAMPS</b>															
US 33 T WB EXIT RAMP FROM I-670			LT	4,733	2	16,844		1,264	16,844	16,844	16,844				
US 33 T EB ENTRANCE RAMP TO I-670			RT	5,753	2	19,873		1,491	19,873	19,873	19,873				
<b>I-670 AND GRANDVIEW AVE. INTERCHANGE RAMPS</b>															
RAMP A			LT	900		2,456		185	2,456	2,456	2,456				
RAMP B			LT	1,435		4,011		301	4,011	4,011	4,011				
RAMP C			RT	1,567		3,068		231	3,068	3,068	3,068				
RAMP D			RT	978		2,918		219	2,918	2,918	2,918				
<b>I-670 AND US 33 INTERCHANGE RAMPS</b>															
RAMP S-C			LT	910		1,690		127	1,690	1,690	1,690				
RAMP S-E US 33T			RT	1,613		4,276		321	4,276	4,276	4,276				
<b>I-670 AND SR 315 INTERCHANGE RAMPS / ROADS</b>															
ROAD S-I			RT	588		1,733		130	1,733	1,733	1,733				
ROAD S-K			LT	340		1,056		80	1,056	1,056	1,056				
ROAD S-L			RT	306		930		70	930	930	930				
<b>I-670 AND SR 315 C / NIEL AVE. INTERCHANGE RAMPS</b>															
RAMP NC			RT	1,757		3,647		274	3,647	3,647	3,647				
RAMP ND			LT	894		839		63	839	839	839				
RAMP NE			RT	689		2,369		178	2,369	2,369	2,369				
RAMP NF			LT	604		2,603		196	2,603	2,603	2,603				
<b>I-670 AND GOODALE / N. THIRD ST. INTERCHANGE RAMPS</b>															
RAMP NI			RT	967		3,997		300	3,997	3,997	3,997				
RAMP NJ			RT	275		963		73	963	963	963				
<b>TOTALS CARRIED TO GENERAL SUMMARY</b>															
								23,744	316,443	256,650	316,443				

CALCULATED  
 CHECKED  
**I-670 SLM 0.00 TO 3.88**  
**PAVEMENT SUB-SUMMARY**  
**FRA - 670 - 0.00**  
 18  
 22

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LOCATION	START LOG POINT	END LOG POINT	LENGTH	NUMBER OF LANES	SIDE	644											646					
						EDGE LINE, 6"		LANE LINE, 6"	CHANNELIZING LINE, 12"	STOP LINE	CROSSWALK LINE	CHEVRON MARKING	LANE ARROWS				DOTTED LINE, 6"	EDGE LINE, 6"		LANE LINE, 6"	CHANNELIZING LINE, 12"	CHEVRON MARKING
						W	Y						LT	LT/THRU	LT/RT	RT		W	Y			
						MILE	MILE	MILE	FT	FT	FT	FT	EACH	EACH	EACH	EACH	FT	MILE	MILE	MILE	FT	FT
I-670 MAINLINE	0.00	0.60	3168.00	6.00	BOTH	0.80	0.80	1.72				620					0.40	0.40	0.80			
I-670 MAINLINE	0.60	0.96	1900.80	9.00	BOTH	0.72	0.72	2.32														
I-670 MAINLINE	0.96	1.73	4065.60	8.00	BOTH	1.37	1.37	4.11	1,278			260					0.17	0.17	0.52			
I-670 MAINLINE	1.73	3.15	7497.60	6.00	BOTH	1.87	1.87	3.93	3,831			777		433			0.97	0.97	2.11	435	400	
I-670 MAINLINE	3.15	3.31	844.80	7.00	BOTH	0.32	0.32	0.81	940			400										
I-670 MAINLINE	3.31	3.57	1372.80	9.00	BOTH	0.52	0.52	1.48														
I-670 MAINLINE	3.57	3.88	1636.80	7.00	BOTH	0.56	0.56	1.64				440		464			0.03	0.03	0.14			
<b>I-670 AND US 33 INTERCHANGE RAMPS</b>																						
US 33 T WB EXIT RAMP FROM I-670			4733.00		LT	0.90	0.90	0.84	350	35												
US 33 T EB ENTRANCE RAMP TO I-670			5753.00		RT	1.09	1.09	0.99														
<b>I-670 AND GRANDVIEW AVE. INTERCHANGE RAMPS</b>																						
RAMP A			900.00		LT	0.17	0.17							407								
RAMP B			1435.00		LT	0.27	0.27		372	50			2			2						
RAMP C			1567.00		RT	0.30	0.30							428								
RAMP D			978.00		RT	0.19	0.19		115	12					2	2						
<b>I-670 AND US 33 INTERCHANGE RAMPS</b>																						
RAMP S-C			910.00		LT	0.34	0.34															
RAMP S-E US 33T			1613.00		RT	0.61	0.61	0.21	80	35										450		
<b>I-670 AND SR 315 INTERCHANGE RAMPS / ROADS</b>																						
ROAD S-I			588.00		RT	0.22	0.22															
ROAD S-K			340.00		LT	0.13	0.13															
ROAD S-L			306.00		RT	0.12	0.12															
<b>I-670 AND SR 315 C / NIEL AVE. INTERCHANGE RAMPS</b>																						
RAMP NC			1757.00		RT	0.50	0.50		350	30					2		0.08	0.08				
RAMP ND			894.00		LT	0.12	0.12										0.11	0.11				
RAMP NE			689.00		RT	0.26	0.26															
RAMP NF			604.00		LT	0.23	0.23	0.11														
<b>I-670 AND GOODALE / N. THIRD ST. INTERCHANGE RAMPS</b>																						
RAMP NI			967.00		RT	0.37	0.37	0.04														
RAMP NJ			275.00		RT	0.10	0.10		83	30	45				2							
SUBTOTAL						12.07	12.07						2		2	8		1.77	1.77			
TOTAL CARRIED TO GENERAL SUMMARY						24.13		18.21	7,399	192	45	2,497		12	1,732		3.54		3.57	885	400	

I-670 SLM 0.00 TO 3.88  
PAVEMENT MARKING SUB-SUMMARY

FRA - 670 - 0.00

CALCULATED  
CHECKED



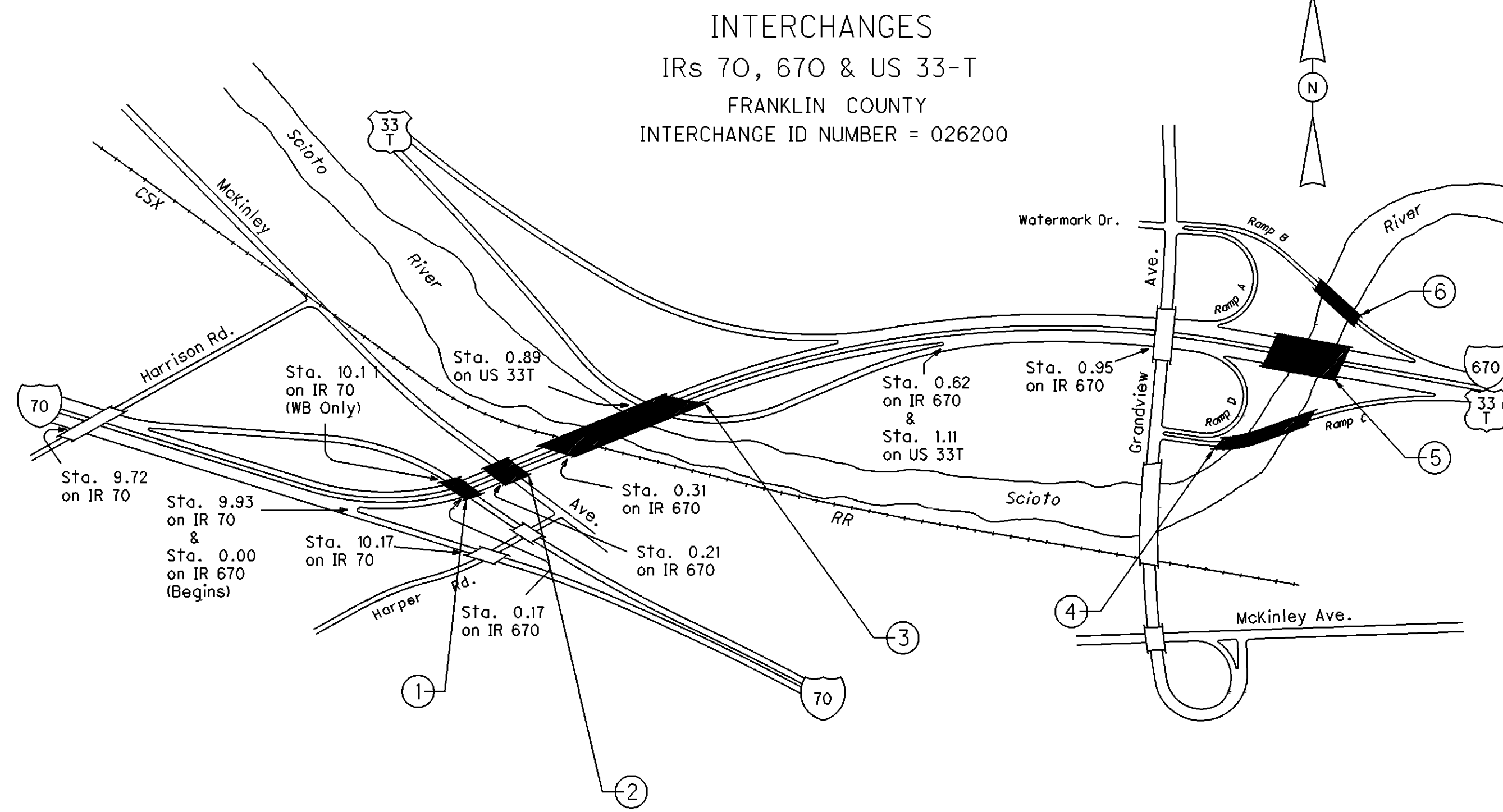
BRIDGE	SFN	AREA (SF)	CROSSROAD	FUNDING SPLIT	512	518	519
					TREATING OF CONCRETE BRIDGE DECK WITH SRS	STRUCTURE DRAINAGE, MISC.: CLEAN BACKWALLS AND ABUTMENT SEATS OF SALT, DIRT, AND DEBRIS	SPECIAL - PATCHING CONCRETE BRIDGE DECK
					SQ YD	LUMP	SQ YD
FRA-670-0017	2504340	10969	IR-670-OV IR-70WB	02/IMS/BR	1,219	LUMP	
FRA-670-0021	2504367	15048	OVER MCKINLEY AVE	02/IMS/BR	1,672	LUMP	22
FRA-670-0031	2504375	97500	OVER SCIOTO R, US33, RR	02/IMS/BR	10,833	LUMP	
FRA-670-0105B	2505746	13229	670 RAMP C OVER SCIOTO R	02/IMS/BR	1,470	LUMP	
FRA-670-0108	2505762	23638	670 MAINLINE OVER SCIOTO RIVER	02/IMS/BR	2,626	LUMP	
FRA-670-0109A	2505770	10118	670 RAMP B OVER SCIOTO R	02/IMS/BR	1,124	LUMP	
FRA-670-0149	2505789	18449	670 OVER SCIOTO OVERFLOW	02/IMS/BR	2,050	LUMP	
FRA-670-0207A	2505843	16458	670 RAMP SC OVER SCIOTO R	02/IMS/BR	1,829	LUMP	
FRA-670-0213	2505819	78556	OVER US33 & SCIOTO R	02/IMS/BR	8,728	LUMP	
FRA-670-0217B	2505878	18934	670 RAMP SE OVER SCIOTO R	02/IMS/BR	2,104	LUMP	
FRA-670-0236	2505924	67049	SR 315/OLENTANGY R	02/IMS/BR	7,450	LUMP	
FRA-670-0265	2517574	84767	OVER CSX RR	02/IMS/BR	9,419	LUMP	
FRA-670-0281A	2517590	15780	RAMP ND O RAMPS/GOODALE C	02/IMS/BR	1,753	LUMP	
FRA-670-0282	2517647	51796	OVER GOODALE CONN & RAMPS	02/IMS/BR	5,755	LUMP	
FRA-670-0283B	2517612	10710	RAMP NC OVER GOODALE CONN&RMP	02/IMS/BR	1,190	LUMP	
FRA-670-0314	2517639	17944	OVER NEIL	02/IMS/BR	1,994	LUMP	
FRA-670-0381B	2506246	6060	RAMP US23DS-I670E OVER 23	02/IMS/BR	673	LUMP	
FRA-670-0387A	2517795	3477	RAMP 670WB-23NB OVER SERVICE RD	02/IMS/BR	386	LUMP	

CALCULATED  
HAB  
CHECKED  
ACT

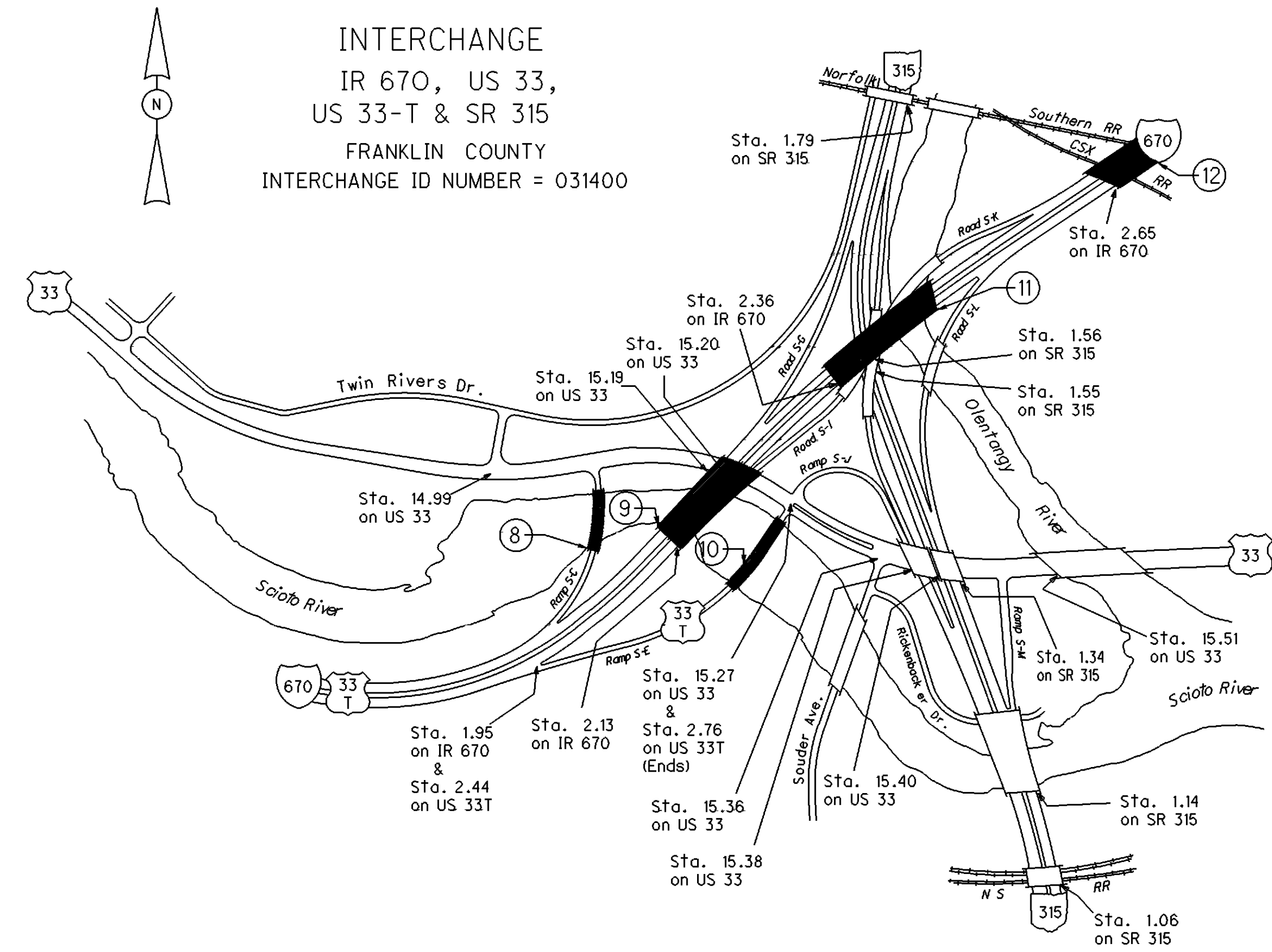
**ESTIMATED QUANTITIES**

**FRA - 670 - 0.00**

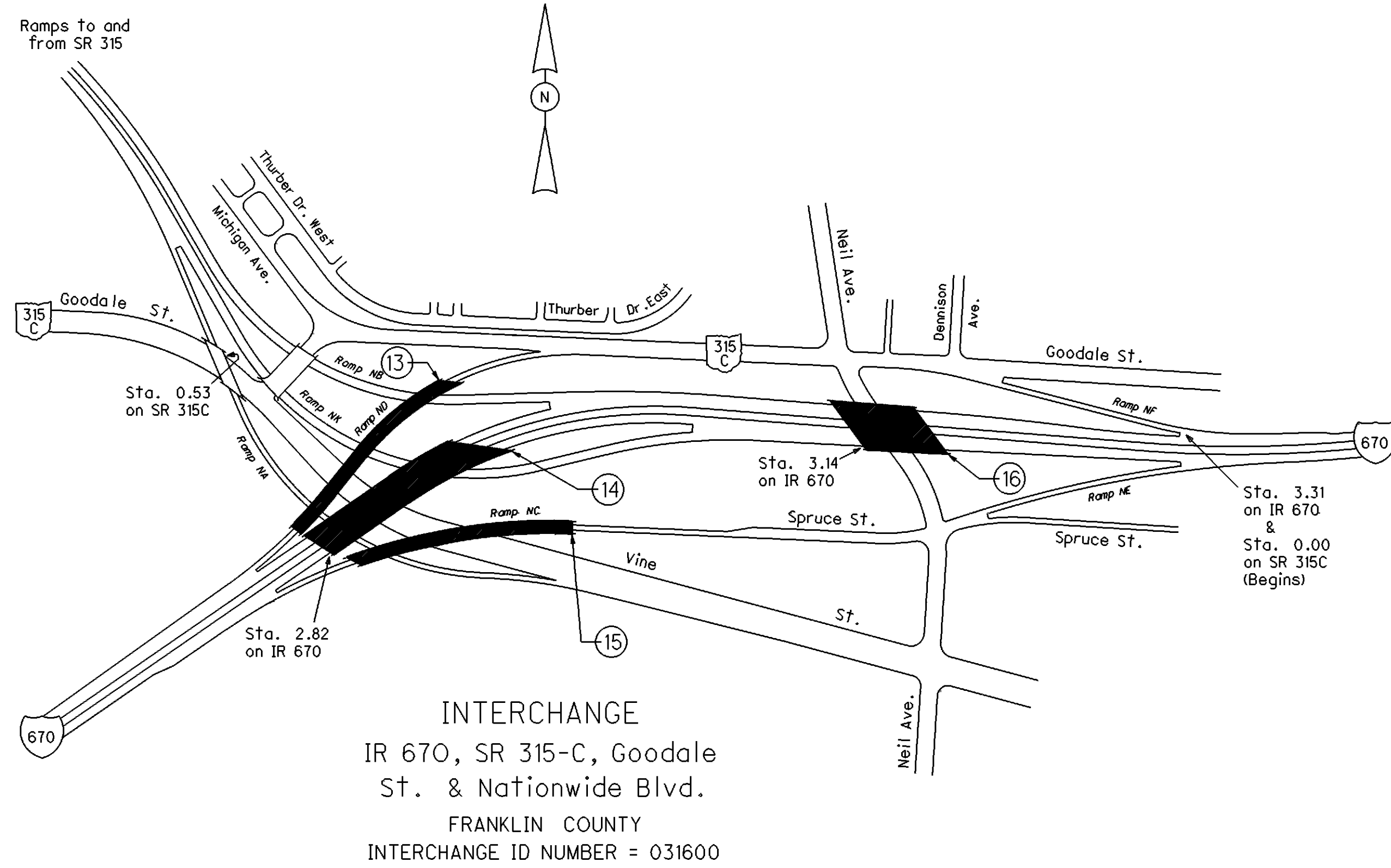
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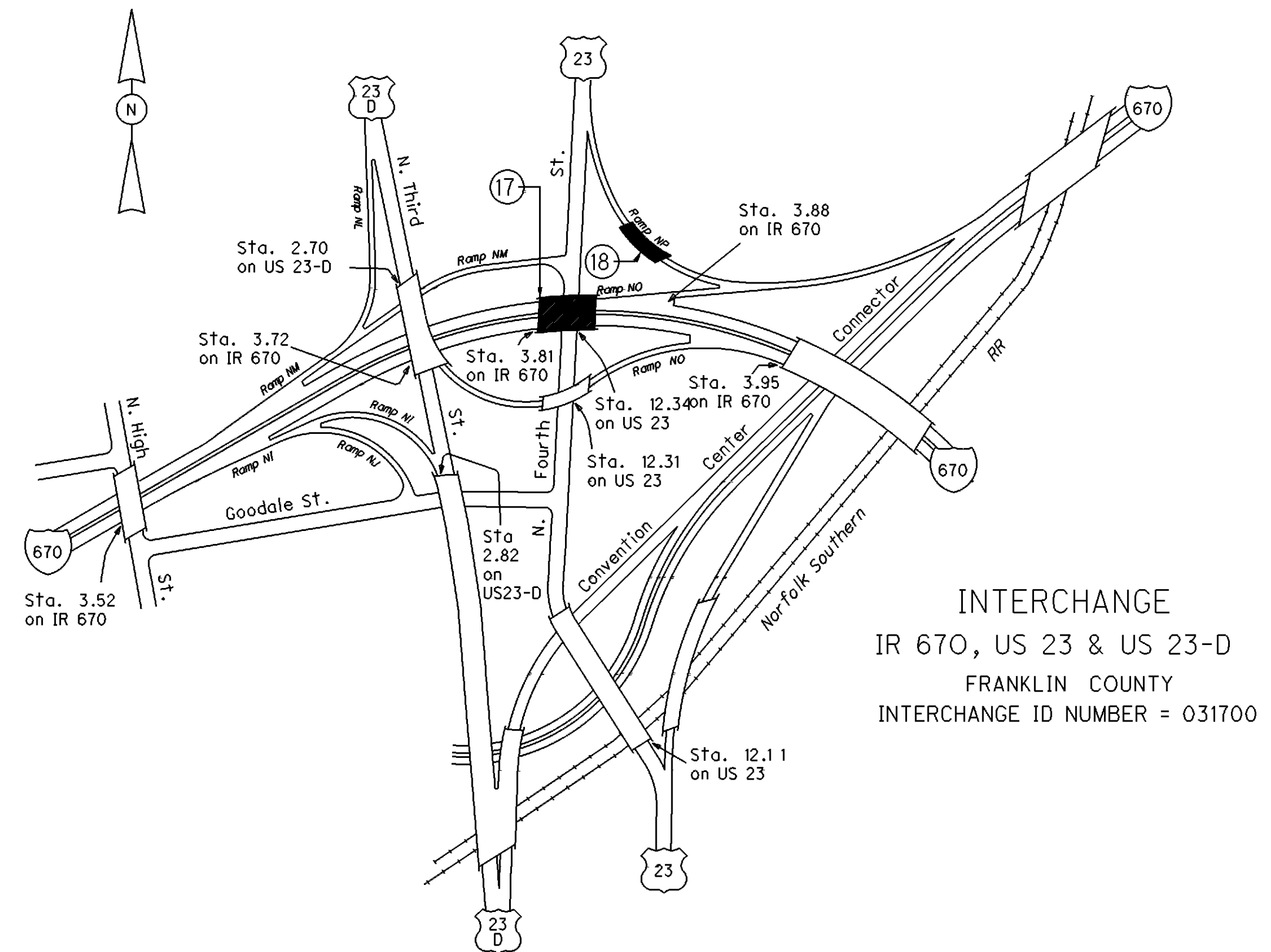
INTERCHANGES  
IRs 70, 670 & US 33-T  
FRANKLIN COUNTY  
INTERCHANGE ID NUMBER = 026200



INTERCHANGE  
IR 670, US 33,  
US 33-T & SR 315  
FRANKLIN COUNTY  
INTERCHANGE ID NUMBER = 031400



INTERCHANGE  
IR 670, SR 315-C, Goodale  
St. & Nationwide Blvd.  
FRANKLIN COUNTY  
INTERCHANGE ID NUMBER = 031600



INTERCHANGE  
IR 670, US 23 & US 23-D  
FRANKLIN COUNTY  
INTERCHANGE ID NUMBER = 031700

CALCULATED  
HAB  
CHECKED  
ACT

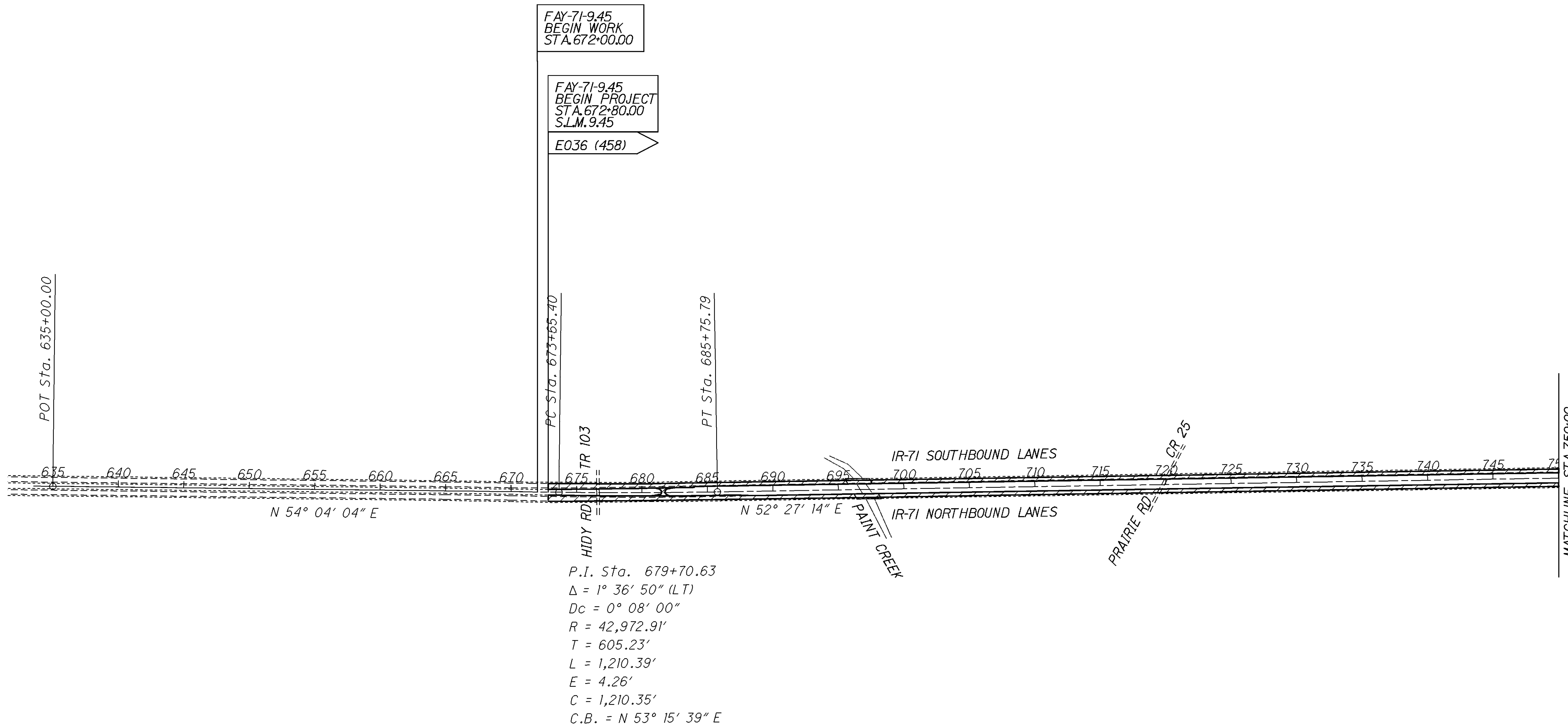
STRUCTURES SCHEMATIC

FRA-670-0.00

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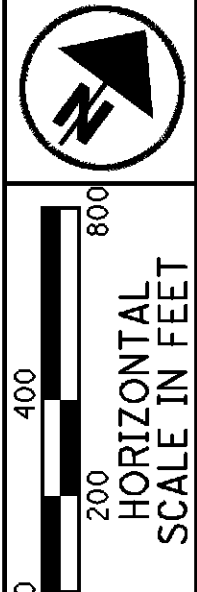
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FAY-71-9.45  
BEGIN WORK  
STA. 672+00.00

FAY-71-9.45  
BEGIN PROJECT  
STA. 672+80.00  
S.L.M. 9.45

E036 (458)



**SCHEMATIC PLAN**  
**STA. 635+00.00 TO STA. 750+00.00**

**FAY / MAD-71-9.45 / 0.00**

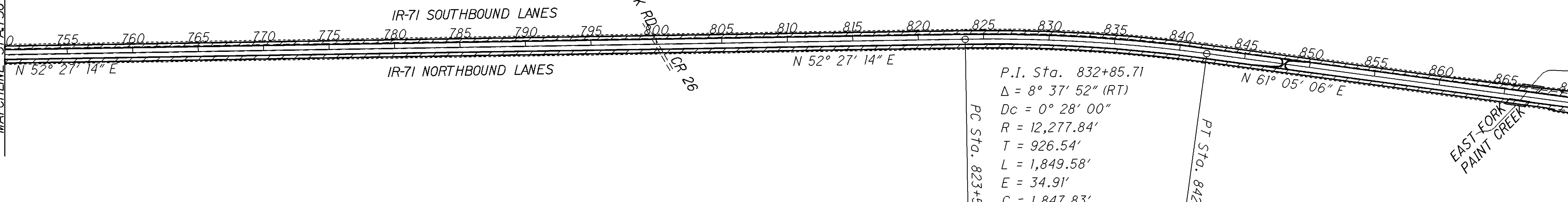
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**LEGEND**  
- Work Limits



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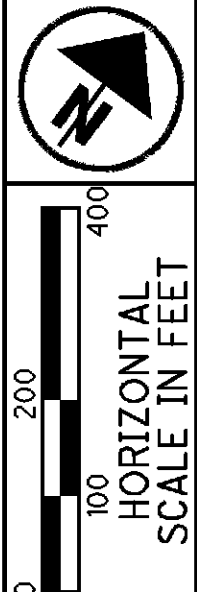
MATCHLINE STA. 750+00



$P.I. Sta. 832+85.71$   
 $\Delta = 8^\circ 37' 52'' (RT)$   
 $Dc = 0^\circ 28' 00''$   
 $R = 12,277.84'$   
 $T = 926.54'$   
 $L = 1,849.58'$   
 $E = 34.91'$   
 $C = 1,847.83'$   
 $C.B. = N 56^\circ 46' 10'' E$

LEGEND

- Work Limits

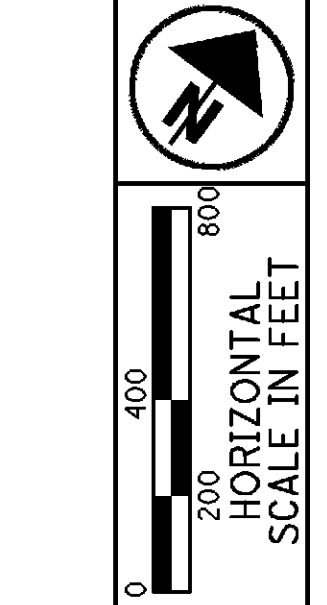


**SCHEMATIC PLAN**  
**STA. 750+00.00 TO STA. 870+00.00**

**FAY / MAD-71-9.45 / 0.00**

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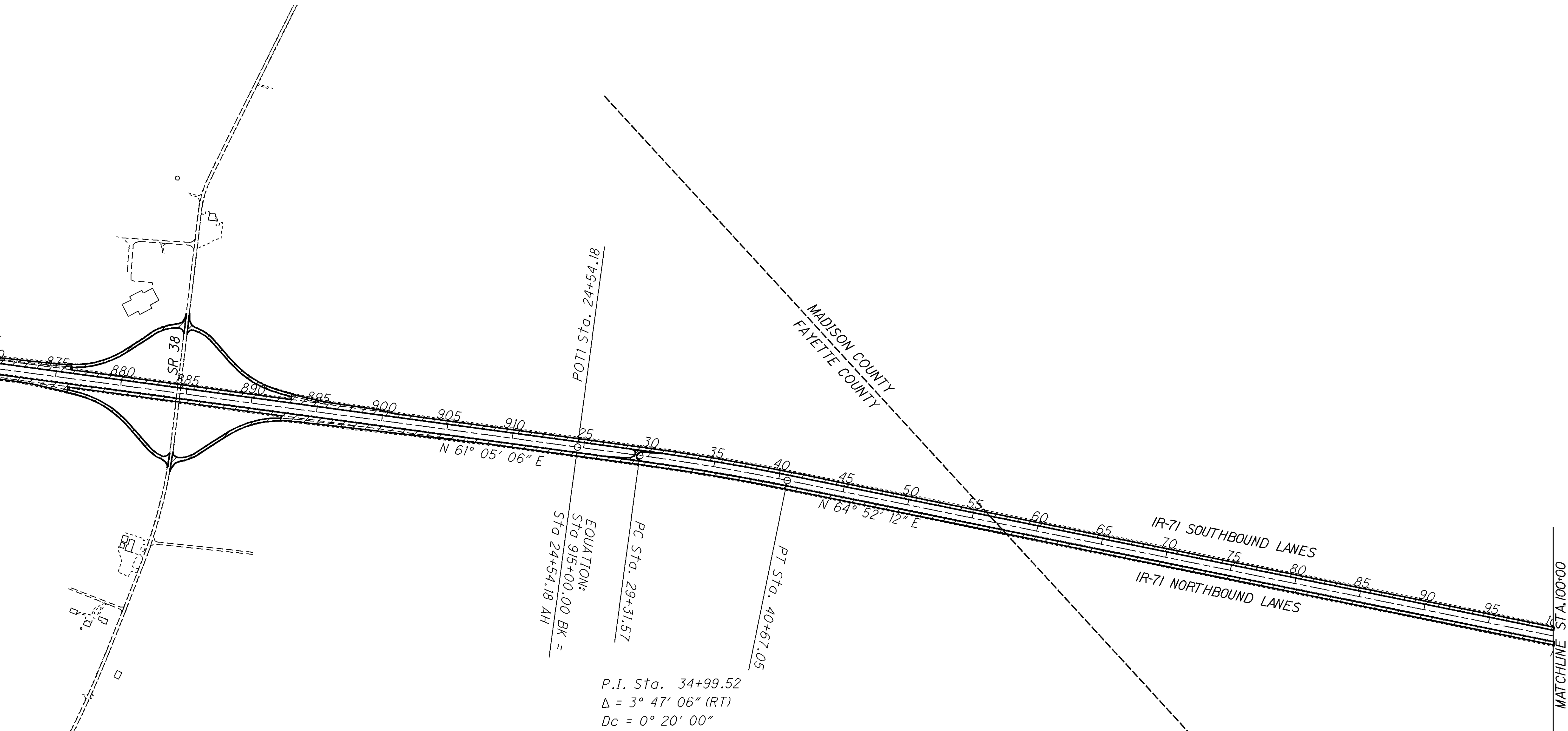
MATCHLINE STA. 870+00



**SCHEMATIC PLAN**  
**STA. 870+00.00 TO STA. 100+00.00**

**FAY / MAD-71-9.45 / 0.00**

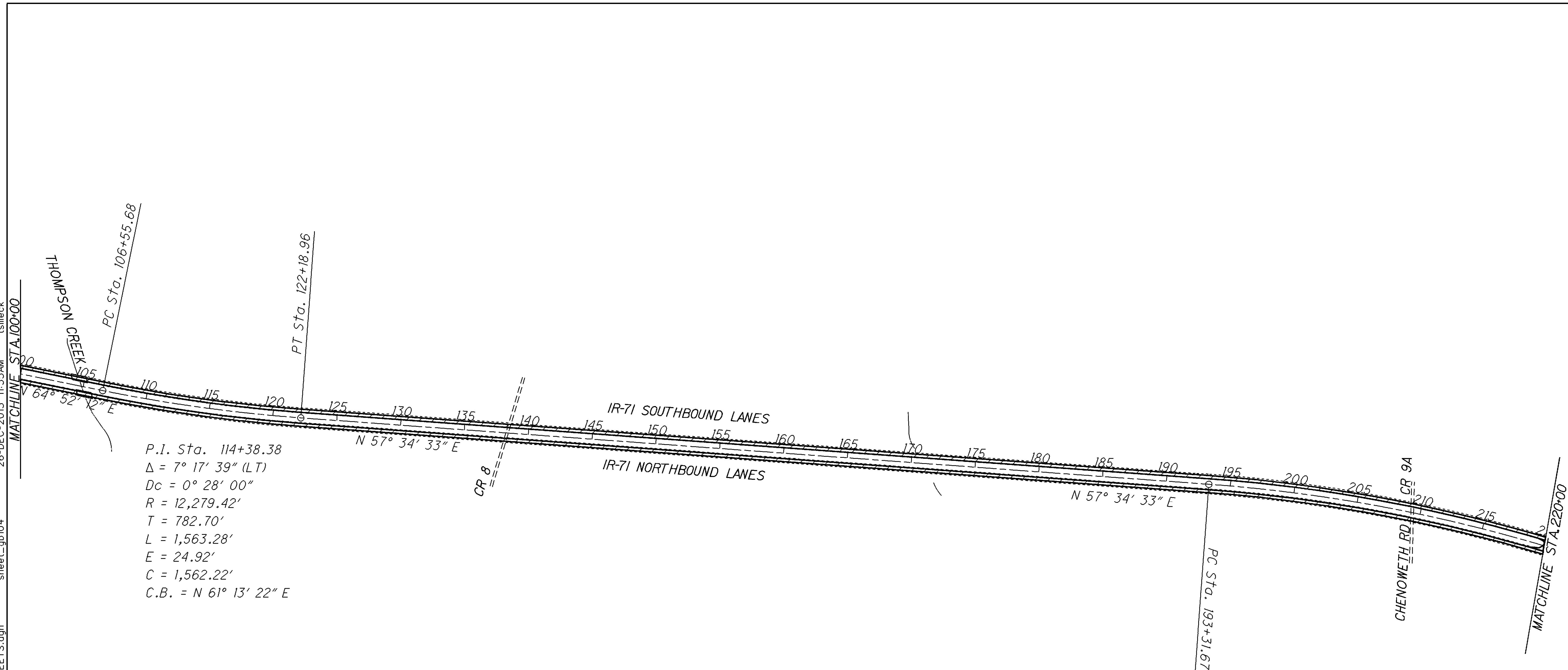
4  
20



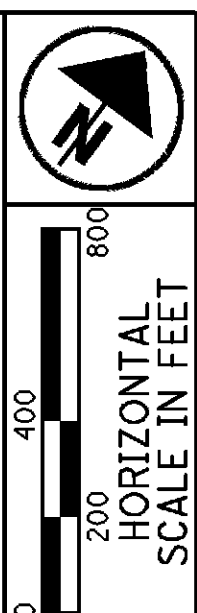
POTI Sta. 24+54.18  
 EQUATION:  
 STA 915+00.00 BK =  
 STA 24+54.18 AH

P.I. Sta. 34+99.52  
 $\Delta = 3^\circ 47' 06''$  (RT)  
 $D_c = 0^\circ 20' 00''$   
 $R = 17,188.91'$   
 $T = 567.95'$   
 $L = 1,135.48'$   
 $E = 9.38'$   
 $C = 1,135.27'$   
 $C.B. = N 62^\circ 58' 39'' E$

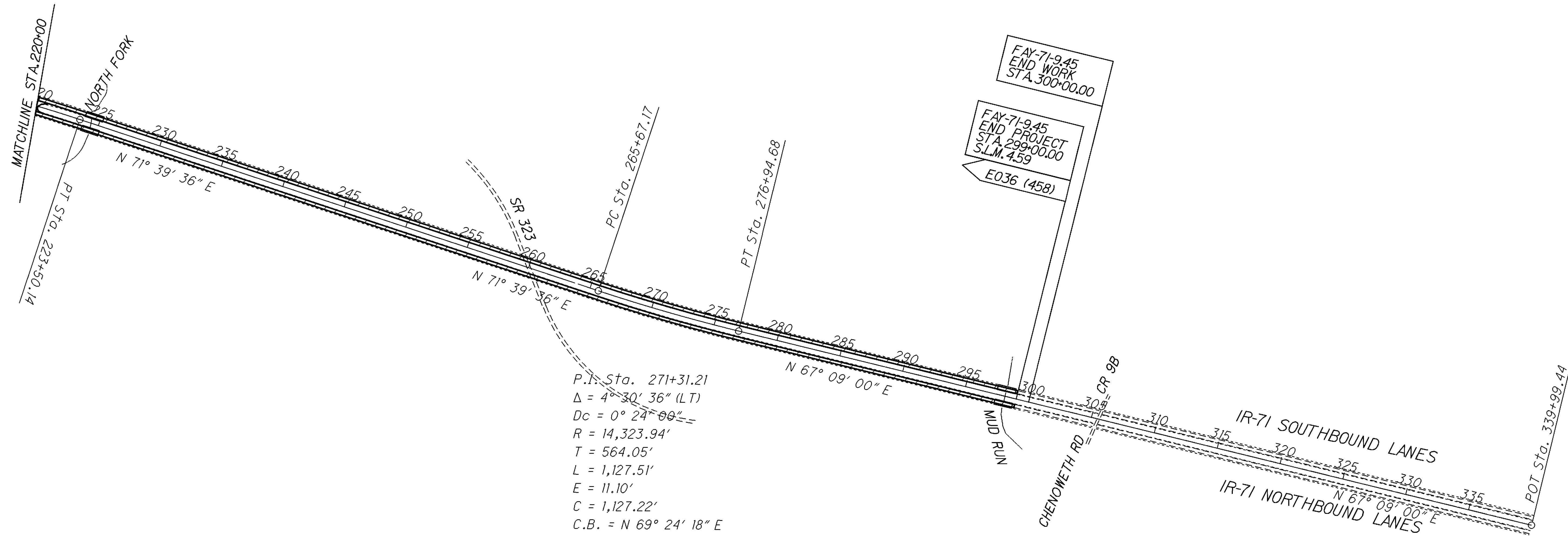
**LEGEND**  
 - Work Limits



**LEGEND**  
 - Work Limits

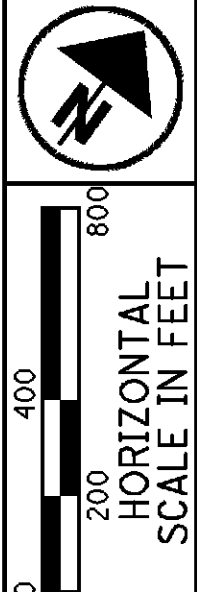


**SCHEMATIC PLAN**  
**STA. 100+00.00 TO STA. 220+00.00**



P.I. Sta. 271+31.21  
 $\Delta = 4^{\circ} 30' 36''$  (LT)  
 $Dc = 0^{\circ} 24' 00''$   
 $R = 14,323.94'$   
 $T = 564.05'$   
 $L = 1,127.51'$   
 $E = 11.10'$   
 $C = 1,127.22'$   
 $C.B. = N 69^{\circ} 24' 18'' E$

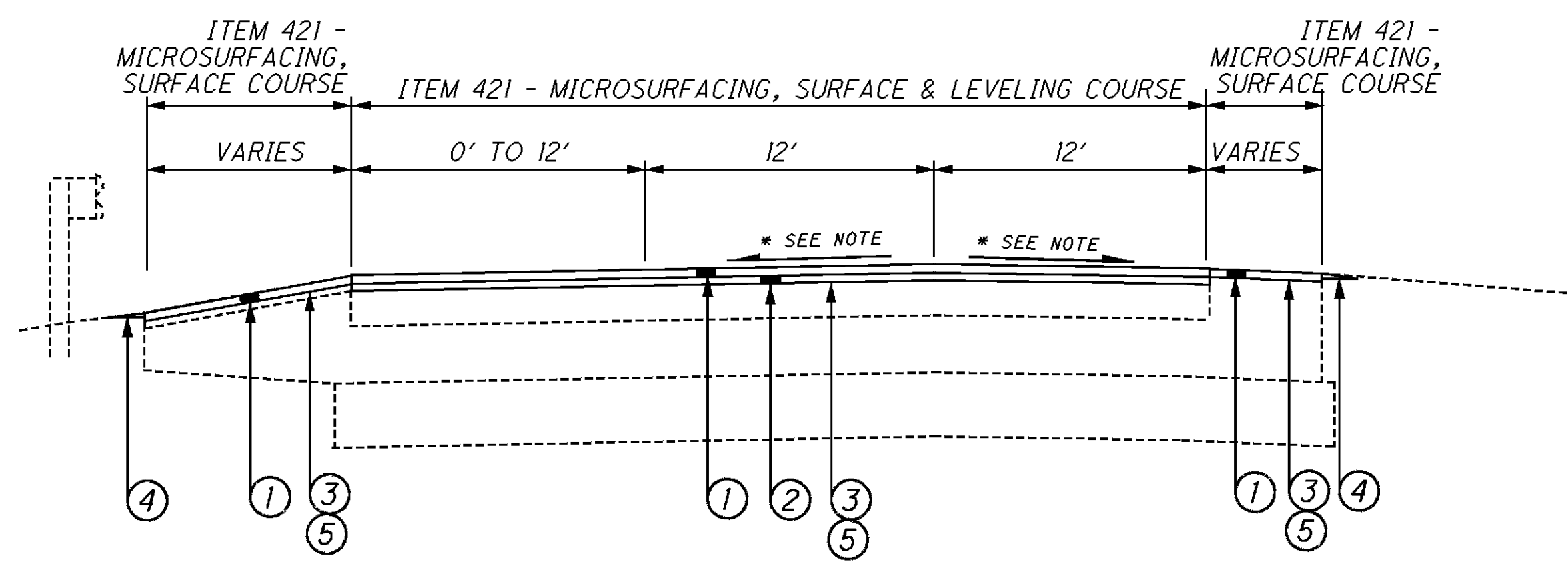
LEGEND  
 - Work Limits



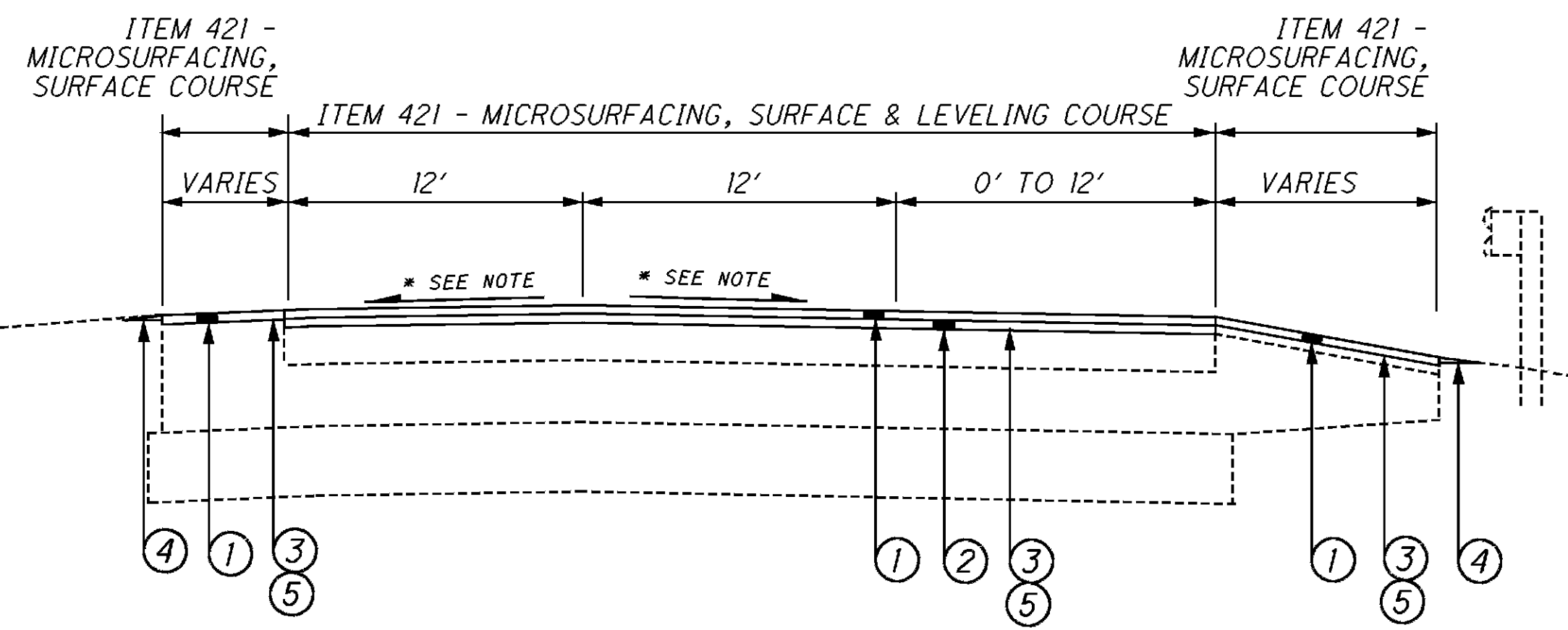
**SCHEMATIC PLAN**  
**STA. 220+00.00 TO STA. 340+00.00**

**FAY / MAD-71-9.45 / 0.00**

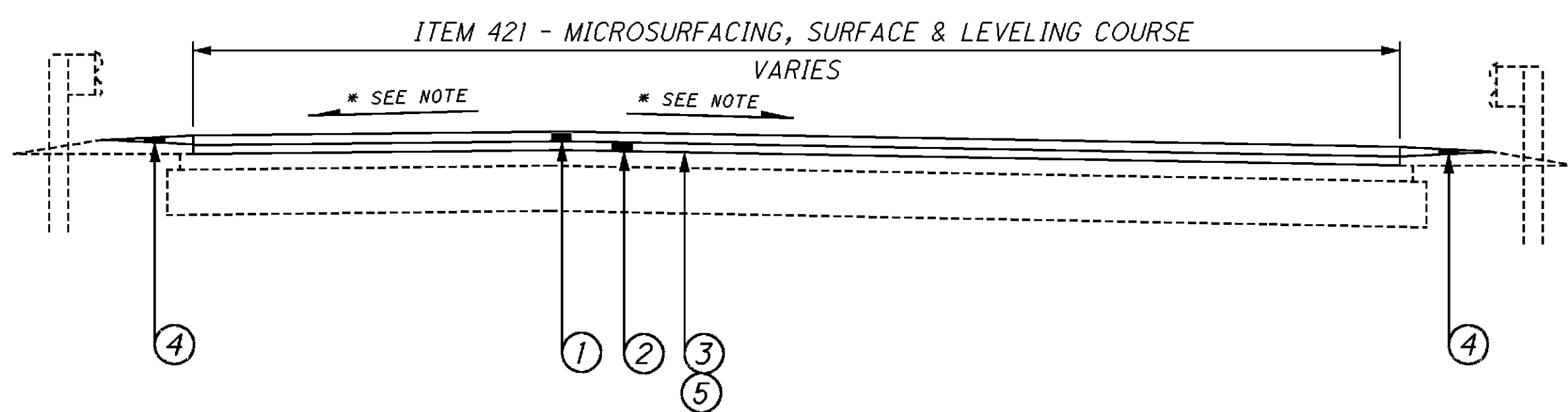
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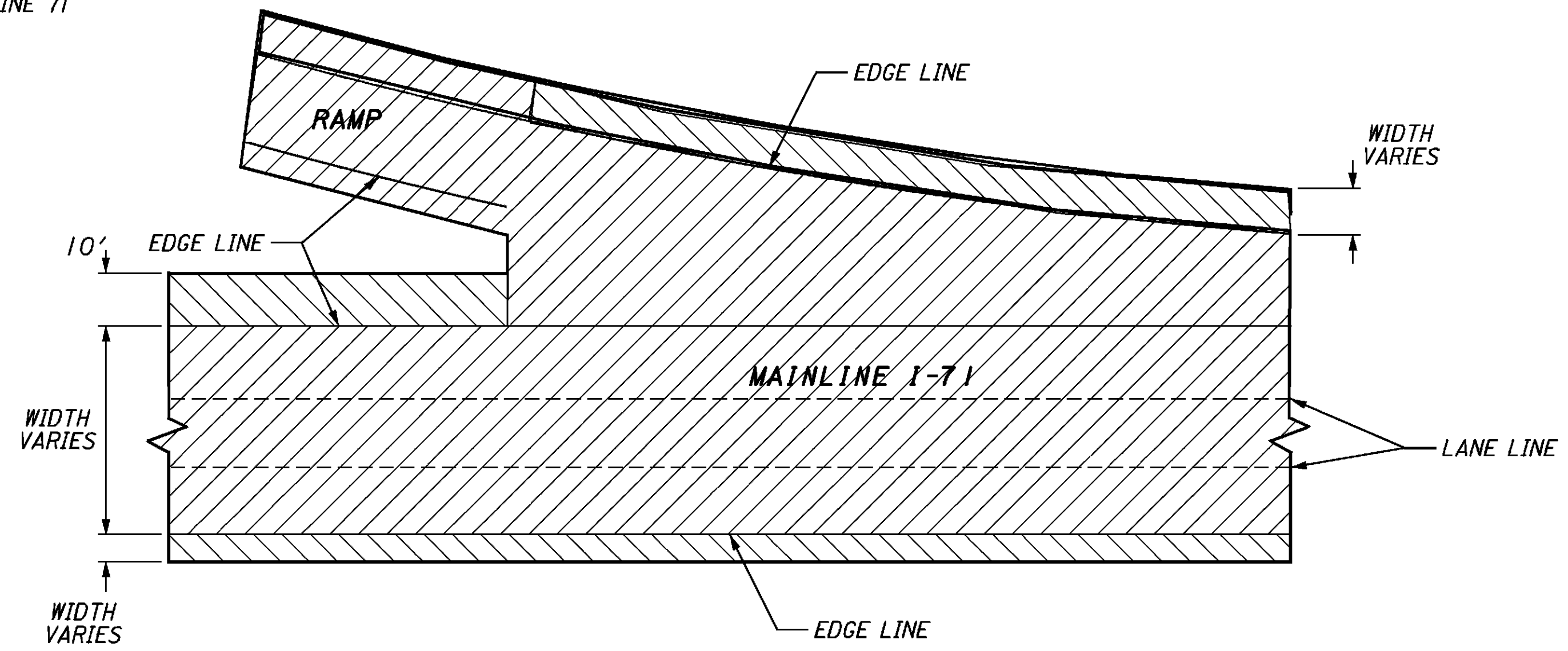
TYPICAL #1  
MAINLINE 71

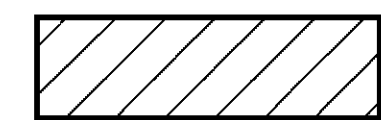



TYPICAL #2  
MAINLINE AND RAMP GORE DETAIL



TYPICAL #3  
INTERCHANGE RAMP RESURFACING



-  ITEM 421 - MICROSURFACING, SURFACE COURSE & LEVELING COURSE
-  ITEM 421 - MICROSURFACING, SURFACE COURSE

**TYPICAL LEGEND**

- ① ITEM 421 - MICROSURFACING, SURFACE COURSE
- ② ITEM 421 - MICROSURFACING, LEVELING COURSE
- ③ ITEM 407 - TACK COAT @ 0.075 PER SY. YD.
- ④ ITEM 617 - (2" AVG) COMPACTED AGGREGATE
- ⑤ ITEM 423 - CRACK SEALING, TYPE III

TYPICAL NOTES  
\* SLOPE = MAINTAIN EXISTING PAVEMENT CROSS SLOPE

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**NOTIFICATION OF CONSTRUCTION INITIATION**

AT LEAST FOURTEEN DAYS PRIOR TO ANY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL ADVISE THE DISTRICT OFFICE OF COMMUNICATIONS VIA EMAIL AT d06.pio@dot.state.oh.us AND THE DISTRICT WORK ZONE TRAFFIC MANAGER VIA EMAIL AT d06.mot@dot.state.oh.us 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.

**CLEARING AND GRUBBING:**

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

**CONTRACTORS EQUIPMENT - OPERATION AND STORAGE:**

THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAFFIC WHERE PRACTICAL. EQUIPMENT SHALL HAVE AT LEAST ONE AMBER FLASHING LIGHT. WHEN PARKED ALONG THE HIGHWAY, THE EQUIPMENT SHALL BE LOCATED EITHER A MINIMUM OF THIRTY FEET FROM THE EDGE OF PAVEMENT OR SIX FEET BEHIND GUARDRAIL WITH A MINIMUM OF 125 FEET OF GUARDRAIL PRECEDING THE EQUIPMENT. ALL OTHER EQUIPMENT, INCLUDING PRIVATE VEHICLES, SHALL BE STORED AT AN APPROVED CONTRACTOR'S STORAGE AREA.

**CONTINGENCY QUANTITIES:**

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

**UNDERGROUND UTILITIES:**

THE IDENTITY AND THE LOCATION OF SOME OF THE EXISTING UNDERGROUND FACILITIES KNOWN TO BE LOCATED IN THE CONSTRUCTION AREA HAVE BEEN IDENTIFIED. THE CONTRACTOR SHALL GIVE NOTICE OF INTENT TO CONSTRUCT TO THE OHIO UTILITIES PROTECTION SERVICE, PRODUCERS UNDERGROUND PROTECTION SERVICE, AND OWNERS OF UNDERGROUND FACILITIES THAT ARE NOT MEMBERS OF A REGISTERED PROTECTION SERVICE IN ACCORDANCE WITH SECTION 153.64 OF THE OHIO REVISED CODE. THE ABOVE, MENTIONED NOTICE SHALL BE GIVEN AT LEAST TWO WORKING DAYS PRIOR TO THE START OF CONSTRUCTION.

OHIO UTILITY PROTECTION SERVICE 1-800-362-2764  
PRODUCERS UNDERGROUND PROTECTION SERVICE 1-614-587-0486  
NON-MEMBERS MUST BE CALLED DIRECTLY.

**UTILITIES OWNERSHIP:**

LISTED ON SHEET 13-14 ARE THE KNOWN UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS.

**WATER QUALITY PROTECTION:**

NO TOXIC OR HAZARDOUS MATERIALS SUCH AS SEALANTS, SOLVENTS, CLEANING AGENTS, WASTE-WATER, FUELS OR DEBRIS OF ANY KIND SHALL BE DISCHARGED TO ANY STREAMS, DRAINAGE COURSES, OR BODIES OF WATER. NO DEBRIS SHALL BE PLACED WITHIN THE 100-YEAR FLOODPLAIN BOUNDARY OF ANY WATERCOURSE.

THE CONTRACTOR SHALL TAKE GREAT CARE TO MINIMIZE THE POTENTIAL TO CONTAMINATE THE PUBLIC DRINKING WATER SUPPLY. ALL PROJECT RELATED REFUELING AND MAINTENANCE ACTIVITIES SHALL BE PERFORMED IN AN ENVIRONMENTALLY RESPONSIBLE MANNER.

THE CONTRACTOR SHALL TAKE THE APPROPRIATE ACTIONS IN THE EVENT OF A RELEASE AND WILL BE HELD RESPONSIBLE FOR THE CLEAN UP AND REMEDIATION OF ANY AND ALL SPILLS.

**WATERSHED PROTECTION:**

IT IS ESSENTIAL THAT ALL ACTIVITIES ASSOCIATED WITH THIS WORK BE PERFORMED IN A MANNER CONSISTENT WITH BEST WATERSHED MANAGEMENT PRACTICES INCLUDING, BUT NOT LIMITED TOO.

AREAS OF DISTURBED GROUND SHALL HAVE APPROPRIATE EROSION AND SEDIMENT CONTROLS. IF HAZARDOUS/TOXIC MATERIALS INCLUDING BUT NOT LIMITED TO FUELS, OILS, BITUMEN'S PAINTS, SEALANTS, OR OTHER CHEMICALS, ARE STORED ON SITE, THEY SHALL BE STORED IN A DOUBLE-CONTAINMENT MANNER. ALL EQUIPMENT REPAIRS, MAINTENANCE, AND MECHANICAL WORK THAT COULD RESULT IN THE RELEASE OF HAZARDOUS/TOXIC MATERIALS SHALL BE PERFORMED IN AN APPROPRIATELY CONTAINED AREA, PREFERABLY OFF SITE OR AN APPROPRIATE OFF-SITE FACILITY.

IN THE EVENT THAT ANY HAZARDOUS/TOXIC MATERIALS INCLUDING, BUT NOT LIMITED TO FUELS, OILS, BITUMEN'S PAINTS, SEALANTS, OR OTHER CHEMICALS ARE SPILLED INTO WATERCOURSES OR ON ANY GROUND SURFACES, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY EMERGENCY SERVICES BY CALLING 911, THE OHIO EPA @ (800)282-9378. THE CONTRACTOR SHOULD BE PREPARED TO PROVIDE DETAILED INFORMATION RELATIVE TO THE TYPE AND QUANTITY OF MATERIAL THAT HAS BEEN SPILLED AS WELL AS THE EXACT LOCATION AND THE EXACT TIME AT WHICH THE SPILL OCCURRED.

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR INFORMING ALL SUBCONTRACTORS AND OTHER AGENTS OF THESE RESPONSIBILITIES, PRECAUTIONS, AND PROHIBITIONS.

**ITEM 407 - TACK COAT:**

THE RATE OF APPLICATION OF THE 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. FOR ESTIMATING PURPOSES ONLY, THE PLAN INDICATES AN AVERAGE APPLICATION RATE OF TACK COAT AT 0.075 GALLON PER SQUARE YARD.

**ITEM 421 - MICROSURFACING, SURFACE COURSE & LEVELING COURSE:**

THE MAINLINE AND FULL WIDTH OF RAMPS SHALL HAVE A LEVELING COURSE AT AN APPLICATION RATE OF 30 LBS/SY AND SURFACE COURSE AT AN APPLICATION RATE OF 18 LBS/SY. THE INSIDE AND OUTSIDE SHOULDERS SHALL HAVE A SURFACE COURSE AT AN APPLICATION RATE OF 18 LBS/SY. THE MICROSURFACING, SURFACE COURSE AND LEVELING COURSE SHALL BE "CONTINUOUS MICRO-SURFACING MACHINE" ONLY, NO TRUCK MOUNT FOR BOTH SINGLE AND DOUBLE APPLICATIONS. THE "ONTARIO TRAP ROCK" SHALL BE USED.

THE "ONTARIO TRAP ROCK" - THE FINE AGGREGATE SHALL BE A BLEND OF DOLOMITIC LIMESTONE AND TRAP ROCK, A DARKER COLORED (GRAY/BLACK) NON-POLISHING AGGREGATE, CRUSHED TO PRODUCE 100% FRACTURED PARTICLES. THE AGGREGATE BLEND SHALL BE 50% TRAP ROCK, 50% LIMESTONE WITH A MAXIMUM VARIANCE OF 5 PERCENT. THE FINAL AGGREGATE BLEND SHALL BE APPROVED BY THE ENGINEER AND SHALL MEET THE FOLLOWING REQUIREMENTS:

- BETWEEN SEPTEMBER 30 AND MAY 1, DO NOT APPLY THE MICROSURFACING MIXTURE IF EXISTING PAVEMENT SURFACE TEMPERATURE IS LESS THAN 50 F (10 C).
- TEMPORARY STRIPING SHOULD BE PLACED ON THE LEVELING COURSE AND ALSO ON THE SURFACE COURSE WITH PERMANENT STRIPING TO FOLLOW 5 TO 7 DAYS LATER.

**ITEM 423 - CRACK SEALING, TYPE III:**

THIS ITEM OF WORK SHALL BE PERFORMED PRIOR TO ITEM 407 - TACK COAT AND ITEM 421 - MICROSURFACING, SURFACE AND/OR LEVELING COURSE AND SHALL BE MEASURED BY THE SQUARE YARD.

**ITEM 623 - CONSTRUCTION LAYOUT STAKES, AS PER PLAN:**

THIS ITEM SHALL CONSIST OF STATIONING USING 3 FT LATH STAKES OR PAINT MARKINGS. THE STAKES OR PAINT MARKINGS SHALL BE SPACED AT 200 FT INTERVALS AND EXTEND THROUGHOUT THE LENGTH OF THE PROJECT. PLACEMENT OF THE STAKES OR PAINT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY DAMAGED, MISSING STAKES, OR PAINT MARKINGS. PAINT MARKINGS SHALL BE PLACED ON CURBS AND USED IN AREAS WHERE THE PLACEMENT OF STAKES IS NOT POSSIBLE AND APPROVED BY THE PROJECT ENGINEER.

CONSTRUCTION LAYOUT STAKES, AS PER PLAN WILL BE PAID FOR AT THE CONTRACT LUMP SUM BID, WHICH PRICE SHALL BE FULL COMPENSATION FOR ALL SERVICES, MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS, INCLUDING THE REMOVAL, NECESSARY TO COMPLETE THIS ITEM.

**ITEM 644 - THERMOPLASTIC PAVEMENT MARKING:**

THE CONTRACTOR SHALL REMOVE ANY INCORRECTLY PLACED WORK ZONE PAVEMENT MARKINGS PRIOR TO THE PLACEMENT OF ALL PERMANENT PAVEMENT MARKINGS. THE LOCATIONS, SIZES AND SHAPES OF PROPOSED PAVEMENT MARKINGS WILL BE THE SAME AS EXISTING. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THE EXISTING PAVEMENT MARKINGS BEFORE THE PAVEMENT PLANING OR RESURFACING OBLITERATES THEM. ANY PAVEMENT MARKING WHICH IS PLACED AT THE WRONG LOCATION SHALL BE REMOVED AND REPLACED AT THE CORRECT LOCATION AT THE CONTRACTORS EXPENSE. THE THERMOPLASTIC PAVEMENT MARKINGS SHALL BE PLACED 5 TO 7 DAYS AFTER THE MICROSURFACING, SURFACE COURSE IS APPLIED.

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**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 ARE AVAILABLE FROM:

THE OHIO DEPARTMENT OF TRANSPORTATION  
BUREAU OF TRAFFIC,  
1980 WEST BROAD STREET  
COLUMBUS, OHIO 43223.

**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. 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 SHOULD LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, DETOUR ROUTES IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

ITEM	DURATION OF CLOSURE	NOTIFICATION DUE TO DISTRICT 6 COMMUNICATIONS OFFICE
RAMP AND ROAD CLOSURES	>= 2 WEEKS	14 BUSINESS DAYS PRIOR TO CLOSURE
	> 12 HOURS AND < 2 WEEKS	7 BUSINESS DAYS PRIOR TO CLOSURE
	< 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

LANE CLOSURES/ RESTRICTIONS	DURATION OF CLOSURE	NOTIFICATION DUE TO CLOSURE
	>= 2 WEEKS	7 BUSINESS DAYS PRIOR TO CLOSURE
	< 2 WEEKS	2 BUSINESS DAYS PRIOR TO CLOSURE

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.

**WORK LIMITS:**

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

**MAINTENANCE OF TRAFFIC (HOLIDAYS AND SPECIAL EVENTS):**

NO WORK SHALL BE PERFORMED AND ATLEAST 2 THROUGH LANES (EACH DIRECTION) SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING HOLIDAYS:

CHRISTMAS	FOURTH OF JULY
NEW YEARS	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 THE PERIOD:

DAY OF HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N 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 IN ACCORDANCE WITH THE UNAUTHORIZED LANE USE CHART.

**USE OF STANDARD DRAWINGS:**

FOR THE PURPOSE OF THIS PROJECT, "MOVING OPERATION" SHALL BE LIMITED TO PAVEMENT MARKING STRIPING.

IT MAY BE NECESSARY TO EXTEND THE ADVANCE WARNING AND BUFFER ZONES BEYOND THE MINIMUM DISTANCES SHOWN ON THE STANDARD DRAWINGS. THIS MAY BE DUE TO HORIZONTAL ALIGNMENT, VERTICAL ALIGNMENT, RAMP LOCATIONS, OR OTHER SIGHT OBSTRUCTIONS. LOCATIONS OF THE TAPER ZONES MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER, BUT TAPER LENGTHS MUST MEET THE MINIMUM STANDARDS. TAPERS SHOULD BE PLACED IN TANGENT SECTIONS WHENEVER POSSIBLE. ADDITIONAL YIELD SIGNS MAY BE REQUIRED FOR RAMPS WITHIN 1,000 FEET OF A WORK ZONE. PAYMENT SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

FOR ANY MULTILANE HIGHWAY, DEVICE SPACING SHALL BE A MAXIMUM OF 40' CENTER ON CENTER IN THE TAPERS AND 80' CENTER ON CENTER IN THE TANGENT SECTIONS.

**WORK SITE LIGHTING:**

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.

**USE OF WEIGHTED CHANNELIZERS:**

THE WEIGHTED CHANNELIZER MAY BE USED IN ACCORDANCE WITH THIS SECTION. THE WEIGHTED CHANNELIZER SHALL BE PREDOMINANTLY ORANGE IN COLOR AND SHALL BE MADE OF LIGHTWEIGHT, FLEXIBLE, AND DEFORMABLE MATERIAL. THEY SHALL BE AT LEAST 42 INCHES IN HEIGHT WITH A WEIGHTED BASE. THEY MAY HAVE A HANDLE OR LIFTING DEVICE, WHICH EXTENDS ABOVE THE 42 INCHES MINIMUM HEIGHT.

THE MARKINGS ON THE WEIGHTED CHANNELIZERS SHALL BE HORIZONTAL, CIRCUMFERENTIAL, ALTERNATING ORANGE AND WHITE RETROREFLECTIVE STRIPES 6 INCHES WIDE. EACH WEIGHTED CHANNELIZER SHALL HAVE A MINIMUM OF TWO ORANGE AND TWO WHITE STRIPES. ANY NON-RETROREFLECTIVE SPACES BETWEEN THE HORIZONTAL ORANGE AND WHITE STRIPES SHALL NOT EXCEED 2 INCHES WIDE. THE WEIGHTED CHANNELIZER SHALL HAVE A 4-INCH MINIMUM WIDTH, REGARDLESS OF ORIENTATION.

USE OF WEIGHTED CHANNELIZERS ON FREEWAYS AND MULTILANE HIGHWAYS SHALL BE LIMITED TO SHORT-TERM OPERATION FOR EITHER DAY OR NIGHT. UPON COMPLETION OF WORK, THE WEIGHTED CHANNELIZERS SHALL BE REMOVED. THE WEIGHTED CHANNELIZERS MAY AGAIN BE PLACED ON THE HIGHWAY WHEN THE WORK IS TO RESUME ON THE FOLLOWING DAY OR NIGHT. ANY LANE CLOSURE USING CHANNELIZATION DEVICES, EXPECTED TO REMAIN FOR MORE THAN TWELVE HOURS, SHALL REQUIRE THE USE OF DRUMS OR BARRICADES.

WHEN USED AT NIGHT, WEIGHTED CHANNELIZERS SHALL ONLY BE PLACED IN THE TANGENT AREA AND AT A MAXIMUM SPACING OF 40 FEET. THE TANGENT AREA IS DEFINED AS THE AREA AFTER THE TRANSITION TAPER WHERE THE WORK TAKES PLACE. DRUMS SHALL BE USED IN THE TRANSITION TAPERS FOR NIGHT OPERATIONS.

STEPS SHOULD BE TAKEN TO ENSURE THAT THE WEIGHTED CHANNELIZERS WILL NOT BE BLOWN OVER OR DISPLACED BY WIND OR MOVING TRAFFIC. BALLASTS SHOULD NOT PRESENT A HAZARD IF THE WEIGHTED CHANNELIZERS ARE INADVERTENTLY STRUCK, NOR SHOULD THEY AFFECT THE VISIBILITY OF THE WEIGHTED CHANNELIZERS. ALL BALLASTS USED SHOULD BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

PAYMENT SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

**PERMITTED LANE CLOSURE TIMES:**

ALL LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR THE ALLOWABLE TIMES SHOWN IN THE UNAUTHORIZED LANE USE CHART. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT SHOWN IN THE UNAUTHORIZED LANE USE TABLE FOR EACH PERIOD OF TIME THAT A LANE REDUCTION, LANE RESTRICTION, RAMP REDUCTION OR RAMP RESTRICTION REMAINS BEYOND THE PERMITTED WORKING HOURS SHOWN IN THE PERMITTED LANE CLOSURE TABLE.

UNAUTHORIZED LANE USE CHART						
FAY-71						
Section	Existing Number of Lanes per Direction	Reductions are NOT permitted:				Disincentive Amounts per minute per lane
		Lane Reduction	Mon to Thur	Fri to Sat	Sun	
Green County Line (0.00) to SR 41 (9.45) Northbound	3	3 to 2	No Restriction	No Restriction	No Restriction	\$75
		3 to 1	9AM-7PM	7AM-7PM	9AM-10PM	\$75
Green County Line (0.00) to SR 41 (9.45) Southbound	3	3 to 2	No Restriction	No Restriction	No Restriction	\$75
		3 to 1	9AM-7PM	7AM-10PM	9AM-7PM	\$75
SR 41 (9.45) to Madison County Line (14.65) Northbound	2	2 to 1	9AM-7PM	7AM-7PM	9AM-10PM	\$75
SR 41 (9.45) to Madison County Line (14.65) Southbound	2	2 to 1	9AM-7PM	7AM-10PM	9AM-7PM	\$75
Ramps at SR 38	1	CLOSED	9AM-7PM	7AM-10PM	9AM-7PM	\$75

LANE USE CHART						
MAD-71						
Section	Existing Number of Lanes per Direction	Reductions are NOT permitted:				Disincentive Amounts per minute per lane
		Lane Reduction	Mon to Thur	Fri to Sat	Sun	
Fayette County Line (0.00) to Pickaway County line (11.68) Northbound	2	2 to 1	3PM-6PM	2PM-6PM	2PM-10PM	\$75
Fayette County Line (0.00) to Pickaway County line (11.68) Southbound	2	2 to 1	3PM-6PM	2PM-10PM	2PM-6PM	\$75

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**ITEM 614, MAINTAINING TRAFFIC (LANE CLOSURE/REDUCTION REQUIRED):**

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER, AND SHALL FOLLOW UNAUTHORIZED LANE USE CHART. 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 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 ARE AVAILABLE FROM,

THE OHIO DEPARTMENT OF TRANSPORTATION  
BUREAU OF TRAFFIC,  
1980 WEST BROAD STREET  
COLUMBUS, OHIO 43223

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER.

CONSTRUCTION OPERATIONS SHALL NOT BEGIN UNTIL ALL TRAFFIC CONTROL IS IN PLACE AND APPROVED BY ODOT PERSONNEL. THE CONSTRUCTION INSPECTOR SHALL APPROVE ALL TEMPORARY TRAFFIC CONTROL DEVICES FOR CONDITION AND LOCATION BEFORE THE CONTRACTOR WILL BE ALLOWED TO BEGIN WORK. IF THE CONTRACTOR DOES NOT COMPLY WITH THE STANDARDS, HIS PERMIT SHALL BE REVOKED AND ALL WORK SHALL BE TERMINATED.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 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 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

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

WHEN LAW ENFORCEMENT OFFICERS (LEOs) ARE USED AS A SPEED CONTROL MEASURE IN STATIONARY WORK ZONES, THEY SHALL BE USED AS SHOWN IN THESE PLANS. LEOs CAN BE USED IN THE FORM OF: STATIONARY PATROL CAR, CIRCULATING PATROL CAR, AND/OR AIR ENFORCEMENT IN COMBINATION WITH GROUND PATROL CAR.

THE LEO WORKS AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR ARRANGING THE SERVICES OF THE LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY). THE CONTRACTOR SHOULD SCHEDULE THE LEO A MINIMUM OF ONE WEEK IN ADVANCE AND SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED. THE ENGINEER SHALL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

THE LEO SHALL REPORT TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS AS SHOWN IN THE PLANS. 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 COMMUNICATIONS DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

A MEETING WITH DISTRICT PERSONNEL, CENTRAL OFFICE PERSONNEL, WORK ZONE TRAFFIC SUPERVISOR (IF APPLICABLE) AND APPROPRIATE LAW ENFORCEMENT AGENCIES SHALL TAKE PLACE PRIOR TO THE BEGINNING OF THE PROJECT. WORK ZONE SAFETY AND MOBILITY TRAINING SPECIFIC TO THE PROJECT WILL TAKE PLACE AT THIS TIME ALONG WITH DISTRIBUTION OF PRE-WORK ZONE CRASH ANALYSES. DURING THIS MEETING, DUTIES AND RESPONSIBILITIES OF THE LEO WILL BE DISCUSSED.

LEOs (WITH PATROL CARS) REQUIRED BY THESE PLANS SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ENFORCEMENT. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE = 600 HOUR

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 AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

**ITEM 614 - WORK ZONE LANE LINE, CLASS III, 642 PAINT:**

WORK ZONE LANE LINE SHALL BE PLACED TO REFLECT THE PROPOSED LANE LINE AS DETERMINED FROM THE PROPOSED MARKINGS WITHIN THE PROJECT LIMITS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE, AND TYPE OF WORK ZONE MARKINGS NEEDED MEETING THE REQUIREMENTS OF ITEM 614 BEFORE THE REMOVAL OR RESURFACING OBLITERATES THE EXISTING.

LOCATION	BEGIN SLM	END SLM	SIDE	APP	TOTAL	UNIT
FAY-71	9.45	14.63	NB	2	10.36	MI
FAY-71	9.45	14.63	SB	2	10.36	MI
MAD-71	0.00	4.59	NB	2	9.18	
MAD-71	0.00	4.59	SB	2	9.18	
FAY-71 VARIOUS RAMPS					0.00	MI
TOTAL					39.08	MI

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - WORK ZONE LANE LINE, CLASS III, 642 PAINT = 39.08 MI

**ITEM 614 - WORK ZONE EDGE LINE, CLASS III, 642 PAINT:**

WORK ZONE EDGE LINE SHALL BE PLACED ON ALL EDGE LINE OF I-71 AND RAMPS WITHIN THE PROJECT LIMITS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE, AND TYPE OF WORK ZONE MARKINGS NEEDED MEETING THE REQUIREMENTS OF ITEM 614 BEFORE THE REMOVAL OR RESURFACING OBLITERATES THE EXISTING.

LOCATION	SIDE	APP	TOTAL	UNIT
FAY-71 MAINLINE NB	LT & RT	2	20.72	MI
FAY-71 MAINLINE NB	LT & RT	2	20.72	MI
MAD-71 MAINLINE SB	LT & RT	2	18.36	MI
MAD-71 MAINLINE SB	LT & RT	2	18.36	MI
FAY-71 VARIOUS RAMPS	LT & RT	2	3.00	MI
TOTAL			81.16	MI

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - WORK ZONE EDGE LINE, CLASS III, 642 PAINT = 81.16 MI

**TRUCK MOUNTED ATTENUATOR (TMA):**

WHEN WORKING IN A CLOSED LANE OR SHOULDER ON A MULTILANE HIGHWAY WITHOUT POSITIVE PROTECTION, A TRUCK MOUNTED ATTENUATOR (TMA), SHALL BE PROVIDED TO PROTECT EACH WORK AREA IN ACCORDANCE WITH STANDARD DRAWINGS MT-95.30, MT-95.31, MT-95.32 OR OMTCD TYPICAL APPLICATION (TA) 4 AND TA-6. THE TMA SHALL BE PLACED IN SUCH A WAY TO ADEQUATELY PROTECT THE WORKERS INSIDE THE WORK ZONE. THE TMA IS NOT INTENDED TO BE USED AS OR SUBSTITUTED FOR THE FLASHING ARROW PANEL AT THE BEGINNING OF THE MERGE TAPER. THE TMA SHALL MEET NCHRP 350 TEST LEVEL 3 CRITERIA FOR STANDARD AND OPTIONAL TESTS AT 100 KM/H (62 MPH) FOR DESIGN IMPACTS. THE COST FOR PROVIDING THE TMA SHALL INCLUDE ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE REPLACEMENT AND IS TO BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

**ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, 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 650 FEET AND 475 FEET RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS AND A TEMPER 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'S SHALL BE DELINEATED IN ACCORDANCE WITH CMS 614.03.

A PCMS SHALL BE PLACED "AS DIRECTED BY THE PROJECT ENGINEER" IN CONJUNCTION WITH LANE CLOSURES. THE MESSAGES SHALL BE AS DIRECTED BY THE ENGINEER. THE 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 TROUBLE SHOOT THE UNIT AND TO REVISE SIGN MESSAGES, IF NECESSARY.

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 PRECONSTRUCTION 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 FOR DIFFERENT DAYS OF THE WEEK.



**ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN**

(Cont')

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 THE USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF 614.03. 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 A 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, ACCURED 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 HOURS PER DAY OPERATIONS 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.

THE FOLLOWING QUANTITY HAS BEEN CALCULATED AT 2 FOR 4 MONTHS:

LOCATION	# OF PCMS	MONTHS	TOTAL	UNIT
FAY-71	1	2	2	MONTHS
MAD-71	1	2	2	MONTHS
TOTAL			4	MONTHS

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN = 4 MONTHS

**ITEM 614 - MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN):**

NOTICE OF CLOSURE SIGNS, AS DETAILED IN THESE PLANS, SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED RAMP CLOSURE. THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE 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 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 DISTRACTED MOTORISTS.

THE CONTRACTOR SHALL NOTIFY THE ROADWAY SERVICE MANAGER AT 740-833-8063 3 DAYS PRIOR TO THE RAMP CLOSING.

RAMP WILL BE  
CLOSED MDDYY  
FOR XX DAYS  
INFO: (PHONE NUMBER)

W20-H13-60

**ITEM 614 - SHORT DURATION RAMP CLOSURES:**

FOR THE PURPOSE OF PERFORMING THE REQUIRED RAMP WORK AND WITH PRIOR APPROVAL FROM THE ENGINEER, SR 38 RAMPS AT I-71 MAY BE CLOSED AND DETOURED DURING THE HOURS LISTED IN THE UNAUTHORIZED LANE USE TABLE AND SUBJECT TO DISINCENTIVES.

FOR ALL RAMP CLOSURES, 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 (M4-9-48 SERIES) IN ACCORDANCE WITH THE DETOUR SIGNS NOTE.

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

FOR CLOSURE PERIODS LESS THAN 72 HOURS, DETOUR SIGNS MAY BE PLACED ON TEMPORARY SIGN SUPPORTS IN ACCORDANCE WITH MT-105.10.

**DESIGNATED DETOUR ROUTE**

THE DESIGNATED DETOUR ROUTE IS SR 38 TO SR 734 TO SR 41 AND REVERSE.

**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 SIGN AND MAKE THE PROPER DECISIONS AT EACH REQUIRED TURNING MOVEMENT. THE 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.

THE 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.

THE 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 SIGN AND SUPPORTS.

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

ITEM 614 - DETOUR SIGNING = LUMP SUM

**ITEM 614 - WORK ZONE SPEED LIMIT SIGN:**

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, COVER DURING SUSPENSION OF WORK, AND SUBSEQUENTLY REMOVE WORK ZONE SPEED LIMIT (R2-1) (55 SPEED LIMIT) SIGNS AND SUPPORTS WITHIN THE WORK LIMITS IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS:

THE CONTRACTOR SHALL COVER OR REMOVE ANY EXISTING SPEED LIMIT SIGNS WITHIN THE REDUCED SPEED ZONE(S). THESE SIGNS SHALL BE RESTORED DURING SUSPENSION OR TERMINATION OF THE REDUCED SPEED LIMIT. THE EXPENSE OF COVERING OR REMOVAL AND RESTORATION OF EXISTING SPEED LIMIT OR MINIMUM SPEED LIMIT SIGNS SHALL BE INCLUDED IN THE PAY ITEM FOR THE WORK ZONE SPEED LIMIT SIGNS.

THE WORK ZONE SPEED LIMIT SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK THAT CAUSES THE WARRANTING CONDITION(S) TO OCCUR. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING REMOVAL OF THE WARRANTING CONDITION(S), OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY REMOVAL OF WARRANTING CONDITION(S) SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE..

CONSTRUCTION AND MATERIAL SPECIFICATIONS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT THE 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 REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED REDUCTION IN THE OPPOSITE DIRECTION. A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION, IN SUCH CASE, IS APPROPRIATE ONLY IF CONDITIONS ARE EXPECTED TO HAVE AN IMPACT ON THE DIRECTIONAL TRAFFIC FLOW, AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL ERECT A WORK ZONE SPEED LIMIT SIGN IN ADVANCE OF THE WARRANTING CONDITION, AS DETAILED IN THE PLANS OR AS DIRECTED BY THE ENGINEER. THE SIGN SHALL BE MOUNTED ON BOTH SIDES OF A DIRECTIONAL ROADWAY OF DIVIDED HIGHWAYS. THE FIRST WORK ZONE SPEED LIMIT SIGN SHALL BE PLACED APPROXIMATELY 500 FEET IN ADVANCE OF THE LANE REDUCTION, SHIFT TAPER, OR OTHER ROADWAY OR SHOULDER RESTRICTION THAT WARRANTED THE WORK ZONE SPEED ZONE. ON UNDIVIDED HIGHWAYS THE SIGN SHALL BE MOUNTED ON THE RIGHT SIDE, APPROXIMATELY 250 FEET IN ADVANCE OF SUCH RESTRICTIONS. THE SIGN SHALL BE REPEATED EVERY 1 MILE FOR 55 MPH ZONES AND EVERY ONE HALF MILE FOR 50 MPH AND 45 MPH ZONES. THESE SIGNS SHALL ALSO BE ERECTED IMMEDIATELY AFTER EACH OPEN ENTRANCE RAMP WITHIN THE ZONE.

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**ITEM 614 - WORK ZONE SPEED LIMIT SIGN (Cont'):**

THE SPEED LIMIT REDUCTION SHALL BE LIMITED TO ONLY THE PORTION OF THE PROJECT AND THE WORK THAT WARRANTED THE WORK ZONE SPEED LIMIT REDUCTION.

SPEED REDUCTION (SPEED ZONE AHEAD SYMBOL) SIGNS (W3-5) SHALL BE ERECTED IN ADVANCE OF THE SPEED REDUCTION, APPROXIMATELY 1250 FEET ON MULTI-LANE HIGHWAYS AND 500 FEET ON TWO LANE HIGHWAYS.

WORK ZONE SPEED LIMIT SIGN(S) (R2-1) TO INDICATE THE RESUMPTION OF THE STATUTORY SPEED LIMIT SHALL BE ERECTED AT THE END OF ANY REDUCED SPEED ZONE. THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD CONDITION, PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE RETRO REFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF CMS 730.19.

WORK ZONE SPEED LIMIT SIGNS SHALL BE MOUNTED ON TWO ITEM 630, GROUND MOUNTED SUPPORTS, NO. 3 POSTS, UNLESS MOUNTED ON A TEMPORARY SIGN SUPPORT PER SCD MT 105.10.

WORK ZONE SPEED LIMIT AND RELATED SIGN SIZES, PLACEMENT, SUPPORTS, ETC SHALL BE PER THE ODOTCD, WITH TWO EXCEPTIONS:  
 1) EXPRESSWAY SIZE SPEED LIMIT SIGNS MAY BE USED ON FREEWAYS AND EXPRESSWAYS, IF NECESSARY; 2) THE HEIGHT OF SIGNS MOUNTED ON PORTABLE SUPPORTS SHOULD BE THE HEIGHT REQUIRED FOR GROUND-MOUNTED SIGNS BUT SHALL NOT BE MORE THAN 1 FOOT LOWER THAN THE HEIGHT REQUIRED BY THE ODOTCD, OR AS DIRECTED BY THE ENGINEER. PORTABLE SUPPORTS SHOULD NOT BE USED FOR A DURATION OF MORE THAN 3 DAYS.

WORK ZONE SPEED LIMIT SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGNS AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND RE-ERECTED AT ANOTHER LOCATION WITHIN THE PROJECT DUE TO CHANGES IN THE SPEED ZONE AS DETAILED IN THE PLANS OR 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 REMOVING THE SIGNS AND SUPPORTS. SPEED LIMIT SIGNING FOR THE POINT OF RESUMPTION OF THE STATUTORY SPEED LIMIT SHALL BE PAID FOR AS WORK ZONE SPEED LIMIT SIGNS. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

**ITEM 614 - WORK ZONE SPEED LIMIT SIGN = 46 EACH**

**ITEM 614 - SPEED ZONE AHEAD SYMBOL SIGN = 4 EACH**

THE FOLLOWING TABLE PROVIDES DETAILS ON WORK ZONE SPEED ZONES APPROVED FOR USE ON THIS PROJECT:

WZSZ REVISION NUMBER	COUNTY & ROUTE	SLM		PHASE / PART DIRECTION	APPROVED SPEED LIMIT (MPH)	SPECIFIC WARRANTING CONDITIONS AND FACTORS
		FROM	TO			
WZ-T-35522	FAY-71	9.5	14.8	NB & SB	55 (MPH)	MOBILE ACTIVITY ON SHOULDER, CENTER CLOSURE OR LANE ENCROACHMENT
WZ-T-35522	MAD-71	0.0	4.6	NB & SB	55 (MPH)	MOBILE ACTIVITY ON SHOULDER, CENTER CLOSURE OR LANE ENCROACHMENT

**SPEEDINFO DEVICES WITHIN PROJECT LIMITS**

THE CONTRACTOR SHALL TAKE MEASURES TO MAINTAIN THE PROPER OPERATION OF ANY SPEEDINFO DEVICES WITHIN THE PROJECT LIMITS. THE DEVICES ARE DOPPLAR RADAR UNITS WHICH LOOK LIKE CYLINDRICAL TUBES WITH SOLAR PANELS ATTACHED TO THEM. THE SENSORS ARE IMPLEMENTED ON ALL INTERSTATES STATEWIDE AND OTHER MAJOR US AND STATE ROUTES IN URBAN AREAS, GENERALLY SPACED BETWEEN 1 TO 2 MILES APART, AND INSTALLED ON ANY EXISTING ODOT INFRASTRUCTURE (TYPICALLY OVERHEAD TRUSSES, CANTILEVERS, GROUND-MOUNTED SIGN SUPPORTS, OR LIGHT POLES). ODOT WILL COORDINATE THE RELOCATION OF ANY DEVICES THAT MAY BE AFFECTED BY THE CONTRACTOR'S OPERATION. THE CONTRACTOR SHALL NOT REMOVE THE DEVICES THEMSELVES. THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER A MINIMUM OF TEN CALENDAR DAYS PRIOR TO PERFORMING ANY WORK WHICH REQUIRES DEVICE RELOCATION. THE PROJECT ENGINEER SHALL THEN NOTIFY SPEEDINFO, INC. AND THE ODOT OFFICE OF TRAFFIC ENGINEERING OF ANY DEVICES THAT REQUIRE RELOCATION. THE CONTRACTOR SHOULD BE AWARE THAT SINCE SPEED DATA IS STILL DESIRABLE TO ODOT, THE PROJECT ENGINEER WILL ATTEMPT TO INFORM SPEEDINFO, INC. OF NEWLY AVAILABLE INSTALL LOCATIONS FOR THE SENSORS TO BE RELOCATED TO, WITH MINIMAL DOWNTIME.

IF IMMEDIATE ATTENTION TO A SPEEDINFO SENSOR IS REQUIRED, THE CONTRACTOR MAY DIRECTLY CONTACT THE REGIONAL INSTALLER FOR SPEEDINFO, INC. FROM THE PROVIDED CONTACT INFORMATION. THE REGIONAL INSTALLER WOULD BE ABLE TO PROVIDE THE QUICKEST POSSIBLE ATTENTION TO THE SITUATION. IF THE REGIONAL INSTALLER CANNOT BE REACHED, THE LIST OF STATEWIDE CONTACTS SHOULD BE USED IN THE ORDER IT IS PRESENTED. AN EMAIL INFORMING ALL PARTIES OF THE SITUATION SHOULD ALSO BE SENT AT THE EARLIEST CONVENIENCE.

**1. Regional Contacts**

ODOT D01, Western D05, D06, D07, D08 (also Northern KY), D09

Matt Slusher, Capital Electric  
 (937) 531-7518  
 mslusher@capitalelectric.com

Joe Hutsell, Capital Electric  
 (937) 604-5838  
 jhutsell@capitalelectric.com

**2. Statewide Contacts**

Charlie Armiger, SpeedInfo  
 Office: (408) 333-9960  
 Cell: (408) 425-4684  
 carmiger@speedinfo.com

Bryan Comer, ODOT  
 (614) 387-1253  
 bryan.comer@dot.state.oh.us

John MacAdam, ODOT  
 (614) 752-9695  
 john.macadam@dot.state.oh.us

**INTERIM COMPLETION DATES:**

REFER TO FAY/MAD-71-9.45 PART 2, PID 91785 FOR INTERIM COMPLETION DATES.

AN INTERIM COMPLETION DATE HAS BEEN SET UP IN THE FAY/MAD-71-9.45 PART 2 PROJECT, PID 91785 TO COMPLETE PARTIAL DEPTH PAVEMENT REPAIRS AND ALL PRESCRIBED BRIDGE TREATMENTS ON I-71 BY 7/31/14 BY A SEPARATE CONTRACTOR. WORK ON THE FAY/MAD-71-9.45 PART 2 PROJECT, PID 76465 SHALL NOT BEGIN UNTIL AFTER THIS DATE.

INTERIM COMPLETION DATES HAVE BEEN ESTABLISHED FOR FAY/MAD-71-9.45 PART 2 PROJECT, PID 76465. THE FOLLOWING MINIMUM ITEM(S) OF WORK MUST BE COMPLETED AND ALL LANES SHALL BE OPEN TO TRAFFIC. SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$1,500 FOR EACH CALENDAR DAY BEYOND THIS INTERIM DATE THAT THIS WORK IS NOT COMPLETE OR THAT ALL LANES ARE NOT AVAILABLE TO TRAFFIC.

**THE FOLLOWING WORK ITEMS TO BE COMPLETED BY 9/30/14:**

- MICROSURFACE I-71 (BOTH DIRECTIONS).
- PERMANENT PAVEMENT MARKINGS (BOTH DIRECTIONS).

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**UNDERGROUND UTILITIES AND UTILITIES OWNERSHIP:**

THE IDENTITY OF SOME OF THE EXISTING UNDERGROUND FACILITIES KNOWN TO BE LOCATED IN THE CONSTRUCTION AREA HAVE BEEN IDENTIFIED. THE CONTRACTOR SHALL GIVE NOTICE OF INTENT TO CONSTRUCT TO THE OHIO UTILITIES PROTECTION SERVICE, PRODUCERS UNDERGROUND PROTECTION SERVICE, AND OWNERS OF UNDERGROUND FACILITIES THAT ARE NOT MEMBERS OF A REGISTERED PROTECTION SERVICE IN ACCORDANCE WITH SECTION 153.64 OF THE OHIO REVISED CODE. THE ABOVE, MENTIONED NOTICE SHALL BE GIVEN AT LEAST TWO WORKING DAYS PRIOR TO THE START OF CONSTRUCTION THE FOLLOWING UTILITIES ARE LOCATED WITHIN THE WORK LIMITS OF THE PROJECT AND THE OWNERS SUBSCRIBE TO REGISTERED UNDERGROUND PROTECTION SERVICE.

OHIO UTILITY PROTECTION SERVICE 1-800-362-2764  
PRODUCERS UNDERGROUND PROTECTION SERVICE 1-614-587-0486  
NON-MEMBERS MUST BE CALLED DIRECTLY.

LISTED BELOW ARE THE KNOWN UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS.

**FAYETTE COUNTY:**

AEP  
700 MORRISON RD  
GAHANNA, OH 43230  
614.552.1801

AEP  
850 TECH CENTER DR  
GAHANNA, OH 43230  
614.883.6831

AT&T - OHIO  
111 NORTH FOURTH ST  
COLUMBUS, OH 43215  
614.223.7162

AT&T LEGACY  
5980-G WILCOX PLACE  
DUBLIN, OH 43016  
614.760.8320

CENTURYLINK  
441 WEST BROAD ST  
PATASKALA, OH 43062  
740.927.8282

COLUMBIA GAS TRANS  
589 NORTH STATE RD  
MEDINA, OH 44256  
330.721.4163

CONCORD TWP (FAYETTE  
CTY)  
110 WEST MARKET ST  
WASHINGTON CH, OH 43160

DAYTON POWER & LIGHT  
1900 DRYDEN RD  
DAYTON, OH 45439  
937.331.4497

DOMINION TRANSMISSION  
INC  
445 WEST MAIN ST  
CLARKSBURG, WV 26302  
304.627.3439

ENTERPRISE TE PROD  
PIPELINE  
P.O. BOX 426  
SEYMOUR, IN 47274  
812.522.2569

FAYETTE CTY ENGS  
1600 ROBINSON RD  
WASHINGTON CH, OH 43160  
740.335.1541

FRONTIER COMMUNICATIONS  
500 LANCASTER PIKE  
CIRCLEVILLE, OH 43113  
740.474.7197

HIGHLAND CTY WATER  
P.O. BOX 940  
HILLSBORO, OH 45133  
937.393.4281

HORIZON TELEPHONE  
68 EAST MAIN ST  
CHILLICOTHE, OH 45601  
740.772.8396

JEFFERSONVILLE - VILLAGE  
OF  
4 NORTH MAIN ST  
JEFFERSONVILLE, OH 43128  
740.426.8881

KINDER MORGAN REX  
PIPELINE  
370 VAN GORDON ST  
LAKEWOOD, CO 80228  
303.989.1740

MCI (VERIZON BUSINESS)  
2400 NORTH GLENVILLE  
RICHARDSON, TX 75082

NEW HOLLAND - VILLAGE OF  
10 EAST FRONT ST  
NEW HOLLAND, OH 43145  
740.495.5097

ODOT TRAFFIC (DIST 6)  
400 EAST WILLIAM ST  
DELAWARE, OH 43015  
740.833.8332

OHIO EDISON  
420 SOUTH YORK ST  
SPRINGFIELD, OH 45505  
937.327.1283

SOUTH CENTRAL POWER  
2780 COONPATH RD  
LANCASTER, OH 43130  
740.689.6119

TEXAS EASTERN  
TRANSMISSION  
1157 STATE ROUTE 122  
LEBANON, OH 45036  
513.933.6039

TIME WARNER CABLE  
3760 INTERCHANGE DR  
COLUMBUS, OH 43204  
614.255.6349

UNION TWP (FAYETTE  
COUNTY)  
1505 STATE ROUTE 38  
WASHINGTON CH, OH 43160  
740.335.2520

VECTREN OF OHIO  
6500 CLYO RD  
CENTERVILLE, OH 45459  
937.312.2544

WASHINGTON CH - CITY OF  
105 NORTH MAIN ST  
WASHINGTON CH, OH 43160  
740.636.2344

**MADISON COUNTY:**

AEP  
700 MORRISON RD  
GAHANNA, OH 43230  
614.552.1801

AEP - DIST UNDERGROUND  
1 RIVERSIDE PLAZA, 12TH  
FLOOR  
COLUMBUS, OH 43215  
614.716.5844

AEP - TRANSMISSION  
700 MORRISON RD  
GAHANNA, OH 43230  
614.552.1801

AMERIGAS PROPANE  
7265 INDUSTRIAL PKWY  
PLAIN CITY, OH 43064  
614.771.8500

AT&T - OHIO  
111 NORTH FOURTH ST  
COLUMBUS, OH 43215  
614.223.7162

AT&T LEGACY  
5980-G WILCOX PLACE  
DUBLIN, OH 43016  
614.760.8320

CALCULATED  
CHECKED

UTILITY NOTES

FAY / MAD-71-9.45 / 0.00

BP OIL  
1771 BUCKEYE RD  
LIMA, OH 45804  
419.222.7221

BUCKEYE PIPELINE  
P.O. BOX 90  
LIMA, OH 45802  
419.236.7766

CENTURYLINK  
441 WEST BROAD ST  
PATASKALA, OH 43062  
740.927.8282

COLUMBIA GAS OF OHIO  
1600 DUBLIN RD  
COLUMBUS, OH 43215  
ATTN: NATE LODEN  
614.481.1063

COLUMBIA GAS TRANS CORP  
301 MAPLE STREET  
SUGAR GROVE, OH 43155  
740.746.2234

COLUMBIA GAS OF OHIO  
2101 W. MAIN ST.  
SPRINGFIELD, OH 45504  
937.327.7102

COLUMBIA GAS TRANS  
589 NORTH STATE RD  
MEDINA, OH 44256  
330.721.4163

DAYTON POWER & LIGHT  
1900 DRYDEN RD  
DAYTON, OH 45439  
937.331.4497

FAYETTE COUNTY ENGINEERS  
1600 ROBINSON RD  
WASHINGTON CH, OH 43160  
740.335.1541

FRANKLIN COUNTY ENGINEERS  
970 DUBLIN RD  
COLUMBUS, OH 43215  
614.525.3030

FRONTIER COMMUNICATIONS  
1300 COLUM - SANDUSKY RD  
MARION, OH 43302  
740.383.0551

JONATHAN ALDER SCHOOL DIST  
9200 US ROUTE 42  
PLAIN CITY, OH 43064  
614.873.5621

LONDON - CITY OF  
6 EAST 2ND ST  
LONDON, OH 43140  
740.852.3243

MADISON COUNTY ENGINEERS  
825 US 42  
LONDON, OH 43140  
740.852.9404

MADISON ENERGY COOP  
5900 MAYFAIR RD  
NORTH CANTON, OH 44720  
330.498.9130

MARATHON PIPE LINE  
539 SOUTH MAIN ST  
FINDLAY, OH 45840  
419.421.2211

MCI (VERIZON BUSINESS)  
DEPT. 42864 LOC. 107  
2400 NORTH GLENVILLE  
RICHARDSON, TX 75082  
FAX: 972.729.6240

MT STERLING - VILLAGE OF  
1 SOUTH LONDON ST  
MT STERLING, OH 43143  
740.869.2040

ODOT TRAFFIC (DIST 6)  
400 EAST WILLIAM ST  
DELAWARE, OH 43015  
740.833.8024

OHIO AMERICAN WATER  
5481 BUENOS AIRES BLVD  
WESTERVILLE, OH 43081  
614.882.6586

OHIO EDISON  
420 SOUTH YORK ST  
SPRINGFIELD, OH 45505  
937.327.1283

PIONEER ELECTRIC COOP INC  
344 US ROUTE 36  
PIQUA, OH 45356  
937.773.2523

PLAIN CITY - VILLAGE OF  
213 S CHILLICOTHE ST  
PLAIN CITY, OH 43064

QWEST COMMUNICATIONS  
1801 CALIFORNIA ST  
DENVER, COLORADO 80202  
303.299.0170

SOUTH CENTRAL POWER  
2780 COONPATH RD  
LANCASTER, OH 43130  
740.689.6119

SPRINT COMMUNICATIONS  
11370 ENTERPRISE PARK DR  
SHARONVILLE, OH 45241  
513.612.4204

TIME WARNER CABLE  
3760 INTERCHANGE DR  
COLUMBUS, OH 43204  
614.481.5262

UNION RURAL ELECTRIC & GAS  
15461 US ROUTE 36  
MARYSVILLE, OH 43040  
937.642.1826

VECTREN OF OHIO  
6500 CLYO RD  
CENTERVILLE, OH 45459  
937.312.2544

WEST JEFFERSON - VILLAGE OF  
28 EAST MAIN ST  
WEST JEFFERSON, OH 43162  
614-879-8655

WIDE OPEN WEST  
3765 CORPORATE DR  
COLUMBUS, OH 43231  
614.948.4653

WINDSTREAM  
3701 COMMUNICATIONS WAY  
EVANSVILLE, IN 47715  
812.759.2831

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SHEET NUMBER										PARTICIPATION				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
8	9-11	17	18-20							04/IMS/PV	05/IMS/OT								
LUMP										LUMP			201	11000	LUMP		ROADWAY CLEARING AND GRUBBING		
										1000			832	30000	1,000	EACH	EROSION CONTROL EROSION CONTROL		
		33,251								33,251			407	10000	33,251	GALLON	PAVEMENT TACK COAT		
		443,348								443,348			421	10010	443,348	SQ YD	MICROSURFACING, SURFACE COURSE		
		285,849								285,849			421	10020	285,849	SQ YD	MICROSURFACING, LEVELING COURSE		
		443,348								443,348			423	00208	443,348	SQ YD	CRACK SEALING, TYPE III		
		673								673			617	10100	673	CU YD	COMPACTED AGGREGATE		
			976								976		621	00100	976	EACH	TRAFFIC CONTROL RPM		
			1,354								1,354		621	54000	1,354	EACH	RAISED PAVEMENT MARKER REMOVED		
			41.02								41.02		644	00104	41.02	MILE	EDGE LINE, 6"		
			19.64								19.64		644	00204	19.64	MILE	LANE LINE, 6"		
			1,810								1,810		644	00404	1,810	FT	CHANNELIZING LINE, 12"		
			76								76		644	00500	76	FT	STOP LINE		
			248								248		644	00700	248	FT	TRANSVERSE/DIAGONAL LINE		
			2								2		644	40000	2	EACH	SPECIAL - AIR SPEED ZONE MARKING		





100% STATE FUNDING

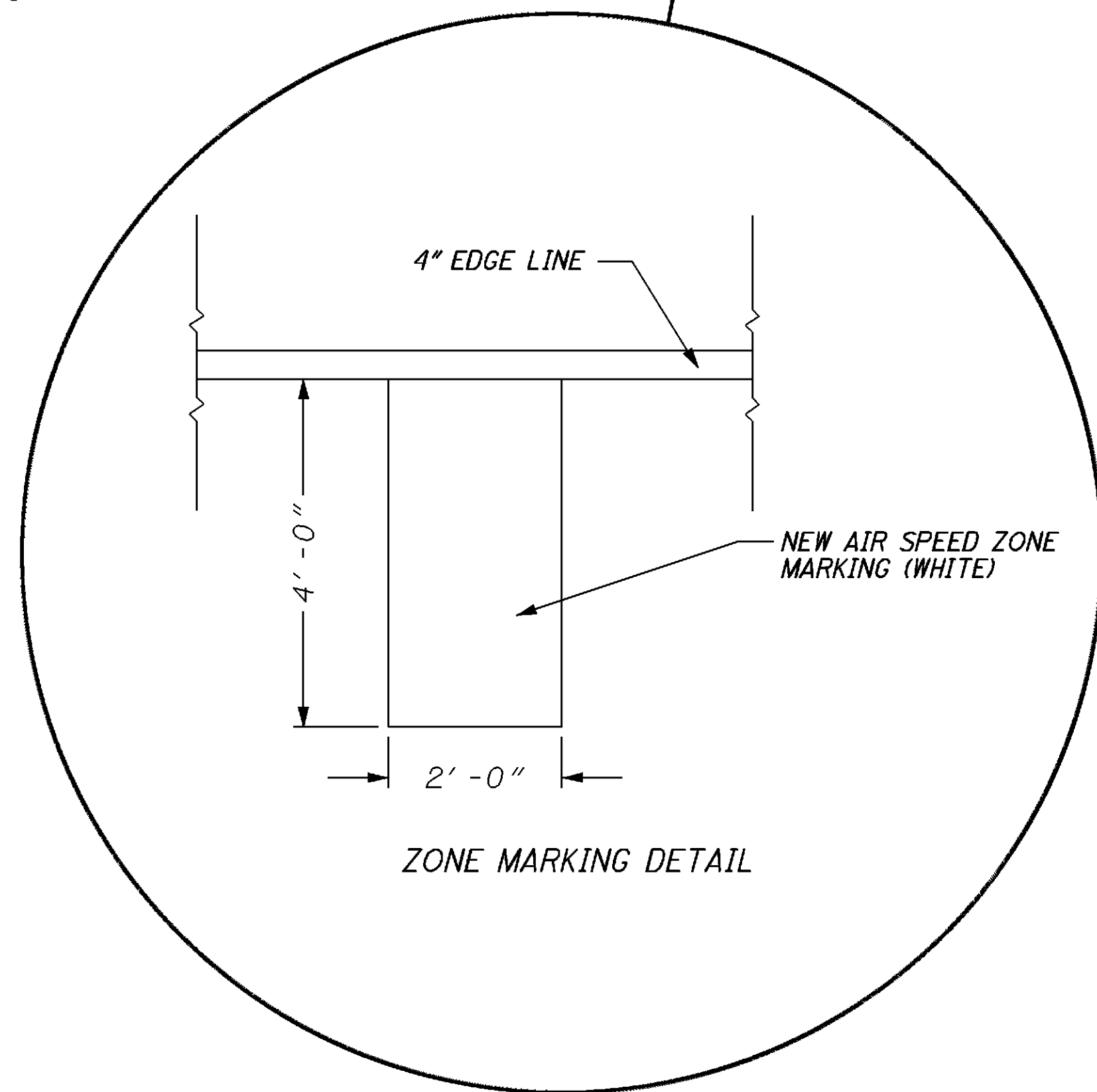
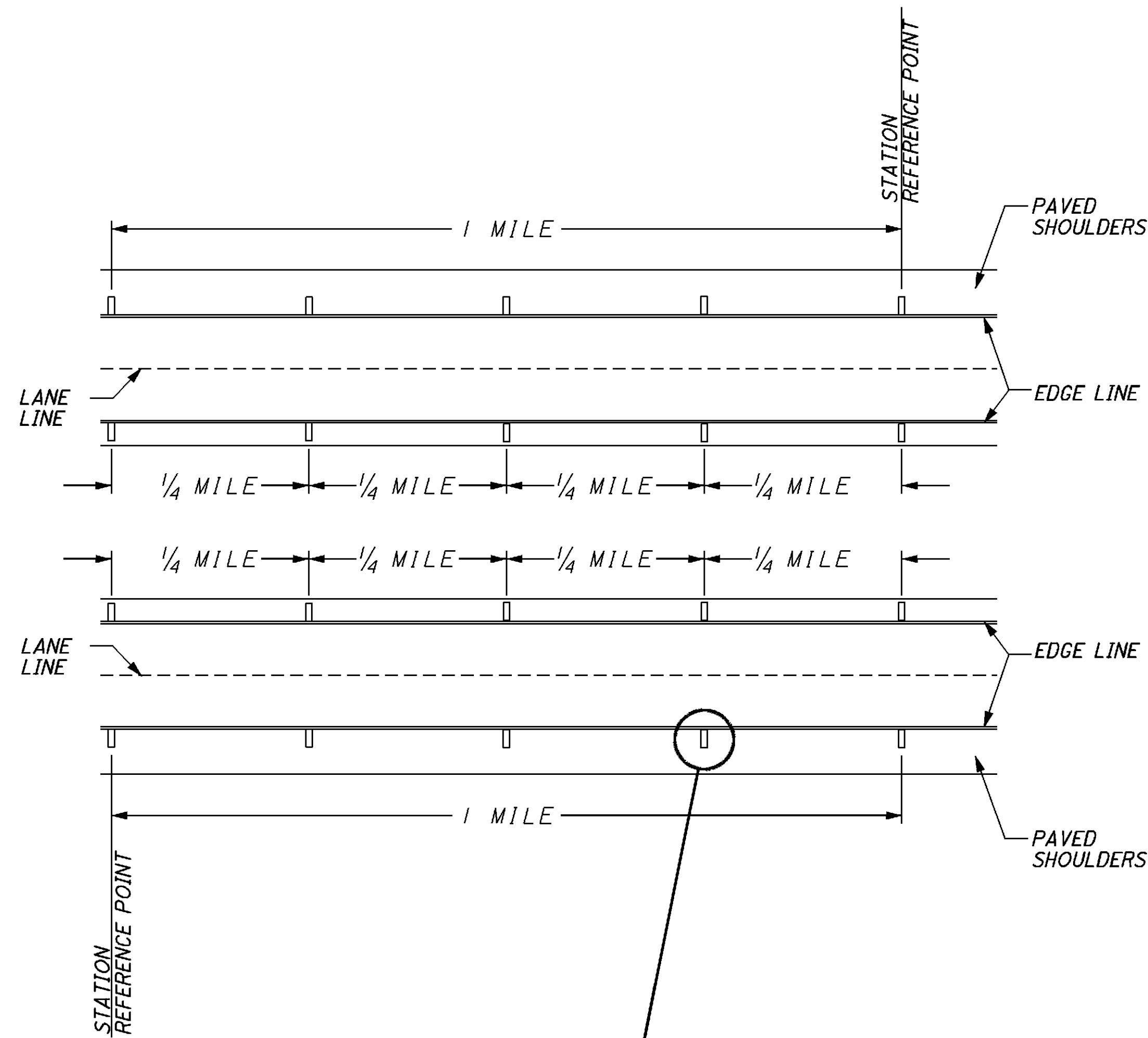
L O C A T I O N	B E G I N S T A.	E N D S T A.	L E N G T H F T	L E N G T H M I L E	D E S C R I P T I O N	644 L O N G L I N E M A R K I N G S				644 A U X I L I A R Y M A R K I N G S											
						E D G E L I N E, 6"	E D G E L I N E, 6"	L A N E L I N E, 6"	C E N T E R L I N E  D O U B L E S O L I D	C H A N N E L I Z I N G L I N E, 12"	S T O P L I N E	C R O S S W A L K	T R A N S - V E R S E L I N E  Y E L L O W	T R A N S - V E R S E L I N E  W H I T E	D O T T E D L I N E, 6"	L A N E A R R O W S					W O R D O N P A V E M E N T, 72"
																LT	LT T H R U	T H R U	RT T H R U	RT	
																E A C H	E A C H	E A C H	E A C H	E A C H	
W H I T E M I L E	Y E L L O W M I L E	W H I T E M I L E		F T.	F T.	F T.	F T.	F T.	F T.	F T.	E A C H	E A C H	E A C H	E A C H	E A C H						
I-71	SOUTH	BOUND																			
	672+00.00	867+00.00	19,500	3.69	MAINLINE -2 LANES	3.693	3.693	3.693													
	867+00.00	871+50.00	450	0.09	MAINLINE -2 LANES	0.085	0.085	0.085	150												
	871+50.00	892+00.00	2,050	0.39	MAINLINE -2 LANES	0.388	0.388	0.388													
	892+00.00	897+90.00	590	0.11	MAINLINE -2 LANES	0.112	0.112	0.112	760				124								
	897+90.00	915+00.00	1,710	0.32	MAINLINE -2 LANES	0.324	0.324	0.324													
	STA	EQ			915+00.00 BK = 24+54.17AH																
	24+54.17	300+00.00	27,546	5.22	MAINLINE -2 LANES	5.217	5.217	5.217													
I-71	NORTH	BOUND																			
	672+00.00	871+10.00	19,910	3.77	MAINLINE -2 LANES	3.771	3.771	3.771													
	871+10.00	877+00.00	590	0.11	MAINLINE -2 LANES	0.112	0.112	0.112	750				124								
	877+00.00	897+00.00	2,000	0.38	MAINLINE -2 LANES	0.379	0.379	0.379													
	897+00.00	901+50.00	450	0.09	MAINLINE -2 LANES	0.085	0.085	0.085	150												
	901+50.00	915+00.00	1,350	0.26	MAINLINE -2 LANES	0.256	0.256	0.256													
	STA	EQ			915+00.00 BK = 24+54.17AH																
	24+54.17	300+00.00	27,546	5.22	MAINLINE -2 LANES	5.217	5.217	5.217													
RAMP NW																					
	13+50.00	27+43.00	1,393	0.26		0.264	0.264														
RAMP SW																					
	10+00.00	18+58.00	858	0.16		0.163	0.163			36											
RAMP NE																					
	1+25.00	11+00.00	975	0.18		0.185	0.185			40											
RAMP SE																					
	0+87.00	14+50.00	1,363	0.26		0.258	0.258														
<b>TOTALS CARRIED TO GENERAL SUMMARY</b>						41.02	19.64			1,810	76		248								

CALCULATED  
 CHECKED  
**PAVEMENT MARKINGS SUBSUMMARY**  
 18  
 20  
**FAY / MAD - 71 - 9.45 / 0.00**

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 SHEET\_GS101  
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NOTES:

1. ON DIVIDED HIGHWAYS, MARKINGS ARE NOT REQUIRED TO BE ON BOTH ADJACENT ROADWAYS UNLESS SPECIFIED.
2. EACH AIR SPEED ZONE SHALL CONSIST OF WHITE 24" X 48" TRANSVERSE PAVEMENT MARKINGS.
3. THE MARKINGS SHALL BE LAID OUT BY A REGISTERED SURVEYOR.
4. THE QUARTER MILE SURFACE MEASUREMENTS (NOT HORIZONTAL PROJECTION) SHALL BE VERIFIED BY THE REGISTERED SURVEYOR.
5. A LETTER OF VERIFICATION SHALL BE FILED AT THE LOCAL OR NEAREST STATE HIGHWAY PATROL OFFICE WHICH OVERSEES SAID ZONES AND WITH THE DISTRICT SIX SURVEYOR. A SAMPLE LETTER WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING.
6. THE MATERIAL SHALL BE IN ACCORDANCE WITH ITEM 644 - THERMOPLASTIC PAVEMENT MARKING.

AIR SPEED ZONES					
PART	COUNTY	ROUTE	LOCATION	SIDE	644
					SPECIAL
					AIR SPEED ZONE MARKING
					EACH
2	FAY	71	10.49	NB	1
2	FAY	71	10.49	SB	1
TOTAL CARRIED TO GEN. SUM.:					2