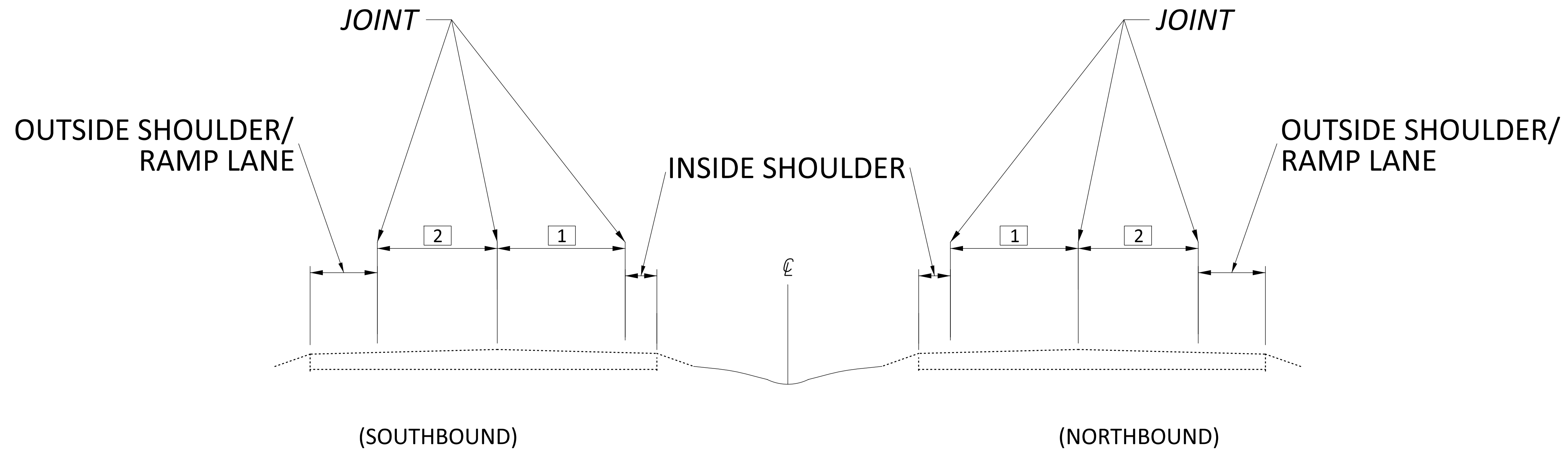


TYPICAL #1

FRA-270 SLM 0.60 TO SLM 8.29
 MAD-70 SLM 1.87, SLM 8.92

LANE NUMBER

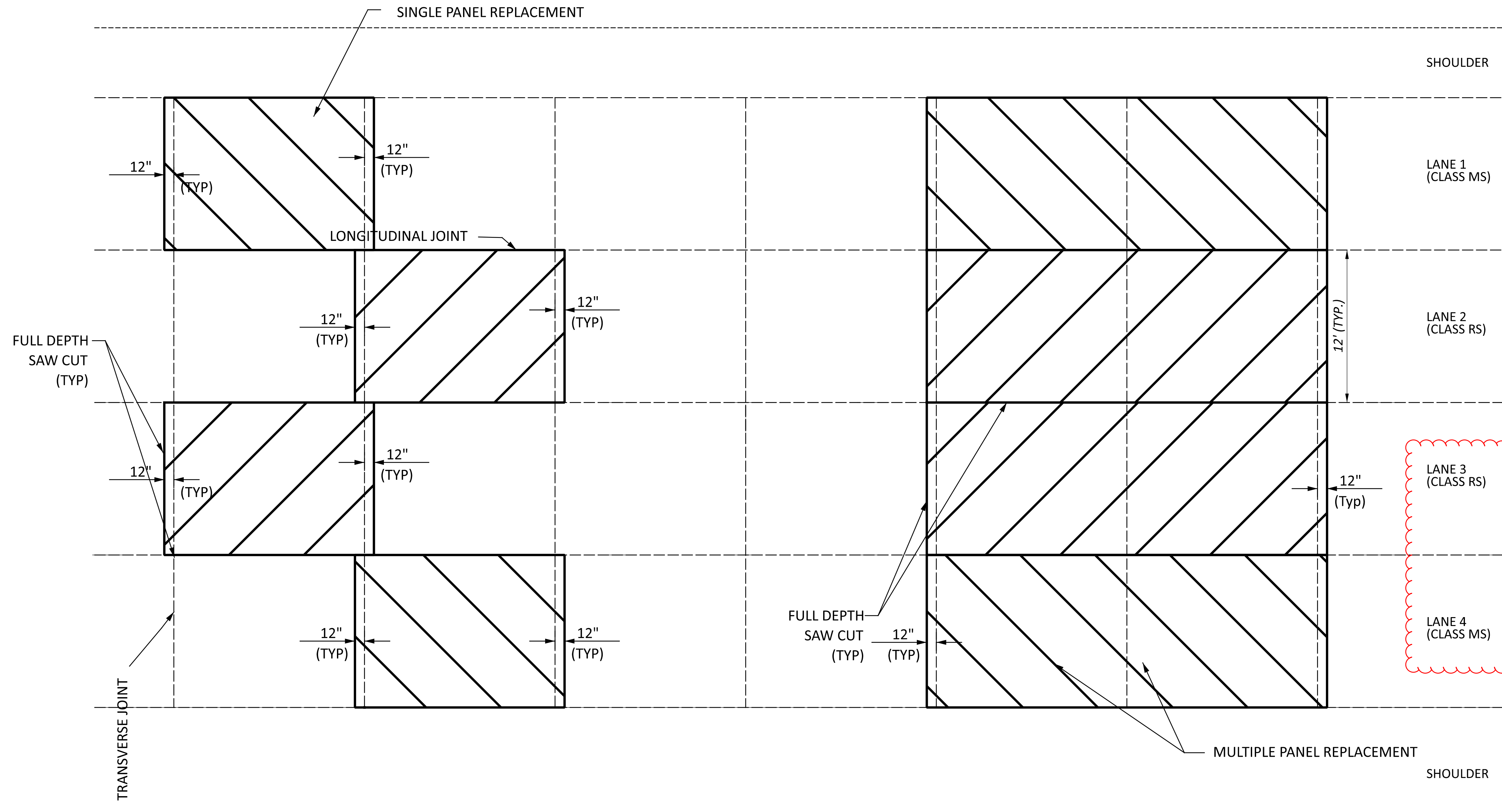


TYPICAL #2

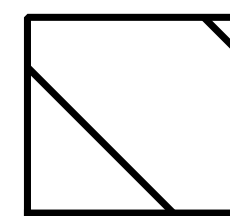
FRA-270 SLM 8.29 TO SLM 9.30

LANE NUMBER

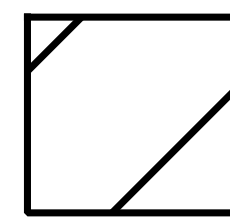




LONGITUDINAL CONCRETE JOINT REPAIR



LANE 1 AND LANE 4 - CLASS MS REPAIRS



LANE 2 AND LANE 3 - CLASS RS REPAIRS

FOR ADDITIONAL INFORMATION, SEE STANDARD DRAWING BP-2.5

DESIGN AGENCY



DESIGNER

RAM

REVIEWER

KLM 03/24/26

PROJECT ID

112255

SHEET TOTAL

P.11 P.20

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN:

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

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

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

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

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 OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.) THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF

SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

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

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

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 4 SIGN MONTH ASSUMING 2 PCMS SIGN(S) FOR 2 MONTH(S).

WORK ZONE PAVEMENT MARKINGS, CLASS III, 642 PAINT: THESE ITEMS ARE TO BE PERFORMED AT ALL PAVEMENT REPAIR AREAS. THE CONTRACTOR SHALL MAINTAIN THESE MARKINGS UNTIL THE PERMANENT MAKINGS CAN BE PLACED IN ACCORDANCE WITH ITEM 642 PAVEMENT MARKINGS.

- WORK ZONE LANE LINE, CLASS III, 642 PAINT, 6" = 0.73 MILE
- WORK ZONE EDGE LINE, CLASS III, 642 PAINT, 6" = 0.98 MILE
- WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT, 12" = 250 FT

PRE-MAINTENANCE OF TRAFFIC MEETING: A PRE-MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD (MINIMUM 14 WORK DAYS) PRIOR TO WORK BEGINNING ON ANY CHANGE OF PHASING. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER (D06.MOT@DOT.OHIO.GOV) AS WELL AS THE CONTRACTOR AN ANY OF HIS SUBCONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL.

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 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) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

- DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.
- DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT). IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE 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 AS APPROVED BY THE ENGINEER:
 - 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).
 - FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:
 - o ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
 - o AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
 - o AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

- THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR
 - THE ACTIVE WORK AREA LATERALLY CLOSEST TO THE OPEN TRAVELED LANE; OR
 - OTHER LOCATION AS APPROVED BY THE ENGINEER.
- THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION OR AT THE POINT OF ROAD CLOSURE, AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

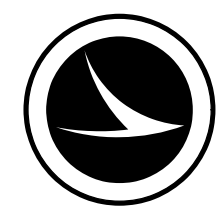
ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 200 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

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

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

DESIGN AGENCY	
	
DESIGNER	RAM
REVIEWER	KLM 03/24/26
PROJECT ID	112255
SHEET	TOTAL
P.14	P.20

WORK ZONE SPEED ZONES (WZSZs):

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

WZSZ REVISION NUMBER	COUNTY-ROUTE-SECTION	DIRECTION(S)
35886	FRA-270-0.60-9.65	EB & WB
35894	MAD-70-1.87-8.92	EB & WB

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

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

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

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

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

ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN OMUTCD PART 6.

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

CONDITION. WHEN THE WORK ZONE CONDITION REDUCING THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

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

ORIGINAL POSTED SPEED LIMIT	WITH POSITIVE PROTECTION		WITHOUT POSITIVE PROTECTION	
	WORKERS PRESENT	WORKERS NOT PRESENT	WORKERS PRESENT	WORKERS NOT PRESENT
70	60	65	55	65
65	55	60	50	60
60	55	60	50	60
55	50	55	45	55

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

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY (ASSUMING 3 DSL SIGN ASSEMBLY(IES) FOR 2 MONTHS)

= 6 SIGN MNTH

EXTRA ADVANCE WARNING SIGNS:

AN ADVANCE WARNING SIGN GROUP CONSISTS OF TWO W20-1 (ROAD WORK AHEAD) SIGNS, TWO W20-5 (RIGHT/LEFT LANE CLOSED AHEAD) SIGNS WITH W16-3A DISTANCE PLATES, AND TWO W3-H7 (WATCH FOR STOPPED TRAFFIC) SIGNS AND REQUIRED FLASHING LIGHTS.

THE CONTRACTOR SHALL PROVIDE, ERECT, MAINTAIN AND REMOVE AN EXTRA ADVANCE WARNING SIGN GROUP AS SHOWN ON TRAFFIC SCD MT-95.50. THE W16-3A DISTANCE PLATES SHALL READ "2 MILES". THE RIGHT (LEFT) LANE CLOSED AHEAD SIGNS SHALL BE LOCATED 2 MILES FROM THE BEGINNING OF THE LANE TAPER. SPACING OF THE OTHER SIGNS SHALL BE AS SHOWN ON TRAFFIC SCD MT-95.40.

THE CONTRACTOR SHALL PROVIDE, ERECT, MAINTAIN AND REMOVE AN ADDITIONAL EXTRA ADVANCE WARNING SIGN GROUP DURING THE MOTEC APPROVED LANE CLOSURES.

THE CONTRACTOR SHALL HAVE AN ADDITIONAL EXTRA ADVANCE WARNING SIGN GROUP (6 SIGNS AND 2 DISTANCE PLATES) AVAILABLE FOR USE WHEN DIRECTED BY THE ENGINEER. THE DISTANCE PLATES FOR THIS GROUP SHALL BE ABLE TO BE MODIFIED IN THE FIELD TO SHOW APPROPRIATE WHOLE MILES TO THE LANE TAPER.

PAYMENT FOR PROVIDING, ERECTING, MAINTAINING AND REMOVING EXTRA ADVANCE WARNING SIGN GROUPS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614 - MAINTENANCE OF TRAFFIC: PAYMENT:

NO ADDITIONAL COMPENSATION SHALL BE MADE BEYOND THE QUANTITIES ITEMIZED IN THE PLAN. ANY OTHER WORK SHALL BE PAID UNDER THE LUMP SUM FOR ITEM 614 - MAINTAINING TRAFFIC.

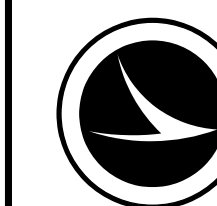
LANE VALUE CONTRACT TABLE:

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

LANE VALUE CONTRACT TABLE						
Section (SLM)	Existing Number of Lanes per Direction	Lane closures are NOT permitted:				Disincentive Amounts per minute per lane
		Lane Reduction	Mon to Fri	Sat	Sun	
FRA-270						
I-71 Southbound (0.00) to ½ mile west of I-71 (0.60)	2	2 to 1	5AM-9PM	6AM-7PM	6AM-7PM	\$310
½ mile west of I-71 (0.60) to US 40 - Broad Street (7.04)	3	3 to 2	5AM-9AM & 3PM-6PM	No Restriction	No Restriction	\$205
		3 to 1	5AM-9PM	6AM-7PM	6AM-7PM	\$205
US 40 Broad Street (7.04) to Fisher Road (8.29)	4	4 to 3	5AM-9AM & 2PM-7PM	4PM-6PM	4PM-6PM	\$200
		4 to 2	5AM-10PM	6AM-9PM	6AM-9PM	\$200
		4 to 1	5AM-10PM	6AM-9PM	6AM-9PM	\$200
Fisher Road (8.29) to Trabue Road (9.30)	2	2 to 1	5AM-10PM	6AM-9PM	6AM-9PM	\$200
Trabue Road (9.30) to Hilliard-Cemetery Road (12.63)	4	4 to 3	5AM-9AM & 2PM-7PM	No Restriction	No Restriction	\$255
		4 to 2	5AM-8PM	9AM-7PM	11AM-6PM	\$255
		4 to 1	5AM-10PM	7AM-11PM	9AM-10PM	\$255

LANE VALUE CONTRACT TABLE						
MAD-70						
Section	Existing Number of Lanes per Direction	Lane closures are NOT permitted:				Disincentive Amounts per minute per lane
		Lane Reduction	Mon to Thur	Fri	Sat & Sun	
Clark County Line (0.00) to SR-29 (10.28)	3	3 to 2	No Restriction	3PM-7PM	No Restriction	\$250
		3 to 1	5AM-7PM	5AM-9PM	8AM-9PM	\$250
Short term shoulder closures shall have the same restrictions as a 3 to 2 lane reduction						

DESIGN AGENCY



DESIGNER

RAM

REVIEWER

KLM 03/24/26

PROJECT ID

112255

SHEET TOTAL

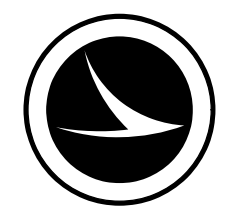
P.15 P.20

FRA-270/665-SP-FY2027 (CONCRETE)

MODEL: Sheet PAPER: 34x22 (in.) DATE: 7/9/2026 TIME: 12:52:40 PM PLTDRV: OHDOT_PDF.plt PENTBL: OHDOT_Per.tbl USER: Robert.McNeill@odot.ohio.gov WORKSPACE: OHDOTCE02 WORKSET: 112255 PRODUCT: OpenRoadsDesigner 24.00.00.205
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SHEET	LOCATION	ROUTE	BEGIN SLM	END SLM	SIDE	451	255	255	255	257	COMMENTS
						SPECIAL - PRESSURE RELIEF JOINT, TYPE A	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS QC MS, AS PER PLAN, 12"	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS RS, AS PER PLAN, 12"	FULL DEPTH PAVEMENT SAWING	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT, AS PER PLAN	
						FT	SY	SY	FT	SY	
P.18	1	FRA-270	0.60	9.65	CW/CCW	456	802	942	3,674	1,744	
P.19	2	FRA-71/665	ON RAMP/OFF RAMP					360	740	360	
P.19	3,4	MAD-70	1.87	8.92			250	130	666	330	
TOTALS CARRIED TO GENERAL SUMMARY						456	1,052	1,432	5,080	2,434	

PAVEMENT REPAIR SUBSUMMARY

DESIGN AGENCY

 DESIGNER
RAM
 REVIEWER
KLM 03/24/26
 PROJECT ID
112255
 SHEET TOTAL
 P.17 | P.20

FRA-270/665-SP-FY2027 (CONCRETE)


MODEL: Sheet 02 - PAPER SIZE: 34x22 (in.) DATE: 7/20/2026 TIME: 7:52:54 PM PLTDRY: CHDOT_PDF_PENLTG PENLTG: CHDOT PenLTG USER: Robert.McNeill@dot.ohio.gov WORKSPACE: OHDOTCE02 WORKSET: 112255 PRODUCT: OpenRoadsDesigner 24.00.00.205
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ROUTE	LOCATION			LENGTH OF REPAIR (FT)	WIDTH OF REPAIR (PER LANE) (FT)	DEPTH OF REPAIR (IN)	DESIGN				451	255	255	255	255	COMMENTS
	BEGIN SLM	END SLM	SIDE				LANE 1	LANE 2	LANE 3	LANE 4	SQ YD	SQ YD	SQ YD	FT	SQ YD	
	71S TO 665															
FRA-71/665	0.232			45	12										LONGITUDINAL CRACK, FAULTING	
	0.246			15	24										TRANSVERSE CRACK FAULTING	
	0.315			15	24				X	X					TRANSVERSE CRACK FAULTING	
	0.316			15	12						X				TRANSVERSE CRACK FAULTING	
	0.394			24	45							X			TRANSVERSE CRACK FAULTING	
	665 TO 71S															
	0.164			5	12										ASPHALT TRANSITION TO RAMP	
	71N TO 665															
	0.210			6	24										PUMPING	
	665 TO 71N															
	0.044			5	12										BRIDGE APPROACH	
CONTINGENCY													50	150	50	
TOTALS CARRIED TO SUBSUMMARY													360	740	360	

ROUTE	LOCATION			LENGTH OF REPAIR (FT)	WIDTH OF REPAIR (PER LANE) (FT)	DEPTH OF REPAIR (IN)	DESIGN					451	255	255	255	255	COMMENTS
	BEGIN SLM	END SLM	SIDE				SHOULDER	LANE 1	LANE 2	LANE 3	SHOULDER	SQ YD	SQ YD	SQ YD	FT	SQ YD	
MAD-70	1.870		EB	12'	36'											BRIDGE OVER SR56 REAR APPROACH SLAB	
	1.910		EB	12'	36'											BRIDGE OVER SR56 FORWARD APPROACH SLAB	
	8.917		EB	12'	78'					X	X	X	X			ACROSS ENTIRE WIDTH OF PAVEMENT	
	8.917		WB	12'	60'					X	X	X	X			ACROSS ENTIRE WIDTH OF PAVEMENT	
CONTINGENCY													50	50	150	50	
TOTALS CARRIED TO SUBSUMMARY													250	130	666	330	

PAVEMENT REPAIR LOCATIONS - FRA-71/665 ON RAMPS/OFF RAMPS, MAD-70

DESIGN AGENCY



DESIGNER
RAM

REVIEWER
KIM 03/24/26

PROJECT ID
112255

SHEET TOTAL
P.19 | P.20

DETAIL	SCD TC-65.10
1	EDGE LINE
2	CHANNELIZING LINE
3	LANE LINE
4	CENTER LINE

DETAIL	SCD TC-65.11
5	ENTRANCE RAMP
6	EXIT RAMP
7	4 LANE DIVIDED TO 2 LANE TRANSITION
8	4 LANE UNDIVIDED TO 2 LANE TRANSITION
9	MULTILANE DIVIDED HIGHWAY

DETAIL	SCD TC-65.11
10	APPROACH W/ LTL
11	STOP APPROACH
12	TWO WAY LTL
13	ONE LANE BRIDGE
14	HORIZONTAL CURVE

LOCATION							642 - PAINT										REFLECTOR TYPE					621											
LOCATION	ROUTE	BEGIN SLM	END SLM	LENGTH		SIDE	DESCRIPTION	EDGE LINE, TYPE 1		LANE LINE, TYPE 1	CENTER LINE (DOUBLE SOLID)	CHANNELIZING LINE, TYPE 1		STOP LINE	TRANSVERSE/DIAGONAL LINE		LANE ARROW					RPM DETAILS	ONE WAY		TWO WAY		RAISED PAVEMENT MARKER REMOVED	RPM					
				MI	FT			W	Y			W	Y		W	Y	LT	LT THRU	THRU	RT THRU	RT		WHITE	LANE LINE	YELLOW YELLOW	CENTER LINE			WHITE RED	CHANNELIZING LINE			
								MILE	MILE			FT	FT		FT	FT	FT	FT	EACH	EACH	EACH		EACH	EACH		120'			80'	80'	EACH	EACH	
1	FRA-270	0.60	9.65	9.05	47,784'	CW/CCW	"AS DIRECTED BY THE PROJECT ENGINEER"	0.45	0.45	0.65		100										2,3			29			2	31	31			
2	FRA-665	ON RAMPS/OFF RAMPS					"AS DIRECTED BY THE PROJECT ENGINEER"					100										2						2	2	2			
3	MAD-70	1.87				EB	"AS DIRECTED BY THE PROJECT ENGINEER"	0.02	0.02	0.04												3			2			2	2	2			
4	MAD-70	8.92				EB/WB	"AS DIRECTED BY THE PROJECT ENGINEER"	0.02	0.02	0.04		50										3			2			2	2	2			
TOTALS CARRIED TO GENERAL SUMMARY							0.98		0.73		250																						
TOTALS CARRIED TO GENERAL SUMMARY																																	