

| PROPOSAL NOTE 140 - WORK ZONE 0 | | | |
|---------------------------------|---|-------------------|--------------------------|
| | DESCRIPTION OF CRITICAL WORK | HOURS TO COMPLETE | DISINCENTIVE \$ PER HOUR |
| WEEKEND 1 | I-270 MAINLINE SINGLE LANE CLOSURE (2:1), BETWEEN THE HOURS OF 7 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH WEEKEND 1. | 59 HOURS | \$2,000 |
| WEEKEND 2 | I-270 MAINLINE FULL CLOSURE AND I-270 COLLECTOR DISTRIBUTOR SINGLE LANE CLOSURE (2:1) AND RAMP C, BETWEEN THE HOURS OF 7 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH WEEKEND 2. | 59 HOURS | \$4,500 |
| WEEKEND 3 | I-270 COLLECTOR DISTRIBUTOR SINGLE LANE CLOSURE (2:1) AND COMPLETE CLOSURE OF RAMP C BETWEEN THE HOURS OF 7 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH WEEKEND 3. | 59 HOURS | \$2,500 |
| WEEKEND 4 | I-270 MAINLINE SINGLE LANE CLOSURE (2:1) AND I-270 COLLECTOR DISTRIBUTOR SINGLE LANE CLOSURE (2:1) AND COMPLETE CLOSURE OF RAMP C BETWEEN THE HOURS OF 7 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH WEEKEND 4. | 59 HOURS | \$2,500 |

| PROPOSAL NOTE 129 - WORK ZONE 2 | | | | |
|--|---|-------------------------|-----------------------------------|---------------------------------------|
| DESCRIPTION OF CRITICAL WORK | CALENDAR DAYS TO COMPLETE (DAYS SHALL BE CONSECUTIVE) | DISINCENTIVE \$ PER DAY | WORK WINDOW | |
| | | | START | END |
| ALL WORK ASSOCIATED WITH WORK ZONE 2 - PHASE 1 | 30 | \$27,000 | CONTRACT EXECUTION DATE | PRIOR TO STARTING WORK ZONE 2 PHASE 2 |
| ALL WORK ASSOCIATED WITH WORK ZONE 2 - PHASE 2 | 30 | \$20,000 | COMPLETION OF WORK ZONE 2 PHASE 1 | PRIOR TO STARTING WORK ZONE 2 PHASE 3 |
| ALL WORK ASSOCIATED WITH WORK ZONE 2 - PHASE 3 | 30 | \$15,000 | COMPLETION OF WORK ZONE 2 PHASE 2 | PRIOR TO STARTING WORK ZONE 2 PHASE 4 |
| ALL WORK ASSOCIATED WITH WORK ZONE 2 - PHASE 4 | 30 | \$15,000 | COMPLETION OF WORK ZONE 2 PHASE 3 | PRIOR TO STARTING WORK ZONE 2 PHASE 5 |
| ALL WORK ASSOCIATED WITH WORK ZONE 2 - PHASE 5 | 30 | \$10,000 | COMPLETION OF WORK ZONE 2 PHASE 4 | PROJECT COMPLETION DATE |

| PROPOSAL NOTE 129 - WORK ZONE 3 | | | | |
|--|---|-------------------------|-----------------------------------|---------------------------------------|
| DESCRIPTION OF CRITICAL WORK | CALENDAR DAYS TO COMPLETE (DAYS SHALL BE CONSECUTIVE) | DISINCENTIVE \$ PER DAY | WORK WINDOW | |
| | | | START | END |
| ALL WORK ASSOCIATED WITH WORK ZONE 3 - PHASE 1 | 30 | \$15,000 | CONTRACT EXECUTION DATE | PRIOR TO STARTING WORK ZONE 3 PHASE 2 |
| ALL WORK ASSOCIATED WITH WORK ZONE 3 - PHASE 3 | 30 | \$15,000 | COMPLETION OF WORK ZONE 3 PHASE 2 | PRIOR TO STARTING WORK ZONE 3 PHASE 4 |

| PROPOSAL NOTE 140 - WORK ZONE 4 | | | |
|---------------------------------|---|-------------------|---|
| | DESCRIPTION OF CRITICAL WORK | HOURS TO COMPLETE | DISINCENTIVE \$ PER HOUR |
| WEEKEND 1 | I-270 MAINLINE SINGLE LANE CLOSURE (2:1) 9 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH PHASE 1A. OR I-270 MAINLINE FULL CLOSURE 9 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH PHASE 1A. | 57 HOURS | \$2,000 (2:1 REDUCTION) \$4,500 (FULL CLOSURE) |
| WEEKEND 2 | I-270 MAINLINE SINGLE LANE CLOSURE (2:1) 9 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH PHASE 2A. OR I-270 MAINLINE FULL CLOSURE 9 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH PHASE 2A. | 57 HOURS | \$2,000 (2:1 REDUCTION) \$4,500 (FULL CLOSURE) |
| WEEKEND 3 | I-270 MAINLINE FULL CLOSURE 9 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH PHASE 2C (FINAL BRIDGE DECK OVERLAY). | 57 HOURS | \$4,500 |
| WEEKEND 4 WEEKEND 5 | I-270 COLLECTOR DISTRIBUTOR SINGLE LANE CLOSURE (2:1) AND COMPLETE CLOSURE OF RAMP C BETWEEN THE HOURS OF 9 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH PHASE 3A (OVERLAY TO OCCUR DURING THE SECOND WEEKEND CLOSURE) | 57 HOURS | \$2,500 |
| WEEKEND 6 WEEKEND 7 | I-270 COLLECTOR DISTRIBUTOR SINGLE LANE CLOSURE (2:1) AND COMPLETE CLOSURE OF RAMP C BETWEEN THE HOURS OF 9 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH PHASE 4A (OVERLAY TO OCCUR DURING THE SECOND WEEKEND CLOSURE) | 57 HOURS | \$2,500 |

| PROPOSAL NOTE 140 - WORK ZONE 5 | | | |
|---------------------------------|---|-------------------|--------------------------|
| | DESCRIPTION OF CRITICAL WORK | HOURS TO COMPLETE | DISINCENTIVE \$ PER HOUR |
| WEEKEND 1 | I-270 MAINLINE SINGLE LANE CLOSURE (3:2), BETWEEN THE HOURS OF 7 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH WEEKEND 1. | 59 HOURS | \$2,000 |
| WEEKEND 2 | I-270 MAINLINE SINGLE LANE CLOSURE (3:2), BETWEEN THE HOURS OF 7 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH WEEKEND 2. | 59 HOURS | \$2,000 |
| WEEKEND 3 | I-270 MAINLINE SINGLE LANE CLOSURE (3:2), BETWEEN THE HOURS OF 7 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH WEEKEND 3. | 59 HOURS | \$2,000 |
| WEEKEND 4 | I-270 MAINLINE DOUBLE LANE CLOSURE (3:1), BETWEEN THE HOURS OF 7 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH WEEKEND 4. | 59 HOURS | \$4,500 |



ITEM 614, REPLACEMENT SIGN

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

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

AN ESTIMATED QUANTITY OF 13 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614, REPLACEMENT DRUM

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

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

AN ESTIMATED QUANTITY OF 250 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

MAINTENANCE OF TRAFFIC CONTROL SIGNS

THE CONTRACTOR SHALL MAINTAIN EXISTING SIGNS BY USE OF EXISTING OR TEMPORARY SUPPORTS UNTIL THE PROPOSED SIGNS ARE ERRECTED PER CMS 614.07. ALL COST ASSOCIATED WITH THE MAINTENANCE OF SIGNS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 - MAINTAINING TRAFFIC.

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 WILL BE AS DIRECTED BY THE ENGINEER.

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 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 48 SIGN MONTHS ASSUMING 8 PCMS FOR 6 MONTHS

ITEM 614, WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN

WORK ZONE RAISED PAVEMENT MARKERS, AS PER PLAN, AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614 OR C&MS 621 AS SPECIFIED HEREIN.

RAISED PAVEMENT MARKERS IN USE DURING THE SNOW-PLOWING SEASON SHALL CONFORM TO 621.

RAISED PAVEMENT MARKERS IN USE DURING THE NON-SNOW-PLOW SEASON SHALL CONFORM TO EITHER 614 OR TO 621.

THE SNOW-PLOWING SEASON SHALL RUN FROM OCTOBER 15 THROUGH APRIL 1.

IF PROJECT DELAYS, NOT THE FAULT OF ODOT, CAUSE THE WORK TO EXTEND INTO THE SNOW-PLOWING SEASON, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING WORK ZONE RAISED PAVEMENT MARKERS (WZRPMs) CONFORMING TO C&MS 614, WITH RAISED PAVEMENT MARKERS CONFORMING TO 621, AS DETERMINED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

THIS ITEM SHALL INCLUDE PURCHASE, INSTALLATION AND REMOVAL OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN, INCLUDING FILLING OF ANY DEPRESSIONS CREATED IN THE PAVEMENT AS PER C&MS 621.08.

THE FOLLOWING BID ITEMS SHOULD BE INCLUDED IN THE PLANS:

ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN 5,065 EACH

DELINEATION OF TEMPORARY AND PERMANENT GUARDRAIL

BARRIER REFLECTORS SHALL BE INSTALLED ON ALL TEMPORARY GUARDRAIL USED FOR TRAFFIC CONTROL; AND, ON ALL PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. BARRIER REFLECTORS SHALL CONFORM TO C&MS 626 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET.

OBJECT MARKERS SHALL BE INSTALLED ON ALL TEMPORARY AND PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. GUARDRAIL-MOUNTING OF OBJECT MARKERS SHALL BE MADE BY INSTALLING THE OBJECT MARKERS ON THE EXTENSION BLOCKS RATHER THAN DIRECTLY ONTO THE GUARDRAIL ITSELF. OBJECT MARKERS SHALL CONFORM TO C&MS 614.03 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET WITH A 25 FOOT OFFSET FROM THE BARRIER REFLECTORS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 2, ONE-WAY 368 EACH

ITEM 614, OBJECT MARKER, ONE-WAY 368 EACH

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE ABOVE ITEM(S).

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

| NOTIFICATION OF TRAFFIC RESTRICTIONS TIME FRAME TABLE | | |
|---|----------------------|--|
| ITEM | DURATION OF CLOSURE | NOTIFICATION DUE TO DISTRICT 6 COMMUNICATIONS OFFICE |
| RAMP & ROAD CLOSURES | >=2 WEEKS | 21 CALENDAR DAYS PRIOR TO CLOSURE |
| | >12 HOURS & <2 WEEKS | 14 CALENDAR DAYS PRIOR TO CLOSURE |
| | <=12 HOURS | 4 BUSINESS DAYS PRIOR TO CLOSURE |
| LANE CLOSURES & RESTRICTIONS | >=2 WEEKS | 14 CALENDAR DAYS PRIOR TO CLOSURE |
| | <2 WEEKS | 5 BUSINESS DAYS PRIOR TO CLOSURE |
| START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES | N/A | 14 CALENDAR DAYS PRIOR TO IMPLEMENTATION |

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

PROPOSAL NOTE 121 - INTERIM COMPLETION DATE

| WORK LOCATION CRITICAL WORK | COMPLETION DATE | TIME PERIOD | DISINCENTIVE \$ PER TIME PERIOD | INCENTIVE \$ PER TIME PERIOD | MAX INCENTIVE \$ |
|------------------------------------|-----------------|-------------|---------------------------------|------------------------------|------------------|
| PRE-PHASE PAVEMENT AND WORK ZONE 0 | 11/15/2024 | DAY | \$4,500 | N/A | N/A |

CRITICAL WORK FOR COMPLETION DATE:

PRE-PHASE PAVEMENT OPERATIONS -

CONSTRUCT ALL CROSSOVERS, SHOULDER REPLACEMENT/WIDENING AND TEMPORARY PAVEMENT.

WORK ZONE 0 -

COMPLETE ALL PHASES ASSOCIATED WITH WORK ZONE 0.

DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

INCREASED BARRIER DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL PB AND PERMANENT CONCRETE BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE.

THE INCREASED BARRIER DELINEATION SHALL CONSIST OF EITHER DELINEATION PANELS OR THE TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.

DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED." PANELS SHALL BE INSTALLED AND SPACED PER TRAFFIC SCD MT-101.70.

TRIPLE-STACKED BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTOR WOULD BE OTHERWISE ATTACHED. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TRIPLE-STACKED BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THEY SHALL BE SPACED AND ALIGNED PER TRAFFIC SCD MT-101.70.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, INCREASED BARRIER DELINEATION 61,925 FEET

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

ALONG RUNS OF INCREASED BARRIER DELINEATION WHERE THIS ITEM IS PROVIDED, THE QUANTITY SHALL BE MEASURED AS THE ENTIRE LENGTH OF THE RUN OF INCREASED BARRIER DELINEATION, INCLUDING THE SPACES BETWEEN THE INDIVIDUAL DELINEATION PANELS OR STACKS OF BARRIER REFLECTORS.

PRE-MAINTENANCE OF TRAFFIC MEETING

A PRE-MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD (MINIMUM 14 WORK DAYS) PRIOR TO WORK BEGINNING OR ANY CHANGE OF PHASING. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER (D06.MOT@DOT.OHIO.GOV) AS WELL AS THE CONTRACTOR AND ANY OF HIS SUB-CONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL. FOR COLUMBUS SECTIONS OF ROADWAY, ALSO INCLUDE THE TEMPORARY CONTROL COORDINATOR (614-645-6269 OR 614-645-5845) FROM THE CITY OF COLUMBUS TRANSPORTATION DIVISION.

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

FOR ALL SERVICE RAMP CLOSURES LASTING MORE THAN 12 HOURS BUT LESS THAN 60 HOURS AND/OR, FOR ALL SYSTEM RAMP CLOSURES LASTING MORE THAN 12 HOURS BUT LESS THAN 24 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.

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.

SERVICE RAMP: INTERCHANGE RAMPS BETWEEN FREEWAYS (OR EXPRESSWAYS) AND NON-FREEWAYS (OR NONEXPRESSWAYS). THESE RAMPS PROVIDE ACCESS (CONNECTIONS) BETWEEN FREEWAYS/EXPRESSWAYS AND OTHER PRINCIPAL/MINOR ARTERIALS, COLLECTORS OR LOCAL ROADS.

SYSTEM RAMP: INTERCHANGE RAMPS (OR CONNECTORS) BETWEEN FREEWAYS (OR EXPRESSWAYS) AND FREEWAYS (OR EXPRESSWAYS).

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:

- ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
- AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
- 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 1325 HOURS

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

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

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DRUM REQUIREMENTS

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

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

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 CALENDER DAYS. THIS MEETING SHOULD BE HELD ON THE SAME DAY AND TIME OF EACH WEEK.

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

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

FLOODLIGHTING

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

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

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

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

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

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

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

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

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

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

MAINTENANCE OF TRAFFIC FOR MARKING PAVEMENT REPAIRS

PROVIDE LANE CLOSURES AS PER THE MAINTENANCE OF TRAFFIC NOTES IN THESE PLANS A MINIMUM OF 24 HOURS PRIOR TO PERFORMING PAVEMENT REPAIRS TO ALLOW THE ENGINEER TO IDENTIFY AND MARK THE AREAS OF THE PAVEMENT IN NEED OF REPAIRS.

PAYMENT FOR ALL LABOR, EQUIPMENT, LAW ENFORCEMENT OFFICERS AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

EARTHWORK FOR MAINTAINING TRAFFIC

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE PLAN FOR INFORMATION ONLY.

EXCAVATION FOR MAINTAINING TRAFFIC 65 CU. YD.
 EMBANKMENT FOR MAINTAINING TRAFFIC 1545 CU. YD.

WHEN UNDERCUTS ARE NECESSARY FOR MAINLINE PAVEMENT OR EMBANKMENT CONSTRUCTION, EVALUATE THE NEED FOR TEMPORARY ROAD UNDERCUTS IF WITHIN A CLOSE PROXIMITY TO THE MAINLINE UNDERCUTS. A GEOTECHNICAL EVALUATION SHOULD BE CONSIDERED TO DETERMINE IF THE EXISTING SOIL CONDITIONS ARE ADEQUATE TO SUPPORT THE TEMPORARY ROAD. ADDITIONAL SOIL BORINGS ALONG THE TEMPORARY ROAD ARE NOT NORMALLY REQUIRED.

ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN

THIS WORK SHALL CONSIST OF FURNISHING, MAINTAINING, AND SUBSEQUENTLY REMOVING A 50-INCH PORTABLE BARRIER AT THE LOCATIONS SHOWN ON THE PLANS. FOR DETAILS, SEE SCD RM-4.1.

PORTABLE STEEL BARRIER IS AN APPROVED ALTERNATIVE TO PORTABLE CONCRETE BARRIER. FOR INFORMATION ON APPROVED VENDORS, SEE THE APPROVED PRODUCTS LIST MAINTAINED BY THE OFFICE OF ROADWAY ENGINEERING.

PORTABLE BARRIER, 32 INCHES HIGH WITH AN 18-INCH MINIMUM HEIGHT GLARE SCREEN MAY BE USED AT THE OPTION OF THE CONTRACTOR. THE GLARE SCREEN SHALL BE CONSTRUCTED USING ONE OF THE SCREENS PROVIDED ON THE APPROVED LIST, AVAILABLE ON THE OFFICE OF ROADWAY ENGINEERING WEBSITE.

PADDLE OR INTERMITTENT TYPE GLARE SCREENS SHALL BE DESIGNED USING A 20 DEGREE CUT-OFF ANGLE BASED ON TANGENT ALIGNMENT. THAT SPACING SHALL BE USED THROUGHOUT THE BARRIER LENGTH WITHOUT REGARD TO BARRIER CURVATURE.

THE GLARE SCREEN SYSTEM SHALL BE SECURELY FASTENED TO THE 32-INCH PORTABLE BARRIER USING THE HARDWARE AND PROCEDURES SPECIFIED BY THE MANUFACTURER.

FOR DIRECTIONS ON HOW TO INSTALL THE GLARE SCREEN AND THE BARRIER, SEE THE MANUFACTURER'S INSTRUCTIONS.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN.

ITEM 202 - CABLE BARRIER REMOVAL, AS PER PLAN

THE CONTRACTOR SHALL REMOVE PORTIONS OF THE EXISTING CABLE BARRIER SYSTEM IMPACTED BY MAINTENANCE OF TRAFFIC CROSSOVERS. THE CONTRACTOR SHALL PLACE A TEMPORARY ANCHORAGE AT THE LIMITS OF DISTURBANCE. IF A CROSSOVER IS NOT IN USE FOLLOWING REMOVAL OF THE CABLE BARRIER, THE CONTRACTOR SHALL ERECT PORTABLE BARRIER TO PREVENT CROSSOVER COLLISIONS. UPON THE COMPLETION OF THE CONSTRUCTION AND REMOVAL OF THE CROSSOVER, THE CONTRACTOR SHALL RESTORE THE BARRIER SYSTEM TO THE ORIGINAL CONFIGURATION. ALL COSTS INCLUDING LABOR, MATERIALS, AND EQUIPMENT TO TEMPORARILY RECONFIGURE THE SYSTEM AND RESTORE THE ORIGINAL LAYOUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 202 - CABLE BARRIER REMOVED, AS PER PLAN.

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN

PRE-PHASE STEP 1 AND PRE-PHASE STEP 2 WORK DETAILS EXISTING SHOULDERS THAT SHALL BE RECONSTRUCTED PRIOR TO SHIFTING TRAFFIC. ADDITIONALLY PORTIONS OF WORK ZONE 1, WORK ZONE 3, AND WORK ZONE 4 MUST HAVE EXISTING SHOULDERS RECONSTRUCTED PRIOR TO SHIFTING TRAFFIC THAT ARE NOT COVERED BY THE PREPHASE WORKZONE. THE PAVEMENT COMPOSITION SHALL CONFORM TO C&MS 615.05 AND NO SUBSTITUTIONS FOR ITEM 304 SHALL BE ALLOWED UNLESS APPROVED BY THE PROJECT ENGINEER. THESE SHOULDERS SHALL REMAIN IN PLACE AT THE COMPLETION OF THE PROJECT.

ALL COSTS ASSOCIATED WITH RECONSTRUCTING THE EXISTING SHOULDERS SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN UNLESS ITEMIZED SEPARATELY.

| I-270 NORTHBOUND | | | | I-270 SOUTHBOUND | | | |
|------------------|----|-----------|--------------|------------------|----|-----------|---------------|
| INSIDE SHOULDER | | | | INSIDE SHOULDER | | | |
| 733+20.36 | TO | 746+95.96 | Min. 7 ft. | 740+81.11 | TO | 746+81.19 | Min. 5 ft. |
| 748+73.22 | TO | 777+89.09 | Min. 7 ft.** | 748+58.66 | TO | 778+14.36 | Min. 6 ft.** |
| 780+51.59 | TO | 785+81.59 | Min. 5 ft.** | 780+28.09 | TO | 792+66.59 | Min. 6 ft. |
| 841+94.97 | TO | 845+46.15 | Min. 4 ft. | 835+90.12 | TO | 839+28.77 | Min. 4 ft. |
| 848+80.30 | TO | 859+97.15 | Min. 4 ft. | 848+53.60 | TO | 865+50.00 | Min. 4 ft. |
| 859+97.15 | TO | 878+38.76 | Min. 9 ft.** | 865+50.00 | TO | 878+38.76 | Min 10 ft.** |
| 878+38.76 | TO | 881+24.64 | Min. 4 ft.** | 878+38.76 | TO | 881+31.96 | Min. 4 ft. |
| 882+17.09 | TO | 884+96.97 | Min. 4 ft. | 882+24.55 | TO | 885+14.11 | Min. 4 ft.** |
| 884+96.97 | TO | 909+91.80 | Min. 8 ft.** | 885+14.11 | TO | 909+00.00 | Min. 9 ft.** |
| 909+91.80 | TO | 912+70.26 | Min. 4 ft.** | 909+00.00 | TO | 912+18.52 | Min. 4 ft.** |
| 915+08.72 | TO | 920+69.07 | Min. 4 ft. | 914+31.87 | TO | 921+29.20 | Min. 4 ft. |
| 923+09.66 | TO | 926+09.97 | Min. 4 ft.** | 923+70.91 | TO | 927+49.78 | Min. 4 ft.** |
| 926+09.97 | TO | 958+30.55 | Min. 9 ft.** | 927+49.78 | TO | 972+29.09 | Min. 10 ft.** |

| I-270 NORTHBOUND | | | | I-270 SOUTHBOUND | | | |
|------------------|----|-----------|-------------|------------------|----|-----------|---------------|
| OUTSIDE SHOULDER | | | | OUTSIDE SHOULDER | | | |
| 730+17.81 | TO | 747+07.98 | Min 10 ft. | 739+86.11 | TO | 746+69.15 | Min 10 ft. |
| 748+85.38 | TO | 748+89.09 | Min 10 ft. | 748+46.91 | TO | 778+14.36 | Min 10 ft. |
| 780+51.59 | TO | 788+41.59 | Min 10 ft. | 780+27.09 | TO | 797+60.33 | Min 10 ft. |
| 824+27.71 | TO | 836+79.75 | Min. 8 ft. | 848+51.85 | TO | 849+13.94 | Min. 4 ft. |
| 865+69.25 | TO | 881+18.28 | Min. 10 ft. | 849+57.57 | TO | 862+15.89 | Min. 15 ft.** |
| 882+11.12 | TO | 913+08.49 | Min. 10 ft. | 861+24.77 | TO | 881+38.50 | Min. 6 ft. |
| 915+23.45 | TO | 920+21.92 | Min. 10 ft. | 882+30.27 | TO | 911+79.93 | Min. 10 ft. |
| 922+64.19 | TO | 953+51.55 | Min. 10 ft. | 913+94.68 | TO | 921+75.86 | Min. 10 ft. |
| | | | | 923+19.05 | TO | 959+58.95 | Min. 10 ft. |

** NOTE: DENOTES SHOULDER WIDENING FROM THE EXISTING SHOULDER WIDTH. ALL OTHER STATION RANGES TO MATCH EXISTING SHOULDER WIDTH.

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ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM

THIS WORK SHALL CONSIST OF FURNISHING, ERECTING, OPERATING, MAINTAINING AND REMOVING A WORK ZONE LIGHTING SYSTEM FOR A SINGLE CROSSOVER, OR OVERLAPPING A PAIR OF CROSSOVERS. THE SYSTEM SHALL BE AS SHOWN ON TRAFFIC SCD MT-100.00. THE CONTRACTOR SHALL ARRANGE FOR AND PAY FOR POWER. ALL MATERIALS AND CONSTRUCTION SHALL COMPLY WITH APPLICABLE PORTIONS OF 625 AND 725 EXCEPT: THE PERFORMANCE TEST OF 625.19F, AND CERTIFIED DRAWING REQUIREMENT OF 625.06, ARE WAIVED AND USED MATERIALS IN GOOD CONDITION ARE ACCEPTABLE.

POLES WHICH ARE NOT PROTECTED BY GUARDRAIL OR PORTABLE BARRIER SHALL BE LOCATED OUTSIDE THE CLEAR ZONE, AND SHOULD BE LOCATED AT LEAST 30 FEET (PREFERABLY 40 FEET) FROM THE EDGE OF PAVEMENT WHEN POSSIBLE. ADDITIONAL POLE LINES, CABLES AND APPURTENANCES NECESSARY TO FURNISH POWER TO THE LIGHTING SYSTEM SHALL BE INCLUDED IN THIS ITEM. SERVICE POLES SHALL BE POSITIONED WITH THE SAME CONSTRAINTS AS THE LIGHTING POLES AS A MINIMUM.

PAYMENT WILL BE MADE AT THE UNIT PRICE PER EACH FOR ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM THROUGHOUT ALL PHASES OF WORK WHEN THE CROSSOVER ROADWAYS ARE USED. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR IMPLEMENTATION OF A WORK ZONE CROSS OVER LIGHTING SYSTEM.

ITEM 614 - WORK ZONE CROSSOVER LIGHTING SYSTEM - 3 EACH

ITEM 618 - RUMBLE STRIPS (ASPHALT CONCRETE) REMOVAL, AS PER PLAN

THE CONTRACTOR SHALL MILL 2 INCHES DEEP BY 2 FEET WIDE OF THE EXISTING ASPHALT SHOULDER IN ORDER TO REMOVE THE EXISTING RUMBLE STRIPS AT THE FOLLOWING LOCATIONS:

ALONG SOUTHBOUND I.R. 270 CD LANES

STA. 998+66 TO STA. 1002+70 (INSIDE SHOULDER) = 404 FT.
STA. 1004+15 TO STA. 1010+84 (INSIDE SHOULDER) = 669 FT.

ALONG SOUTHBOUND I.R. 270 MAINLINE LANES

STA. 971+90 TO STA. 975+41 (OUTSIDE SHOULDER) = 351 FT.
STA. 979+97 TO STA. 982+32 (OUTSIDE SHOULDER) = 235 FT.
STA. 971+05 TO STA. 975+19 (INSIDE SHOULDER) = 414 FT.
STA. 979+72 TO STA. 993+17 (INSIDE SHOULDER) = 1,345 FT.

ALONG NORTHBOUND I.R. 270 MAINLINE LANES

STA. 961+33 TO STA. 974+63 (OUTSIDE SHOULDER) = 1,330 FT.
STA. 979+17 TO STA. 984+13 (OUTSIDE SHOULDER) = 496 FT.
STA. 961+72 TO STA. 974+85 (INSIDE SHOULDER) = 1,313 FT.
STA. 979+41 TO STA. 982+18 (INSIDE SHOULDER) = 277 FT.

THE CONTRACTOR SHALL THEN COAT ALL MILLED SURFACES (HORIZONTAL AND VERTICAL) WITH APPROVED AC LIQUID. NEXT THE CONTRACTOR SHALL PLACE 2 INCHES OF ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, (448).

AN ESTIMATED QUANTITY OF 6,834 FEET HAS BEEN CARRIED TO THE GENERAL SUMMARY.

WORK ZONE QUEUE DETECTION WARNING SYSTEM

THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN AN APPROVED WORK ZONE QUEUE DETECTION WARNING SYSTEM (WZQDWS) AS PER SUPPLEMENTAL SPECIFICATION 896.

THE INITIAL LOCATIONS OF THE PORTABLE NON-INTRUSIVE TRAFFIC SENSOR SHALL BE AT THE BEGINNING OF THE TAPER, 0.5 MILES FROM THE TAPER, 1 MILE FROM THE TAPER AND 1.5 MILES FROM THE TAPER. THE INITIAL LOCATION OF PCMS SHALL BE AT 2.5 MILES FROM THE TAPER. IT IS EXPECTED THAT THESE LOCATIONS WILL VARY BASED ON PLANNED OR UNPLANNED PHASE AND TRAFFIC PATTERN CHANGES. THE LOCATIONS AND PLACEMENT OF THE SENSORS AND PCMS SHALL BE DISCUSSED AT THE PRE-MAINTENANCE OF TRAFFIC MEETING. PLACEMENT, OPERATION, AND MAINTENANCE AND ALL ACTIVATION OF THE DEVICES BY THE CONTRACTOR SHALL BE DIRECTED BY THE ENGINEER.

THE FOLLOWING TRAFFIC SENSOR THRESHOLDS AND PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) MESSAGES SHALL BE USED:
GREATER THAN OR EQUAL TO 50 MPH - USE FOUR CORNER CAUTION MODE
BETWEEN 50 MPH AND 25 MPH - TRAFFIC AHEAD XX MPH/ SLOW DOWN
BELOW OR EQUAL TO 25 MPH - TRAFFIC AHEAD XX MPH/ PREPARE TO STOP

FOUR CORNER FLASHING CAUTION MODE SHALL CONSIST OF THE USE OF ONE ASTERISK IN EACH CORNER OF THE PCMS DISPLAY (4 TOTAL ASTERISKS).

XX SHALL BE ROUNDED UP TO THE NEAREST MULTIPLE OF 5 MPH MINUS 1. OCCUPANCY MAY BE DIRECTED TO BE USED BASED ON CERTAIN TRAFFIC CONDITIONS AND SCENARIOS. ODOT WILL DIRECT THE CONTRACTOR OF THE THRESHOLDS TO BE USED FOR THOSE AREAS WHERE OCCUPANCY IS DIRECTED TO BE USED.

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

ITEM 896, PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS II 30 SIGN MONTHS

ASSUMING 3 SENSORS FOR 1 MONTH FOR WORK ZONE 0 WORK

ASSUMING 3 SENSORS FOR 4 MONTHS FOR WORK ZONE 2 WORK

ASSUMING 3 SENSORS FOR 4 MONTHS FOR WORK ZONE 3 WORK

ASSUMING 3 SENSORS FOR 1 MONTH FOR WORK ZONE 5 WORK

ITEM 896, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 10 SIGN MONTHS

ASSUMING 1 PCMS SIGN FOR 1 MONTH FOR WORK ZONE 0 WORK

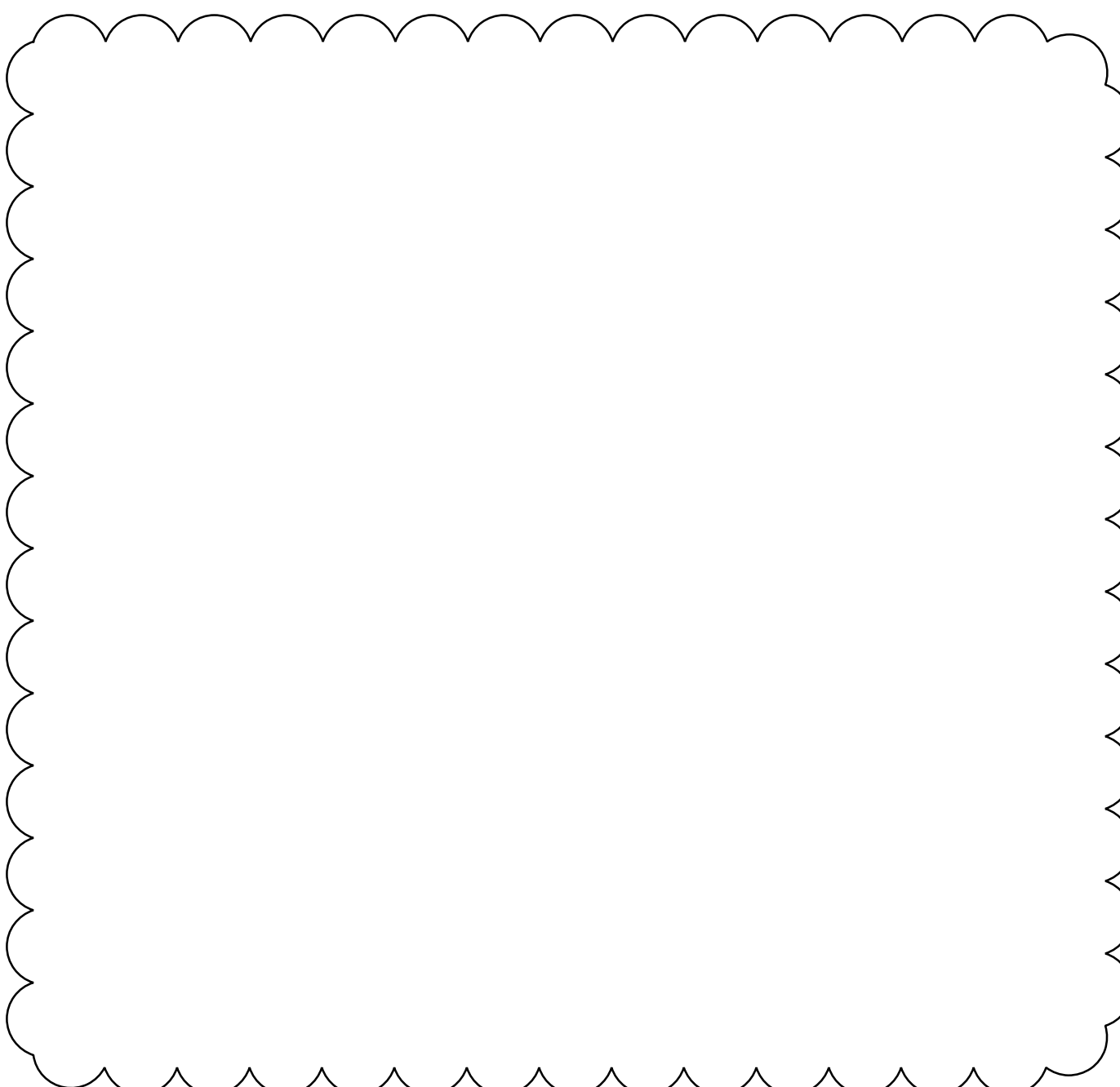
ASSUMING 1 PCMS SIGN FOR 4 MONTHS FOR WORK ZONE 2 WORK

ASSUMING 1 PCMS SIGN FOR 4 MONTHS FOR WORK ZONE 3 WORK

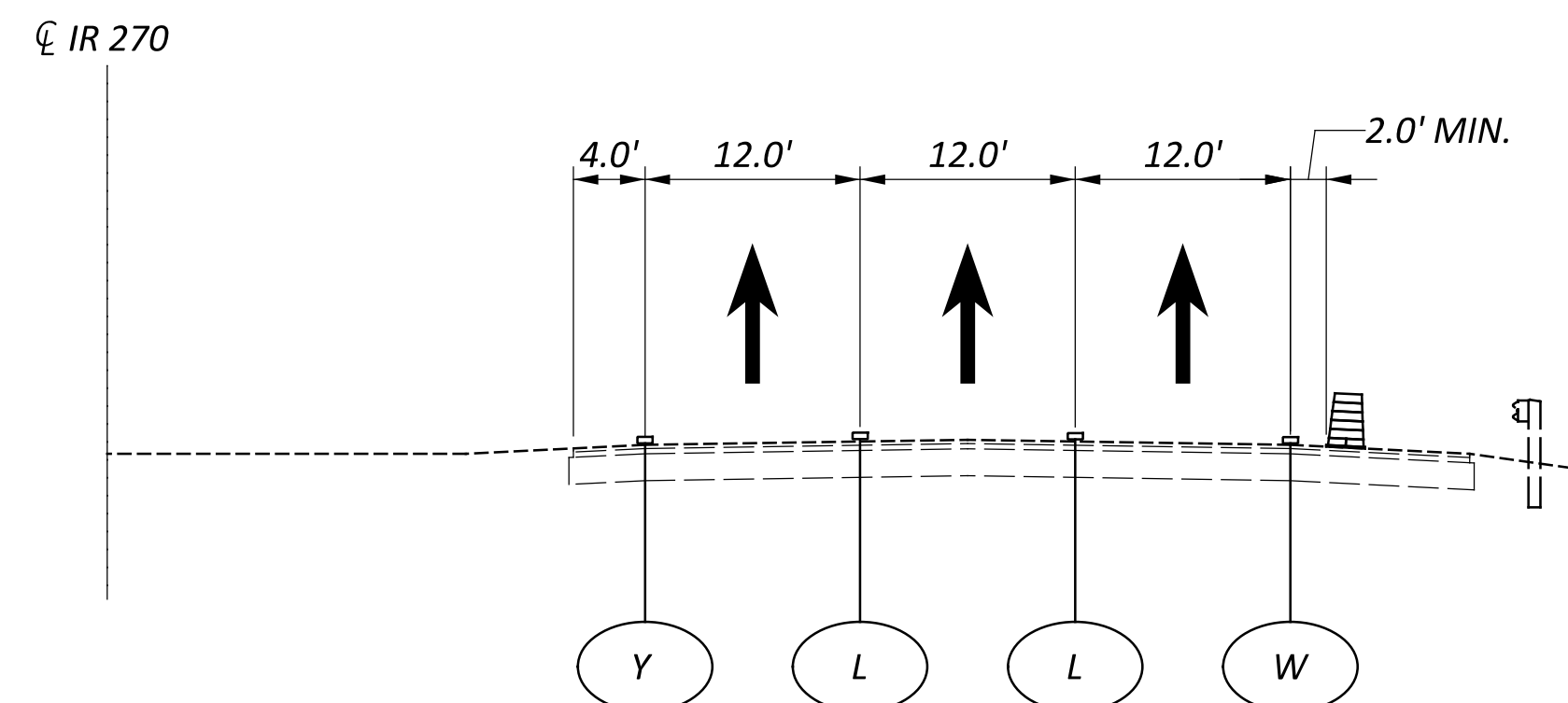
ASSUMING 1 PCMS SIGN FOR 1 MONTH FOR WORK ZONE 5 WORK

MAINTENANCE OF TRAFFIC FOR JOINT REPAIRS:

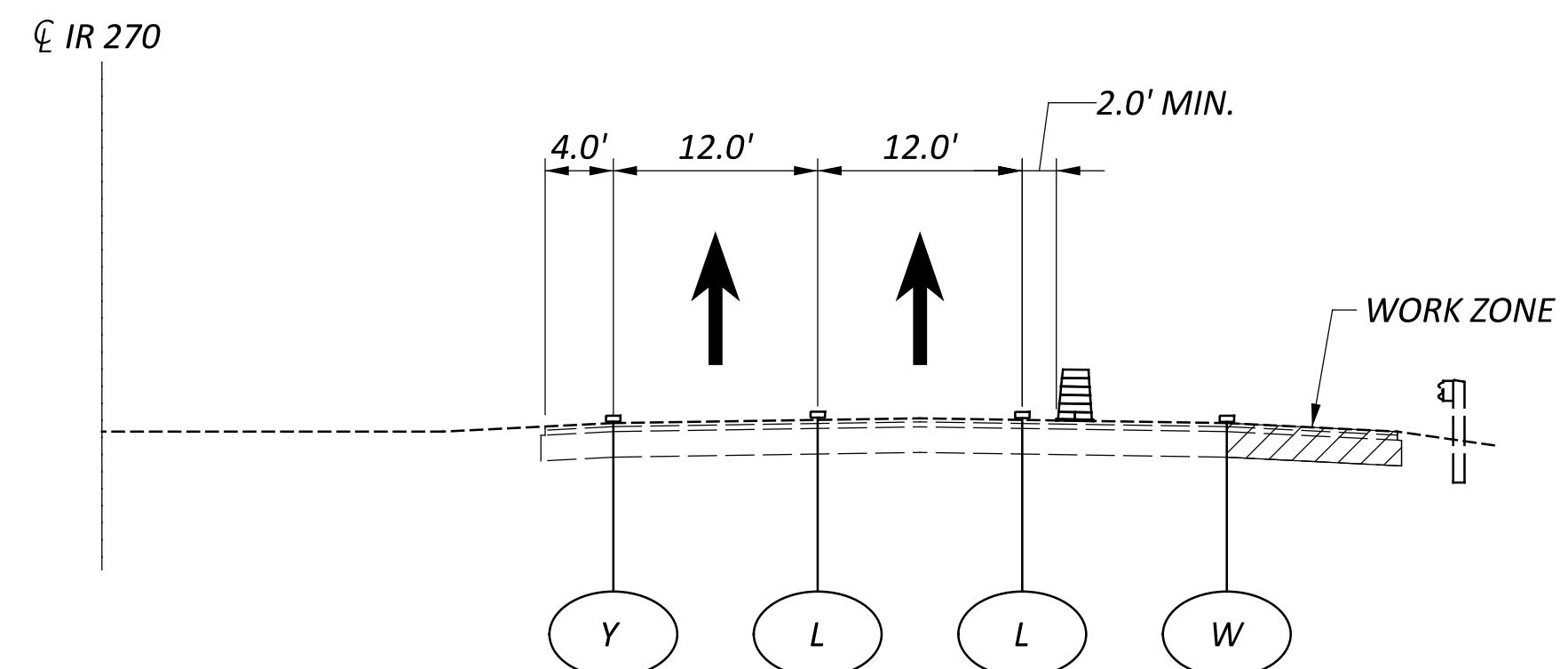
THE CONTRACTOR MAY PERFORM JOINT REPAIRS LOCATED WITHIN THE PREVIOUSLY DESCRIBED WORK ZONES DURING THE INDIVIDUAL PHASE SETUPS SHOWN IN THE PLANS AS LONG AS THE REPAIRS DO NOT VIOLATE THE LANE VALUE CONTRACT TABLES HEREIN, EXTEND PREVIOUSLY APPROVED WEEKEND CLOSURES, AND MEET THE REQUIREMENTS OF SCD MT-101.90. REPAIRS NOT COMPLETED WITHIN THE WORK ZONES ABOVE SHALL BE COMPLETED PRIOR TO FINAL RESURFACING USING LANE SHIFTS OR LANE CLOSURES PER THE LANE VALUE CONTRACT TABLES AND APPLICABLE STANDARD CONSTRUCTION DRAWINGS.



SHOULDER WORK NOT OTHERWISE SPECIFIED IN THE PLANS



NON-WORKING HOURS



WORKING HOURS

NOTE: DURING THE HOURS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER MT 95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 270. SEE THE WORKING AND NON-WORKING HOURS IN THE LANE VALUE CONTRACT TABLES FOR DETAILS. SHOULDER WORK SHALL BE LIMITED TO THE LENGTH OF WORK THAT CAN BE COMPLETED IN THE SAME DAY.

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SEQUENCE OF CONSTRUCTION

THE FOLLOWING DESIGNATED WORK ZONES HAVE BEEN ESTABLISHED TO BE CONSTRUCTED INDEPENDENTLY OF EACH OTHER. WORK ZONE 0 SHALL BE COMPLETED PRIOR TO OR ALONG WITH PRE-PHASE PAVEMENT OPERATIONS. WORK ZONE 1 AND 4 CAN BE COMPLETED AT ANY TIME, INCLUDING CONCURRENTLY WITH WORK ZONE 2 OR WORK ZONE 3. WORK ZONE 2 AND WORK ZONE 3 SHALL NOT BE CONSTRUCTED AT THE SAME TIME DUE TO OVERLAP OF THE LANE SHIFTS/CLOSURES. IT IS ANTICIPATED THAT WORK ZONE 0, WORK ZONE 1 AND WORK ZONE 3 WILL BE COMPLETED DURING THE FIRST CONSTRUCTION SEASON AND WORK ZONE 2, WORK ZONE 4 AND WORK ZONE 5 WILL BE COMPLETED IN THE SECOND CONSTRUCTION SEASON. PAVEMENT RESURFACING SHALL ONLY OCCUR ONCE ALL WORK ZONES ARE COMPLETE AND ALL PAVEMENT REPAIRS ARE FINISHED.

PRE-PHASE PAVEMENT OPERATIONS

PRIOR TO SHIFTING TRAFFIC FOR ANY CONSTRUCTION ACTIVITIES WITHIN WORK ZONE 2 AND WORK ZONE 3, ALL INSIDE AND OUTSIDE SHOULDERS MUST BE REPLACED WITH FULL DEPTH PAVEMENT AND WIDENED AS SHOWN IN THE PLANS. SHOULDER REPLACEMENT REQUIRED PRIOR TO SHIFTING TRAFFIC IN WORK ZONE 1 AND WORK ZONE 4 SHALL BE DONE DURING ALLOWABLE LANE CLOSURE TIMES AS SHOWN IN THE LANE VALUE CONTRACT TABLE.

WORK ZONE 0 (SOUTHBOUND NOE BIXBY)

PHASE 1A

DROP THE INSIDE LANE OF SOUTHBOUND I-270 MAINLINE ALONG WITH THE INSIDE LANE OF SOUTHBOUND I-270 COLLECTOR DISTRIBUTOR AS SHOWN. COMPLETE PHASE 1A WORK ON THE SOUTHBOUND NOE BIXBY STRUCTURE. THESE LANE REDUCTIONS SHALL LAST ONE WEEKEND AS PER PROPOSAL NOTE 140.

PHASE 1B

CLOSE THE SOUTHBOUND I-270 MAINLINE LANES NORTH OF MAIN STREET AND DIVERT ALL TRAFFIC TO THE SOUTHBOUND I-270 COLLECTOR DISTRIBUTOR. CLOSE RAMP C AND REDUCE THE SOUTHBOUND COLLECTOR DISTRIBUTOR TO A SINGLE LANE AS SHOWN IN THE PLANS. COMPLETE PHASE 1B WORK ON THE SOUTHBOUND NOE BIXBY STRUCTURE. THESE LANE CLOSURES/REDUCTIONS SHALL LAST ONE WEEKEND AS PER PROPOSAL NOTE 140.

PHASE 2A

DROP THE OUTSIDE LANE OF SOUTHBOUND I-270 MAINLINE ALONG WITH THE OUTSIDE LANE OF SOUTHBOUND I-270 COLLECTOR DISTRIBUTOR AND SHIFT LANES TO THE INSIDE. COMPLETE PHASE 1B WORK ON THE SOUTHBOUND NOE BIXBY STRUCTURE. THESE LANE REDUCTIONS SHALL LAST ONE WEEKEND AS PER PROPOSAL NOTE 140.

PHASE 2B

DROP THE OUTSIDE LANE OF SOUTHBOUND I-270 MAINLINE ALONG WITH THE OUTSIDE LANE OF SOUTHBOUND I-270 COLLECTOR DISTRIBUTOR AND SHIFT LANES TO THE INSIDE. COMPLETE PHASE 1B WORK ON THE SOUTHBOUND NOE BIXBY STRUCTURE. THESE LANE REDUCTIONS SHALL LAST ONE WEEKEND AS PER PROPOSAL NOTE 140.

WORK ZONE 1 (IORY RAILROAD AND ALUM CREEK)

PHASE 1

DROP THE INSIDE LANE OF NORTHBOUND I-270 AND SHIFT REMAINING 2 LANES ONTO THE OUTSIDE SHOULDER. COMPLETE WORK ON THE IORY RAILROAD AND ALUM CREEK STRUCTURES AS SHOWN IN THE PLANS. THIS LANE REDUCTION SHALL LAST ONE WEEKEND AS PER THE LANE VALUE CONTRACT TABLE.

PHASE 2A

DROP THE OUTSIDE LANE OF NORTHBOUND I-270 AND SHIFT REMAINING 2 LANES ONTO THE INSIDE SHOULDER. COMPLETE WORK ON THE IORY RAILROAD AND ALUM CREEK STRUCTURES AS SHOWN IN THE PLANS. THIS LANE REDUCTION SHALL LAST ONE WEEKEND AS PER THE LANE VALUE CONTRACT TABLE.

PHASE 2B

REOPEN THE OUTSIDE LANE OF NORTHBOUND I-270 IN THE SHIFTED PHASE 2A CONFIGURATION AS SHOWN IN THE PLANS. COMPLETE ANY REMAINING WORK NOT FINISHED DURING THE PHASE 2A WEEKEND LANE CLOSURE.

PHASE 3

DROP THE INSIDE LANE OF SOUTHBOUND I-270 AND SHIFT REMAINING 2 LANES ONTO THE OUTSIDE SHOULDER. COMPLETE WORK ON THE IORY RAILROAD AND ALUM CREEK STRUCTURES AS SHOWN IN THE PLANS. THIS LANE REDUCTION SHALL LAST ONE WEEKEND AS PER THE LANE VALUE CONTRACT TABLE.

PHASE 4A

DROP THE OUTSIDE LANE OF SOUTHBOUND I-270 AND SHIFT REMAINING 2 LANES ONTO THE INSIDE SHOULDER. COMPLETE WORK ON THE IORY RAILROAD AND ALUM CREEK STRUCTURES AS SHOWN IN THE PLANS. THIS LANE REDUCTION SHALL LAST ONE WEEKEND AS PER THE LANE VALUE CONTRACT TABLE.

PHASE 4B

REOPEN THE OUTSIDE LANE OF SOUTHBOUND I-270 IN THE SHIFTED PHASE 4A CONFIGURATION AS SHOWN IN THE PLANS. COMPLETE ANY REMAINING WORK NOT FINISHED DURING THE PHASE 2A WEEKEND LANE CLOSURE.

WORK ZONE 2 (US 33)

PHASE 1

REDIRECT MIDDLE LANE OF NORTHBOUND I-270 ONTO THE CD RAMP AT THE US 33 INTERCHANGE. ENTRANCE RAMP FROM US 33 EAST TO I-270 NORTH SHALL BE CLOSED FOR PHASES 1-5 AND DETOURED AS SHOWN IN THE PLANS. CROSSOVER INSIDE LANE OF SOUTHBOUND I-270 TRAFFIC. SHIFT REMAINING TWO LANES OF SOUTHBOUND TRAFFIC ONTO THE OUTSIDE SHOULDER AND COMPLETE WORK ON THE SOUTHBOUND I-270 STRUCTURE AS SHOWN. ENTRANCE RAMP FROM US 33 EAST TO I-270 SOUTH SHALL BE CLOSED FOR PHASES 1-2 AND DETOURED AS SHOWN.

PHASE 2

NORTHBOUND I-270 TRAFFIC REMAINS IN THE PHASE 1 CONFIGURATION FOR PHASE 2. INSIDE SOUTHBOUND I-270 LANE CROSSES OVER IN THE SAME CONFIGURATION AS PHASE 1. SHIFT 2 REMAINING OUTSIDE I-270 SOUTHBOUND LANES ONTO THE INSIDE SHOULDER AND COMPLETE REMAINING WORK ON THE SOUTHBOUND STRUCTURE AS SHOWN.

PHASE 3

I-270 SOUTHBOUND TRAFFIC SHALL BE RETURNED TO ORIGINAL LANE CONFIGURATION PRIOR TO THE START OF PHASE 3. I-270 NORTHBOUND TRAFFIC REMAINS IN THE PHASE 1 CONFIGURATION. COMPLETE WORK ON THE I-270 NORTHBOUND STRUCTURE AS SHOWN IN THE PLANS.

PHASE 4

THE TWO OUTSIDE I-270 NORTHBOUND TRAFFIC REMAINS IN THE PHASE 1 CONFIGURATION. SHIFT THE INSIDE I-270 NORTHBOUND LANE TO THE INSIDE SHOULDER AND COMPLETE WORK ON THE I-270 NORTHBOUND STRUCTURE AS SHOWN IN THE PLANS.

PHASE 5 (NOT SHOWN)

RETURN NORTHBOUND I-270 TRAFFIC TO ORIGINAL CONFIGURATION PRIOR TO THE START OF PHASE 5. FULLY CLOSE THE I-270 CD STRUCTURE AND DETOUR US 33 EAST TO I-270 NORTH AND US 33 WEST TO I-270 NORTH. COMPLETE ALL STRUCTURES WORK AS SHOWN IN THE PLANS.

WORK ZONE 3 (MASON RUN, REFUGEE ROAD AND HAMILTON ROAD)

PHASE 1

DROP THE OUTSIDE LANE OF NORTHBOUND I-270 AND CROSSOVER REMAINING NORTHBOUND LANE AS SHOWN IN THE PLANS. SHIFT THE NORTHBOUND I-270 CD LANE TO THE OUTSIDE AND COMPLETE WORK ON THE MASON RUN, REFUGEE ROAD AND HAMILTON ROAD STRUCTURES AS SHOWN.

PHASE 2

CROSSOVER INSIDE NORTHBOUND LANE IN THE PHASE 1 CONFIGURATION. SHIFT OUTSIDE MAINLINE NORTHBOUND LANE AND THE I-270 CD LANE TO THE INSIDE AND COMPLETE WORK ON THE MASON RUN, REFUGEE ROAD AND HAMILTON ROAD STRUCTURES AS SHOWN.

PHASE 3

DROP THE OUTSIDE LANE OF SOUTHBOUND I-270 AND CROSSOVER INSIDE SOUTHBOUND LANE AS SHOWN IN THE PLANS. SHIFT REMAINING SOUTHBOUND LANE TO THE INSIDE AND COMPLETE WORK ON THE MASON RUN, REFUGEE ROAD AND HAMILTON ROAD STRUCTURES AS SHOWN.

PHASE 4

CROSSOVER I-270 INSIDE SOUTHBOUND LANE IN THE PHASE 3 CONFIGURATION. SHIFT REMAINING TWO SOUTHBOUND LANES TO THE OUTSIDE AND COMPLETE WORK ON THE MASON RUN, REFUGEE ROAD AND HAMILTON ROAD STRUCTURES AS SHOWN.

WORK ZONE 4 (NORFOLK SOUTHERN RAILROAD)

PHASE 1A

DROP THE OUTSIDE LANE OF SOUTHBOUND I-270 AND SHIFT REMAINING INSIDE LANE ONTO THE INSIDE SHOULDER. COMPLETE WORK ON THE NORFOLK SOUTHERN STRUCTURE AS SHOWN IN THE PLANS. THIS LANE REDUCTION SHALL LAST ONE WEEKEND AS PER PROPOSAL NOTE 140.

IN LIEU OF THE 2:1 LANE REDUCTION THE CONTRACTOR MAY ELECT TO UTILIZE A FULL CLOSURE OF THE I-270 MAINLINE WITH TRAFFIC DIVERTED TO THE CD ROAD TO COMPLETE THE PHASE 1A WORK. SEE THE APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTIONS NOTE ALONG WITH PROPOSAL NOTE 140 FOR ADDITIONAL DETAILS. THE I-270 SOUTHBOUND MAINLINE CLOSURE SHALL LAST ONE WEEKEND. SEE SHEETS 73M-73O FOR THE I-270 SOUTHBOUND MAINLINE CLOSURE DETAILS.

PHASE 1B

INSIDE LANE OF I-270 SOUTHBOUND REMAINS IN THE 1A CONFIGURATION. OPEN THE OUTSIDE LANE AND COMPLETE OUTSIDE BARRIER WORK AS SHOWN. ANY LANE CLOSURES DURING THE BARRIER WORK SHALL ONLY OCCUR DURING THE ALLOWABLE TIMES IN THE LANE VALUE CONTRACT TABLES.

PHASE 2A

DROP THE INSIDE LANE OF SOUTHBOUND I-270 AND SHIFT REMAINING OUTSIDE LANE ONTO THE OUTSIDE SHOULDER. COMPLETE WORK ON THE NORFOLK SOUTHERN RAILROAD STRUCTURE AS SHOWN IN THE PLANS. THIS LANE REDUCTION SHALL LAST ONE WEEKEND AS PER PROPOSAL NOTE 140.

IN LIEU OF THE 2:1 LANE REDUCTION THE CONTRACTOR MAY ELECT TO UTILIZE A FULL CLOSURE OF THE I-270 MAINLINE WITH TRAFFIC DIVERTED TO THE CD ROAD TO COMPLETE THE PHASE 2A WORK. SEE THE APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTIONS NOTE ALONG WITH PROPOSAL NOTE 140 FOR ADDITIONAL DETAILS. THE I-270 SOUTHBOUND MAINLINE CLOSURE SHALL LAST ONE WEEKEND. SEE SHEETS 73M-73O FOR THE I-270 SOUTHBOUND MAINLINE CLOSURE DETAILS.

PHASE 2B

OUTSIDE LANE OF I-270 SOUTHBOUND REMAINS IN THE 2A CONFIGURATION. OPEN THE INSIDE LANE AND COMPLETE INSIDE BARRIER WORK AS SHOWN. ANY LANE CLOSURES DURING THE BARRIER WORK SHALL ONLY OCCUR DURING THE ALLOWABLE TIMES IN THE LANE VALUE CONTRACT TABLES.

PHASE 2C (NOT SHOWN)

CLOSE I-270 SOUTHBOUND MAINLINE AND DIVERT TRAFFIC TO THE CD ROAD. COMPLETE FINAL BRIDGE DECK OVERLAY. SEE THE APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTIONS NOTE ALONG WITH PROPOSAL NOTE 140 FOR ADDITIONAL DETAILS. THE I-270 SOUTHBOUND MAINLINE CLOSURE SHALL LAST ONE WEEKEND. SEE SHEETS 73M-73O FOR THE I-270 SOUTHBOUND MAINLINE CLOSURE DETAILS.

PHASE 3A

CLOSE THE ENTRANCE RAMP FROM I-70 EAST TO I-270 SOUTH PRIOR TO THE START OF PHASE 3 AND DETOUR AS SHOWN IN THE PLANS. DROP INSIDE LANE OF THE SOUTHBOUND I-270 CD PRIOR TO THE I-70 INTERCHANGE. SHIFT REMAINING OUTSIDE SOUTHBOUND I-270 CD LANE TO THE INSIDE AND COMPLETE WORK ON THE NORFOLK SOUTHERN STRUCTURE AS SHOWN. THIS LANE REDUCTION SHALL LAST TWO WEEKENDS AS PER PROPOSAL NOTE 140.

PHASE 3B

OPEN THE ENTRANCE RAMP FROM I-70 EAST TO I-270 SOUTH AND OPEN INSIDE LANE OF THE SOUTHBOUND I-270 CD PRIOR TO THE I-70 INTERCHANGE. SHIFT RAMP TRAFFIC AS SHOWN IN THE PLANS AND COMPLETE OUTSIDE BARRIER WORK. ANY LANE CLOSURES DURING THE BARRIER WORK SHALL ONLY OCCUR DURING THE ALLOWABLE TIMES IN THE LANE VALUE CONTRACT TABLES. ANY RAMP CLOSURES DURING THE BARRIER WORK SHALL ONLY OCCUR DURING THE ALLOWABLE TIMES IN THE RAMP CLOSURE RESTRICTIONS TABLES.

PHASE 4A

DROP THE INSIDE LANE OF THE SOUTHBOUND I-270 CD PRIOR TO THE I-70 INTERCHANGE. SHIFT REMAINING OUTSIDE SOUTHBOUND I-270 CD LANE TO THE OUTSIDE AND COMPLETE WORK ON THE NORFOLK SOUTHERN STRUCTURE AS SHOWN. THIS LANE REDUCTION SHALL LAST TWO WEEKENDS AS PER PROPOSAL NOTE 140.

PHASE 4B

OUTSIDE SOUTHBOUND I-270 CD LANE REMAINS IN THE PHASE 4A CONFIGURATION. OPEN INSIDE SOUTHBOUND I-270 CD LANE. COMPLETE INSIDE BARRIER WORK ON THE NORFOLK SOUTHERN RAILROAD STRUCTURE AS SHOWN. ANY LANE CLOSURES DURING THE BARRIER WORK SHALL ONLY OCCUR DURING THE ALLOWABLE TIMES IN THE LANE VALUE CONTRACT TABLES. ANY RAMP CLOSURES DURING THE BARRIER WORK SHALL ONLY OCCUR DURING THE ALLOWABLE TIMES IN THE RAMP CLOSURE RESTRICTIONS TABLES.



SEQUENCE OF CONSTRUCTION (CONT'D)

WORK ZONE 5 (NORTHBOUND NOE BIXBY)

PHASE 1A

DROP THE INSIDE LANE OF NORTHBOUND I-270 AS SHOWN. COMPLETE PHASE 1A WORK ON THE NORTHBOUND NOE BIXBY STRUCTURE. THIS LANE REDUCTION SHALL LAST ONE WEEKEND AS PER PROPOSAL NOTE 140.

PHASE 1B

DROP THE INSIDE LANE OF NORTHBOUND I-270 AND SHIFT REMAINING TWO LANES OUTSIDE AS SHOWN. COMPLETE PHASE 1B WORK ON THE NORTHBOUND NOE BIXBY STRUCTURE. THIS LANE REDUCTION SHALL LAST ONE WEEKEND AS PER PROPOSAL NOTE 140.

PHASE 2A

DROP THE OUTSIDE LANE OF NORTHBOUND I-270 AND SHIFT REMAINING TWO LANES INSIDE AS SHOWN. COMPLETE PHASE 2A WORK ON THE NORTHBOUND NOE BIXBY STRUCTURE. THIS LANE REDUCTION SHALL LAST ONE WEEKEND AS PER PROPOSAL NOTE 140.

PHASE 2B

DROP THE OUTSIDE TWO LANES OF NORTHBOUND I-270 IN ORDER TO REDUCE TRAFFIC TO A SINGLE LANE OVER THE NORTHBOUND NOE BIXBY STRUCTURE. COMPLETE PHASE 2B WORK AS SHOWN IN THE PLANS. THESE LANE REDUCTIONS SHALL LAST ONE WEEKEND AS PER PROPOSAL NOTE 140.

APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S):

PORTIONS OF THE MOT PLANS AS DESCRIBED BELOW HAVE APPROVED MOT EXCEPTIONS PER TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

APPROVED MOT EXCEPTION(S) INCLUDE:

WORK ZONE 0:

1) I-270 SOUTHBOUND MAINLINE 2 TO 1 LANE REDUCTION FOR 1 WEEKEND.

2) I-270 SOUTHBOUND COLLECTOR DISTRIBUTOR 2 TO 1 LANE REDUCTION AND I-70 EAST TO I-270 SOUTH RAMP C CLOSED FOR 3 WEEKENDS.

3) I-270 SOUTHBOUND MAINLINE CLOSED 1 WEEKEND.

WORK ZONE 2:

1) I-270 SOUTHBOUND MAINLINE 3 TO 2 LANE REDUCTION FOR 2 MONTHS.

2) I-270 NORTHBOUND MAINLINE 3 TO 2 LANE REDUCTION FOR 4 MONTHS.

3) US-33 WEST TO I-270 SOUTH RAMP CLOSURE FOR 2 MONTHS.

4) US-33 EAST TO I-270 NORTH RAMP CLOSURE FOR 5 MONTHS.

5) I-270 NORTH TO US-33 WEST RAMP CLOSURE FOR 1 MONTH.

WORK ZONE 3:

1) I-270 SOUTHBOUND 3 TO 2 LANE REDUCTION FOR 1 MONTH.

2) I-270 NORTHBOUND 3 TO 2 LANE REDUCTION FOR 1 MONTH.

3) US-33 EAST TO I-270 NORTH RAMP CLOSURE FOR 1 MONTH.

WORK ZONE 4:

1) I-270 SOUTHBOUND MAINLINE 2 TO 1 LANE REDUCTION FOR 2 WEEKENDS AND I-270 SOUTHBOUND MAINLINE CLOSED FOR 1 WEEKEND, OR I-270 SOUTHBOUND MAINLINE CLOSED FOR 3 WEEKENDS. I-270 SOUTHBOUND SHALL NOT BE REDUCED FROM 2 LANES TO 1 OR CLOSED FOR MORE THAN 3 WEEKENDS TOTAL. I-270 SOUTHBOUND MAINLINE SHALL NOT BE CLOSED PRIOR TO SEPTEMBER 1ST 2025 UNLESS THE I-270 SOUTHBOUND TO I-70 EASTBOUND FLYOVER RAMP IS OPEN. THE FLYOVER RAMP IS BEING CONSTRUCTED AS PART OF THE FRA-70-22.61 - 95639 PROJECT.

2) I-270 SOUTHBOUND COLLECTOR DISTRIBUTOR 2 TO 1 LANE REDUCTION FOR 4 WEEKENDS.

3) I-70 EAST TO I-270 SOUTH RAMP C CLOSED FOR 4 WEEKENDS.

WORK ZONE 5:

1) I-270 NORTHBOUND MAINLINE 3 TO 2 LANE REDUCTION FOR 3 WEEKENDS.

2) I-270 NORTHBOUND MAINLINE 3 TO 1 LANE REDUCTION FOR 1 WEEKEND.

PROPOSAL NOTES 129 AND 140 HAVE BEEN PROVIDED IN THESE PLANS ON SHEET 19A. CONTRACTOR TO REFER TO THESE TABLES FOR FURTHER INFORMATION FOR DISINCENTIVE AMOUNTS AND DURATIONS.

A MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD A MINIMUM OF 30 CALENDAR DAYS PRIOR TO IMPLEMENTATION OF EACH APPROVED MOT EXCEPTION. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER AND CITY OF COLUMBUS AS WELL AS THE CONTRACTOR, WORKSITE TRAFFIC SUPERVISOR (WTS) AND ANY SUBCONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL.

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTIONS REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTIONS REFERENCED ABOVE. REFERENCE "EXCEPTION REQUEST APPROVAL DATED 02/05/2024 FOR PID 112798" IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

ANY CHANGES TO THE MOT THAT IMPACT THE PREVIOUSLY APPROVED MOT EXCEPTIONS LISTED ABOVE SHALL BE APPROVED IN WRITING BY THE MOT EXCEPTION COMMITTEE (MOTEC). IN THE EVENT THAT SUCH CHANGES ARE PROPOSED, THE REQUEST SHALL BE COORDINATED THROUGH THE DISTRICT WORK ZONE TRAFFIC MANAGER (DWZTM) A MINIMUM OF 30 CALENDAR DAYS PRIOR TO THE DESIRED IMPLEMENTATION DATE. IF THE DISTRICT AGREES WITH THE PROPOSED CHANGES THE DWZTM SHALL SEEK APPROVAL FROM THE MOTEC. IN THE EVENT THE PROPOSED CHANGES ARE APPROVED IN WRITING, THE CLOSURES ARE STILL SUBJECT TO NOTIFICATION REQUIREMENTS WITHIN THIS NOTE PRIOR TO IMPLEMENTATION.

NOTIFICATIONS DURING CLOSURE REQUIRED

A DESIGNATED ON-SITE POINT OF CONTACT SHOULD COMMUNICATE WITH THE TMC AS THE STATUS OF THE CLOSURE CHANGES.

CONTACT THE TMC:

IF THE CLOSURE IS POSTPONED OR CANCELLED

AT THE TIME THE CLOSURE IS IMPLEMENTED

AT THE TIME THE CLOSURE IS REMOVED AND ALL LANES RESTORED

IF THE CLOSURE WILL NOT BE OPENING ON TIME

CONTACT CAN BE MADE WITH THE TMC IN THE FOLLOWING WAYS:

PHONE: 1-614-387-2438 OR 1-800-884-4030

EMAIL: STATEWIDETMC@DOT.OHIO.GOV

RADIO: XDOT MAIN

RETURNING TRAFFIC TO EXISTING CONFIGURATION:

AFTER EACH PHASE OF CONSTRUCTION THE CONTRACTOR SHALL RE-STRIPE ALL TRAFFIC LANES BACK TO EXISTING CONDITION. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED FOR EACH WORK ZONE:

PRE-PHASE PAVEMENT OPERATIONS:

ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 807 PAINT = 11.09 MI.
ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 807 PAINT = 22.18 MI.

WORK ZONE 0 (SOUTHBOUND NOE BIXBY)

ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 807 PAINT = 0.94 MI.
ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 807 PAINT = 2.98 MI.

WORK ZONE 1 (IORY RAILROAD AND ALUM CREEK)

ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 807 PAINT = 4.18 MI.
ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 807 PAINT = 9.92 MI.

WORK ZONE 2 (US 33)

ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 807 PAINT = 6.71 MI.
ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 807 PAINT = 5.85 MI.

WORK ZONE 3 (MASON RUN, REFUGEE ROAD AND HAMILTON ROAD)

ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 807 PAINT = 7.63 MI.
ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 807 PAINT = 15.26 MI.

WORK ZONE 4 (NORFOLK SOUTHERN RAILROAD)

ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 807 PAINT = 1.97 MI.
ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 807 PAINT = 2.58 MI.

WORK ZONE 5 (NORTHBOUND NOE BIXBY)

ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 807 PAINT = 0.82 MI.
ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 807 PAINT = 2.50 MI.

THE FOLLOWING TOTALS HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 807 PAINT = 33.34 MI.
ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 807 PAINT = 61.27 MI.

MAINTENANCE OF TRAFFIC FOR RESURFACING:

THE CONTRACTOR SHALL USE OFF PEAK LANE CLOSURES PER THE LANE VALUE CONTRACT TABLE TO COMPLETE THE RESURFACING SHOWN IN THE PLANS. THE CONTRACTOR SHALL COMPLY WITH THE DROP OFF REQUIREMENTS OF STANDARD CONSTRUCTION DRAWING MT-101.90 AND APPLICABLE LANE SHIFT/CLOSURE DRAWINGS.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR TEMPORARY STRIPING OF THE FINAL SURFACE COURSE PRIOR TO FINAL PAVEMENT MARKINGS BEING APPLIED:

ITEM 614 - WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT - 19.25 MI

ITEM 614 - WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT - 23.25 MI

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT - 6,289

ITEM 614 - WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT - 10,211

DESIGN AGENCY



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ENGINEERING
1468 West 9th St, Suite 800
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950 Goodale Blvd, Suite 180
Grandview Heights, Ohio

DESIGNER

SMB

REVIEWER

MJC 04/15/24

PROJECT ID

112798

SHEET TOTAL

P.25A 617

| REF NO. | SHEET NO. | STATION | | 614 | 614 | 614 | 614 | 614 | 202 | 202 | | | | | 411 | 615 | 615 | 202 | 202 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | | | | |
|-----------------------------------|-----------|-----------|-----|---|---|--|--|---|------------------|------------------------------------|-------|------|-------|-------|------------------------------|--|---|-----------------------------|---------------------|-----------------------|----------------|--------------------------------|---------------------|---------------------|---------------------|-----------------------------|-----|----|-----|----|
| | | | | WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT | WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT (WHITE) | WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT (YELLOW) | WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT | WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT | PAVEMENT REMOVED | CABLE BARRIER REMOVED, AS PER PLAN | | | | | STABILIZED CRUSHED AGGREGATE | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A | PIPE REMOVED, 24" AND UNDER | CATCH BASIN REMOVED | CATCH BASIN, NO. 2-2B | MANHOLE, NO. 3 | MANHOLE RECONSTRUCTED TO GRADE | 12" CONDUIT, TYPE B | 12" CONDUIT, TYPE C | 15" CONDUIT, TYPE B | 24" CONDUIT, TYPE B, 706.02 | | | | |
| | | | | FT | FT | FT | FT | FT | SY | FT | | | | | CY | SY | SY | FT | EACH | EACH | EACH | EACH | FT | FT | FT | FT | | | | |
| I-270 PRE-PHASE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SS-1 | 35 | 838+87.00 | C/L | | | | 840+66.00 | LT | | | | | | | | | | 180 | 1 | 1 | | | | | 180 | | | | | |
| SS-2 | 36 | 868+00.00 | LT | | | | 869+00.00 | RT | | | | | | | | | | 115 | 1 | 1 | | 1 | | | 115 | | | | | |
| SS-3 | 36 | 870+11.00 | LT | | | | 870+25.00 | RT | | | | | | | | | | 37 | 2 | 2 | | | 27 | 10 | | | | | | |
| SS-4 | 36 | 870+07.00 | RT | | | | 870+42.00 | RT | | | | | | | | | | 20 | | | 1 | 1 | | | | 16 | | | | |
| SS-5 | 37 | 943+75.00 | C/L | | | | 945+93.00 | LT | | | | | | | | | | 218 | 1 | 1 | | | 218 | | | | | | | |
| SS-6 | 37 | 945+93.00 | RT | | | | 945+93.00 | LT | | | | | | | | | | 29 | 1 | 1 | | | 29 | | | | | | | |
| SS-7 | 37 | 945+93.00 | LT | | | | 950+00.00 | C/L | | | | | | | | | | 409 | 1 | 1 | | | | | 409 | | | | | |
| STEP 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 44 | 815+00.00 | TO | | | | 827+50.00 | | | | | | | | | | | | | | | | | | | | | | | |
| | 45 | 827+50.00 | TO | | | | 840+00.00 | | 743 | 1165 | 2330 | 2755 | | 162 | 100 | | | 16 | 162 | 345 | | | | | | | | | | |
| | 46 | 840+00.00 | TO | | | | 852+50.00 | | 3750 | 1250 | 2500 | | | 633 | 370 | | | 19 | 522 | 599 | | | | | | | | | | |
| | 47 | 852+50.00 | TO | | | | 865+00.00 | | 3750 | 1250 | 2500 | | 286 | 1111 | | | | | | | | | | | | | | | | |
| | 48 | 865+00.00 | TO | | | | 877+50.00 | | 4285 | 715 | 2500 | | 22 | 1111 | 900 | | | 67 | 2711 | 1375 | | | | | | | | | | |
| | 49 | 877+50.00 | TO | | | | 890+00.00 | | 5000 | | 2500 | | | 1022 | | | | | | | | | | | | | | | | |
| | 50 | 890+00.00 | TO | | | | 902+50.00 | | 5000 | | 2500 | | | 1111 | | | | | | | | | | | | | | | | |
| | 51 | 902+50.00 | TO | | | | 915+00.00 | | 5000 | | 2500 | | | 889 | | | | | | | | | | | | | | | | |
| | 52 | 915+00.00 | TO | | | | 927+50.00 | | 5000 | | 2500 | | | 844 | | | | | | | | | | | | | | | | |
| | 53 | 927+50.00 | TO | | | | 940+00.00 | | 5000 | | 2500 | | | 1111 | | | | | | | | | | | | | | | | |
| | 54 | 940+00.00 | TO | | | | 952+50.00 | | 5000 | | 2500 | | | 1111 | 790 | | | 54 | 2764 | 1389 | | | | | | | | | | |
| | 55 | 952+50.00 | TO | | | | 965+00.00 | | 4552 | | 2276 | | | 814 | | | | | | | | | | | | | | | | |
| | 56 | 965+00.00 | TO | | | | 977+50.00 | | 2458 | | 1250 | 21 | | 322 | | | | | | | | | | | | | | | | |
| | 57 | 977+50.00 | TO | | | | 990+00.00 | | | | 669 | 1338 | | | | | | | | | | | | | | | | | | |
| STEP 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 62 | 852+50.00 | TO | | | | 865+00.00 | | 1730 | 2027 | 1706 | 803 | 253 | 259 | | | | | | | | | | | | | | | | |
| | 63 | 865+00.00 | TO | | | | 877+50.00 | | 3761 | 3487 | 3201 | 642 | 69 | 2515 | | | | | | | | | | | | | | | | |
| | 64 | 877+50.00 | TO | | | | 890+00.00 | | 5000 | 2500 | 2500 | | | 2651 | | | | | | | | | | | | | | | | |
| | 65 | 890+00.00 | TO | | | | 902+50.00 | | 5000 | 2500 | 2500 | | | 2946 | | | | | | | | | | | | | | | | |
| | 66 | 902+50.00 | TO | | | | 915+00.00 | | 5000 | 2500 | 2500 | | | 2497 | | | | | | | | | | | | | | | | |
| | 67 | 915+00.00 | TO | | | | 927+50.00 | | 5000 | 2500 | 2500 | | | 2301 | | | | | | | | | | | | | | | | |
| | 68 | 927+50.00 | TO | | | | 940+00.00 | | 5000 | 2500 | 2500 | | | 2917 | | | | | | | | | | | | | | | | |
| | 69 | 940+00.00 | TO | | | | 952+00.00 | | 5000 | 2500 | 2500 | | | 2959 | | | | | | | | | | | | | | | | |
| | 70 | 952+50.00 | TO | | | | 965+00.00 | | 3514 | 1831 | 1831 | 148 | | 889 | | | | | | | | | | | | | | | | |
| | 71 | 965+00.00 | TO | | | | 977+50.00 | | | | 726 | 726 | 1452 | | | | | | | | | | | | | | | | | |
| SUBTOTAL | | | | | | | | | 88543 | 27451 | 51489 | 7374 | 630 | 20076 | 2160 | | | | 156 | 40923 | 3709 | 1008 | 7 | 7 | 1 | 2 | 454 | 10 | 524 | 16 |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | | | | | 16.77 MI | 14.96 MI | 7374 | 630 | 30076 | 2160 | | | | | 156 | 40923 | 3709 | 1008 | 7 | 7 | 1 | 2 | 454 | 10 | 524 | 16 |

MAINTENANCE OF TRAFFIC SUBSUMMARY

DESIGN AGENCY



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DESIGNER
CJS

REVIEWER
MJC 01/05/24

PROJECT ID
112798

SHEET TOTAL
P.38 617

| REF NO. | SHEET NO. | STATION | 614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) | 622 PORTABLE BARRIER, UNANCHORED | 622 PORTABLE BARRIER, ANCHORED | 614 WORK ZONE EDGE LINE, CLASS 1, 6", 642 PAINT(WHITE) | 614 WORK ZONE EDGE LINE, CLASS 1, 6", 642 PAINT(YELLOW) | 614 WORK ZONE CHANNELIZING LINE, CLASS 1, 12", 642 PAINT | 614 WORK ZONE LANE LINE, CLASS 1, 6", 642 PAINT | 614 WORK ZONE DOTTED LINE, CLASS 1, 6", 642 PAINT | 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN | 202 PAVEMENT REMOVED |
|--|-----------|------------------------|---|-------------------------------------|-----------------------------------|--|---|--|---|---|--|-------------------------|
| | | | EACH | FT | FT | FT | FT | FT | FT | FT | SY | SY |
| I-270 - WORK ZONE 1 | | | | | | | | | | | | |
| PHASE 1 | | | | | | | | | | | | |
| 76 | | 718+48.00 TO 727+50.00 | | | | 600 | | | | 600 | | |
| 77 | | 727+50.00 TO 740+00.00 | | | | 1250 | 680 | 980 | | 180 | 396 | 396 |
| 78 | | 740+00.00 TO 752+50.00 | 1 | 521 | 72 | 1250 | 1250 | 1250 | | | 1192 | 1192 |
| 79 | | 752+50.00 TO 765+00.00 | | | | 1250 | 1250 | 1250 | | | 1389 | 1389 |
| 80 | | 765+00.00 TO 777+50.00 | 1 | 295 | | 1250 | 1250 | 1250 | | | 1389 | 1389 |
| 81 | | 777+50.00 TO 790+00.00 | | 240 | 72 | 1092 | 1250 | 1250 | | | 921 | 921 |
| 82 | | 790+00.00 TO 791+42.00 | | | | | 142 | 142 | | | | |
| PHASE 2A | | | | | | | | | | | | |
| 85 | | 721+50.00 TO 727+50.00 | | | | 600 | | | | 600 | | |
| 86 | | 727+50.00 TO 740+00.00 | | | | 1250 | 680 | 980 | | 180 | 611 | 611 |
| 87 | | 740+00.00 TO 752+50.00 | 1 | 568 | 72 | 1250 | 1250 | 1250 | | | 970 | 970 |
| 88 | | 752+50.00 TO 765+00.00 | | | | 1250 | 1250 | 1250 | | | 969 | 969 |
| 89 | | 765+00.00 TO 777+50.00 | 1 | 381 | | 1250 | 1250 | 1250 | | | 923 | 923 |
| 90 | | 777+50.00 TO 788+82.00 | | 240 | 72 | 1132 | 832 | 1132 | | | 370 | 370 |
| PHASE 2B | | | | | | | | | | | | |
| 92 | | 727+50.00 TO 740+00.00 | | | | 680 | | 980 | | | | |
| 93 | | 740+00.00 TO 752+50.00 | 1 | 550 | | 1250 | | 1250 | | | | |
| 94 | | 752+50.00 TO 765+00.00 | | | | 1250 | | 1250 | | | | |
| 95 | | 765+00.00 TO 777+50.00 | 1 | 253 | | 1250 | | 1250 | | | | |
| 96 | | 777+50.00 TO 790+00.00 | | 312 | | 832 | | 1132 | | | | |
| PHASE 3 | | | | | | | | | | | | |
| 98 | | 736+86.00 TO 742+50.00 | | | | 264 | 564 | 564 | | | 293 | 293 |
| 99 | | 742+50.00 TO 755+00.00 | 1 | 575 | 72 | 1250 | 1250 | 1250 | | | 1189 | 1189 |
| 100 | | 755+00.00 TO 767+50.00 | | | | 1250 | 1250 | 1250 | | | 1389 | 1389 |
| 101 | | 767+50.00 TO 780+00.00 | | 185 | 36 | 1250 | 1250 | 1250 | | | 1181 | 1181 |
| 102 | | 780+00.00 TO 792+50.00 | 1 | 414 | 36 | 1250 | 1250 | 1250 | | | 1358 | 1358 |
| 103 | | 792+50.00 TO 805+00.00 | | | | 510 | 1250 | 810 | | 350 | 567 | 567 |
| 104 | | 805+00.00 TO 809+30.00 | | | | | 430 | | | 430 | | |
| PHASE 4A | | | | | | | | | | | | |
| 108 | | 737+81.00 TO 742+50.00 | | | | 469 | 169 | 469 | | | 109 | 109 |
| 109 | | 742+50.00 TO 755+00.00 | 1 | 551 | 72 | 1250 | 1250 | 1250 | | | 764 | 764 |
| 110 | | 755+00.00 TO 767+50.00 | | | | 1250 | 1250 | 1250 | | | 910 | 910 |
| 111 | | 767+50.00 TO 780+00.00 | | 185 | 36 | 1250 | 1250 | 1250 | | | 755 | 755 |
| 112 | | 780+00.00 TO 792+50.00 | 1 | 386 | 36 | 1250 | 1250 | 1250 | | | 907 | 907 |
| 113 | | 792+50.00 TO 804+37.00 | | | | 1187 | 17 | 317 | | 780 | 13 | 13 |
| PHASE 4B | | | | | | | | | | | | |
| 117 | | 730+00.00 TO 742+50.00 | | | | 169 | | 469 | | | | |
| 118 | | 742+50.00 TO 755+00.00 | 1 | 528 | | 1250 | | 1250 | | | | |
| 119 | | 755+00.00 TO 767+50.00 | | | | 1250 | | 1250 | | | | |
| 120 | | 767+50.00 TO 780+00.00 | | 221 | | 1250 | | 1250 | | | | |
| 121 | | 780+00.00 TO 792+50.00 | 1 | 322 | | 1250 | | 1250 | | | | |
| 122 | | 792+50.00 TO 805+00.00 | | | | 17 | | 317 | | | | |
| SUBTOTAL | | | 12 | 6727 | 576 | 36303 | 23513 | 35792 | | 3120 | 18567 | 18567 |
| TOTALS CARRIED TO GENERAL SUMMARY | | | 12 | 6727 | 576 | 11.33 MI | | 35792 | | 3120 | 18567 | 18567 |

MAINTENANCE OF TRAFFIC SUBSUMMARY

DESIGN AGENCY

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 Grandview Heights, Ohio

DESIGNER
CJS

REVIEWER
MJC 01/05/24

PROJECT ID
112798

SHEET TOTAL
P.39 | 617

| REF NO. | SHEET NO. | STATION TO STATION | 614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) EACH | 622 PORTABLE BARRIER, UNANCHORED FT | 622 PORTABLE BARRIER, 50", AS PER PLAN FT | 622 PORTABLE BARRIER, ANCHORED FT | 614 WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT(WHITE) FT | 614 WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT(YELLOW) FT | 614 WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT FT | 614 WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT FT | 614 WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT FT | 606 ANCHOR ASSEMBLY, TYPE E EACH | 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN SY | 202 PAVEMENT REMOVED SY |
|--|-----------|--------------------|--|---|--|---|--|---|--|---|---|--|--|-------------------------------|
| I-270 - WORK ZONE 3 | | | | | | | | | | | | | | |
| PHASE 1 | | | | | | | | | | | | | | |
| 166 | 817+50.00 | TO 830+00.00 | | | | | 929 | 357 | 1602 | | | | 412 | 412 |
| 167 | 830+00.00 | TO 842+50.00 | | | | | 1948 | 698 | 698 | | | | 619 | 619 |
| 168 | 842+50.00 | TO 855+00.00 | | | | | 1250 | | | | | | | |
| 169 | 855+00.00 | TO 867+50.00 | 1 | 517 | | | 1633 | 691 | 1482 | | 463 | | | |
| 170 | 867+50.00 | TO 880+00.00 | 2 | 671 | 1041 | | 3403 | 3512 | 2500 | | | | | |
| 171 | 880+00.00 | TO 892+50.00 | | 310 | 1250 | 72 | 3750 | 3750 | 1628 | 872 | | | | |
| 172 | 892+50.00 | TO 905+00.00 | | | 1250 | | 3750 | 3750 | | 2500 | | | | |
| 173 | 905+00.00 | TO 917+50.00 | 2 | 1076 | 1250 | 72 | 3750 | 3750 | 2300 | 200 | | | | |
| 174 | 917+50.00 | TO 930+00.00 | 1 | 671 | 1250 | 72 | 3557 | 3750 | 2500 | | | | | |
| 175 | 930+00.00 | TO 942+50.00 | | | 1250 | | 2500 | 3750 | 1048 | 2400 | | | | |
| 176 | 942+50.00 | TO 955+00.00 | 1 | | 398 | | 2000 | 2449 | 2630 | 1518 | | | | |
| 177 | 955+00.00 | TO 962+90.00 | | | | | 459 | 459 | 1580 | | | | | |
| PHASE 2 | | | | | | | | | | | | | | |
| 182 | 842+50.00 | TO 855+00.00 | | | | | | | | 170 | | | | |
| 183 | 855+00.00 | TO 867+50.00 | | | | | 471 | 138 | 500 | 610 | | | | |
| 184 | 867+50.00 | TO 880+00.00 | 1 | 174 | | | 1964 | 1918 | 345 | 191 | | | | |
| 185 | 880+00.00 | TO 892+50.00 | | 179 | | 72 | 1250 | 1250 | | 1250 | | | | |
| 186 | 892+50.00 | TO 905+00.00 | | | | | 1250 | 1250 | | 1250 | | | | |
| 187 | 905+00.00 | TO 917+50.00 | | 688 | | 72 | 1250 | 1250 | | 1250 | | | | |
| 188 | 917+50.00 | TO 930+00.00 | | 628 | | 72 | 1250 | 1250 | 850 | 400 | | | | |
| 189 | 930+00.00 | TO 942+50.00 | | | | | 490 | 490 | 490 | | | | | |
| PHASE 3 | | | | | | | | | | | | | | |
| 195 | 851+56.00 | TO 855+00.00 | | | | | 44 | 44 | 344 | | | | | |
| 196 | 855+00.00 | TO 867+50.00 | | | | | 1450 | 1450 | 1471 | 279 | | | | |
| 197 | 867+50.00 | TO 880+00.00 | 1 | | 1165 | | 3323 | 3442 | 1492 | 1089 | | | | |
| 198 | 880+00.00 | TO 892+50.00 | 2 | 498 | 1250 | 72 | 3750 | 3750 | 1596 | 904 | | | | |
| 199 | 892+50.00 | TO 905+00.00 | | | 1250 | | 3750 | 3750 | | 2500 | | | | |
| 200 | 905+00.00 | TO 917+50.00 | 1 | 714 | 1250 | 72 | 3750 | 3750 | 2116 | 384 | | | | |
| 201 | 917+50.00 | TO 930+00.00 | 1 | 1105 | 1250 | 72 | 3750 | 3750 | 2500 | | 1 | | | |
| 202 | 930+00.00 | TO 942+50.00 | | 1250 | | | 3750 | 3750 | 20 | 2480 | | | | |
| 203 | 942+50.00 | TO 955+00.00 | | | 387 | | 3250 | 2898 | 2330 | 174 | | | | |
| 204 | 955+00.00 | TO 963+49.00 | | | | | 849 | | 303 | | 811 | | | |
| PHASE 4 | | | | | | | | | | | | | | |
| 212 | 855+00.00 | TO 867+50.00 | | | | | | | 500 | | | | | |
| 213 | 867+50.00 | TO 880+00.00 | | | | | 422 | 1150 | 1350 | | | | | |
| 214 | 880+00.00 | TO 892+50.00 | 1 | 522 | | 72 | 1250 | 1250 | 98 | 1152 | | | | |
| 215 | 892+50.00 | TO 905+00.00 | | | | | 1250 | 1250 | | 1250 | | | | |
| 216 | 905+00.00 | TO 917+50.00 | | 518 | | 72 | 1250 | 1250 | 591 | 659 | | | | |
| 217 | 917+50.00 | TO 930+00.00 | | 883 | | 72 | 1250 | 1250 | 1250 | | | | | |
| 218 | 930+00.00 | TO 942+50.00 | | | | | 1250 | 1250 | 1250 | | | | | |
| 219 | 942+50.00 | TO 955+00.00 | | | | | 378 | 898 | 1602 | | | | | |
| 220 | 955+00.00 | TO 967+50.00 | | | | | | | 1698 | | | | | |
| SUBTOTAL | | | 14 | 10404 | 14241 | 864 | 71571 | 69344 | 40665 | 23482 | 1274 | 1 | 1032 | 1032 |
| TOTALS CARRIED TO GENERAL SUMMARY | | | 14 | 10404 | 14241 | 864 | 26.69 MI | | 40665 | 4.45 MI | 1274 | 1 | 1032 | 1032 |

MAINTENANCE OF TRAFFIC SUBSUMMARY

DESIGN AGENCY

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 Grandview Heights, Ohio

DESIGNER
CJS

REVIEWER
MJC 01/05/24

PROJECT ID
112798

SHEET TOTAL
P.41 617

| REF NO. | SHEET NO. | STATION TO STATION | 614 | 622 | 622 | 614 | 614 | 614 | 614 | 614 | 615 | 202 |
|--|------------|--------------------|------|------|-----|---------|-------|---------|------|------|------|------|
| | | | EACH | FT | FT | FT | FT | FT | FT | FT | SY | SY |
| I-270 - WORK ZONE 4 | | | | | | | | | | | | |
| PHASE 1A | | | | | | | | | | | | |
| 226 | 990+50.00 | TO 1003+00.00 | | 19 | 36 | 315 | 315 | | | | 107 | 107 |
| 227 | 1003+00.00 | TO 1015+50.00 | 1 | 485 | 36 | 1250 | 1250 | | | | | |
| 228 | 1015+50.00 | TO 1028+00.00 | | | | 1250 | 181 | | | 679 | | |
| 229 | 1028+00.00 | TO 1040+50.00 | | | | 101 | | | | 101 | | |
| PHASE 1B | | | | | | | | | | | | |
| 232 | 990+50.00 | TO 1003+00.00 | | 55 | | 315 | 315 | | | | | |
| 233 | 1003+00.00 | TO 1015+00.00 | 1 | 357 | | 1250 | 1250 | | | | | |
| 234 | 1015+50.00 | TO 1028+00.00 | | | | 231 | 531 | | | | | |
| PHASE 2A | | | | | | | | | | | | |
| 236 | 990+50.00 | TO 1003+00.00 | | 20 | 36 | 1250 | 1250 | | | | | |
| 237 | 1003+00.00 | TO 1015+50.00 | 1 | 618 | 36 | 1250 | 1250 | | | | | |
| 238 | 1015+50.00 | TO 1028+00.00 | | | | 419 | 1250 | | | 441 | | |
| 239 | 1028+00.00 | TO 1040+50.00 | | | | | 1250 | | | 339 | | |
| PHASE 2B | | | | | | | | | | | | |
| 242 | 990+50.00 | TO 1003+00.00 | | 55 | | | 445 | 445 | | | | |
| 243 | 1003+00.00 | TO 1015+50.00 | 1 | 618 | | | 1250 | 1250 | | | | |
| 244 | 1015+50.00 | TO 1028+00.00 | | | | | 494 | 494 | | | | |
| PHASE 3A | | | | | | | | | | | | |
| 246 | 990+00.00 | TO 1003+00.00 | | 29 | 36 | 1300 | 1300 | | | | | |
| 247 | 1003+00.00 | TO 1015+50.00 | 1 | 348 | 36 | 1250 | 1250 | | | | | |
| 248 | 1015+50.00 | TO 1028+00.00 | | | | 67 | 1250 | | | | | |
| 249 | 1028+00.00 | TO 1040+50.00 | | | | | 781 | | | 781 | | |
| PHASE 3B | | | | | | | | | | | | |
| 252 | 990+50.00 | TO 1003+00.00 | | 93 | | 548 | 150 | | | | | |
| 253 | 1003+00.00 | TO 1010+00.00 | 1 | 175 | | 624 | 444 | | | | | |
| PHASE 4A | | | | | | | | | | | | |
| 254 | 989+91.00 | TO 990+50.00 | | | | 59 | 59 | | | | | |
| 255 | 990+50.00 | TO 1003+00.00 | | 37 | 36 | 1250 | 1250 | | | | | |
| 256 | 1003+00.00 | TO 1015+50.00 | 1 | 497 | 36 | 1250 | 1250 | | | 1349 | 1349 | |
| 257 | 1015+50.00 | TO 1028+00.00 | | | | 66 | 1250 | | | 23 | 23 | |
| 258 | 1028+00.00 | TO 1040+50.00 | | | | | 781 | | | 780 | | |
| PHASE 4B | | | | | | | | | | | | |
| 261 | 990+50.00 | TO 1003+00.00 | | 73 | | 438 | 438 | | | | | |
| 262 | 1003+00.00 | TO 1015+50.00 | 1 | 496 | | 1250 | 1250 | | | | | |
| 263 | 1015+50.00 | TO 1028+00.00 | | | | 67 | 67 | | | | | |
| SUBTOTAL | | | 8 | 3976 | 288 | 14046 | 20456 | 4285 | 1755 | 3121 | 1480 | 1480 |
| TOTALS CARRIED TO GENERAL SUMMARY | | | 8 | 3976 | 288 | 6.54 MI | 4285 | 0.34 MI | 3121 | | 1480 | 1480 |

MAINTENANCE OF TRAFFIC SUBSUMMARY

DESIGN AGENCY

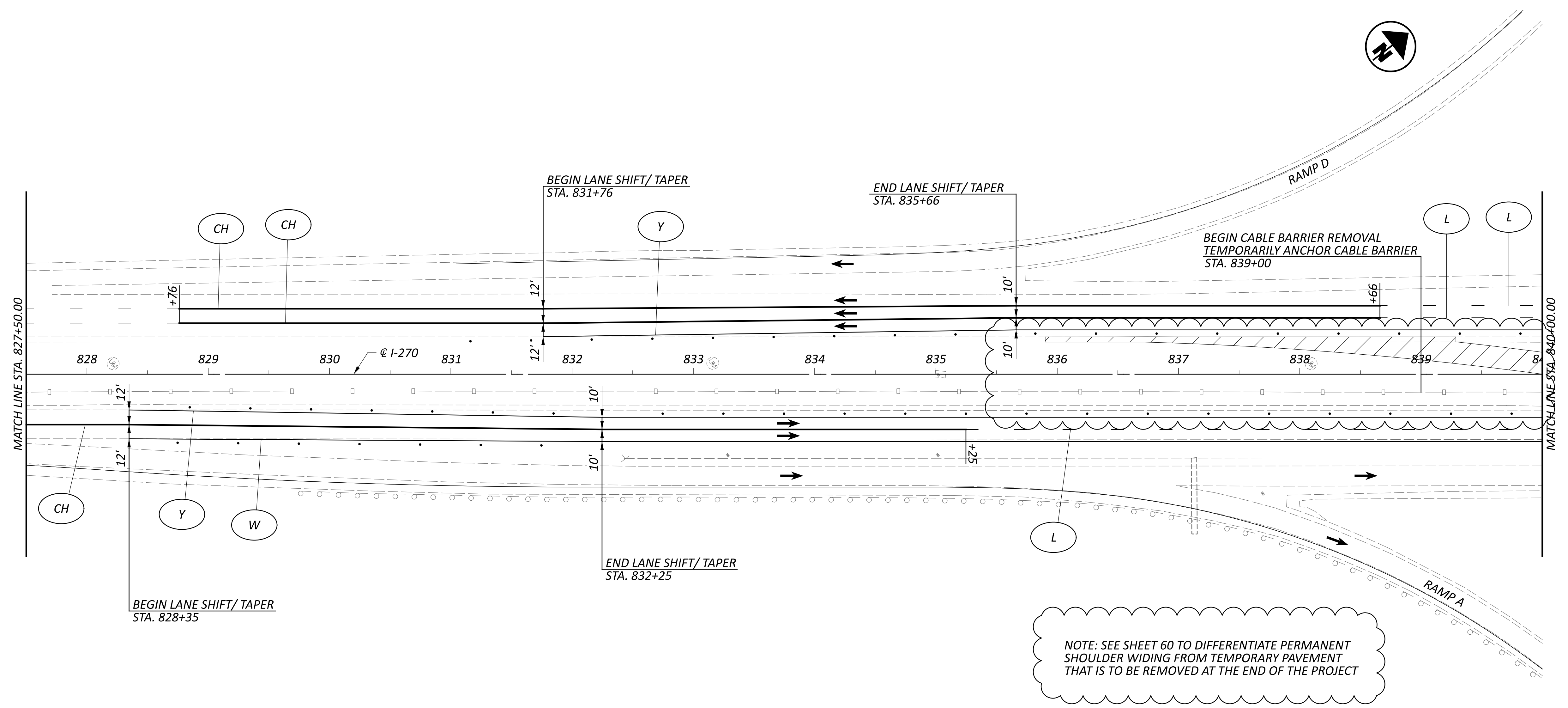
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 950 Goodale Blvd, Suite 180
 Grandview Heights, Ohio

DESIGNER
CJS

REVIEWER
MJC 01/05/24

PROJECT ID
112798

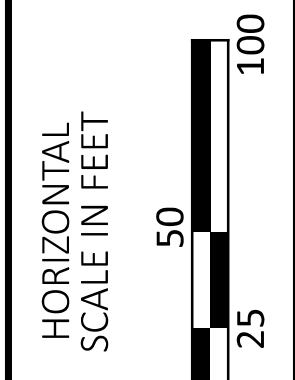
SHEET TOTAL
P.42 617



NOTE: SEE SHEET 60 TO DIFFERENTIATE PERMANENT SHOULDER WIDING FROM TEMPORARY PAVEMENT THAT IS TO BE REMOVED AT THE END OF THE PROJECT

LEGEND

- | | | | | | | | |
|-----|--|------|--|------------------|-------------------------------|-----|---------------------|
| (W) | ITEM 614 - WORK ZONE EDGE LINE, WHITE, CLASS I, 807 PAINT | (CH) | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 807 PAINT | [Light Gray Box] | SHOULDER REPLACEMENT/WIDENING | (O) | CONSTRUCTION BARREL |
| (Y) | ITEM 614 - WORK ZONE EDGE LINE, YELLOW, CLASS I, 807 PAINT | (D) | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 807 PAINT | [Dark Gray Box] | TEMPORARY PAVEMENT | (→) | DIRECTION OF TRAVEL |
| (L) | ITEM 614 - WORK LANE LINE, CLASS I, 807 PAINT | (PB) | ITEM 622 - PORTABLE BARRIER | [Hatched Box] | WORK ZONE | (=) | PORTABLE BARRIER |



MAINTENANCE OF TRAFFIC - IR 270 PRE-PHASE
 STEP 1 - STA. 827+50 TO STA. 840+00

DESIGN AGENCY



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DESIGNER

SMB

REVIEWER

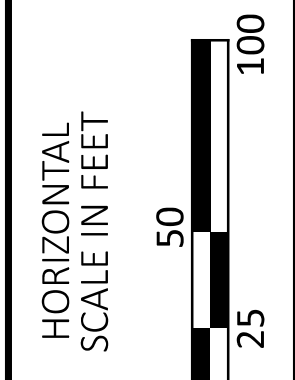
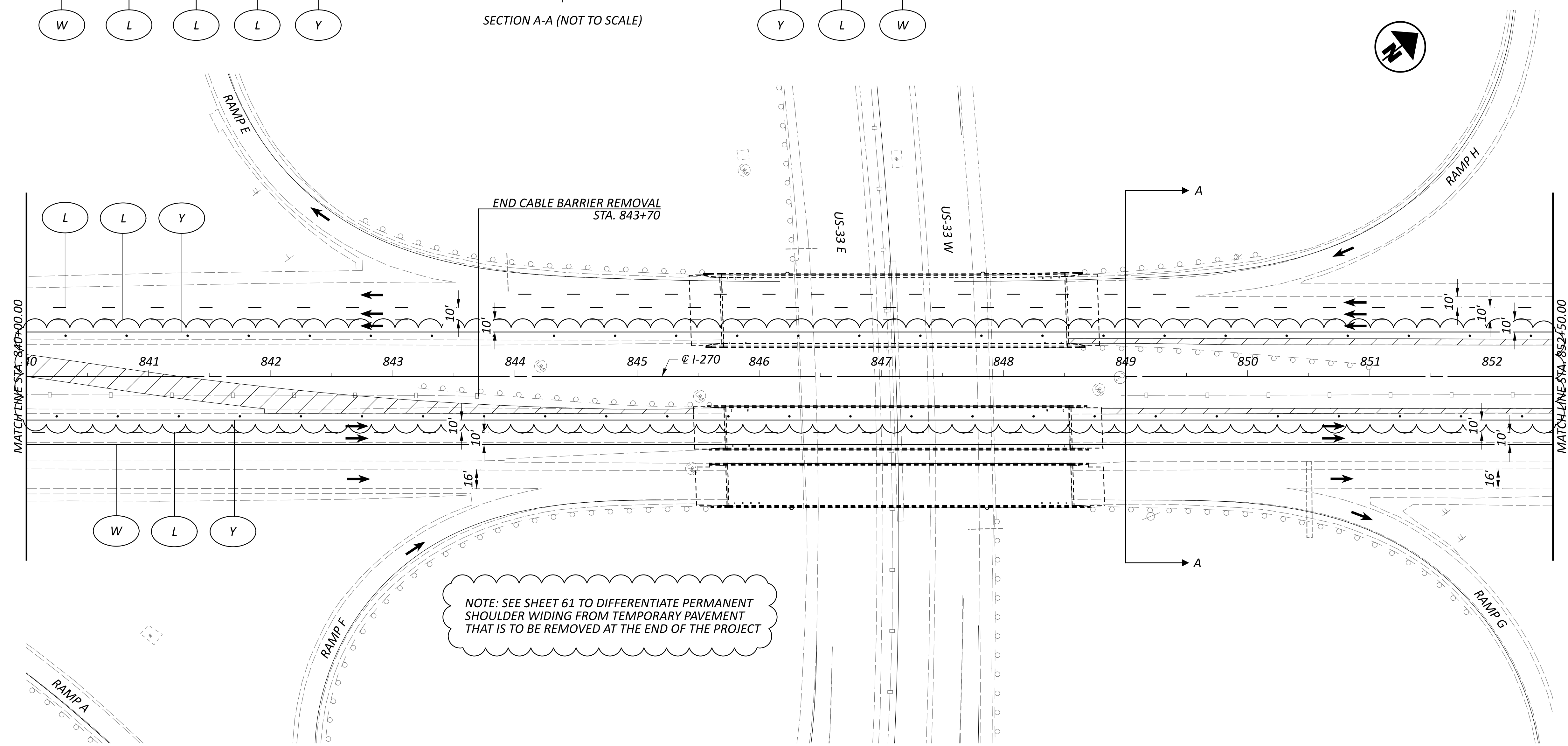
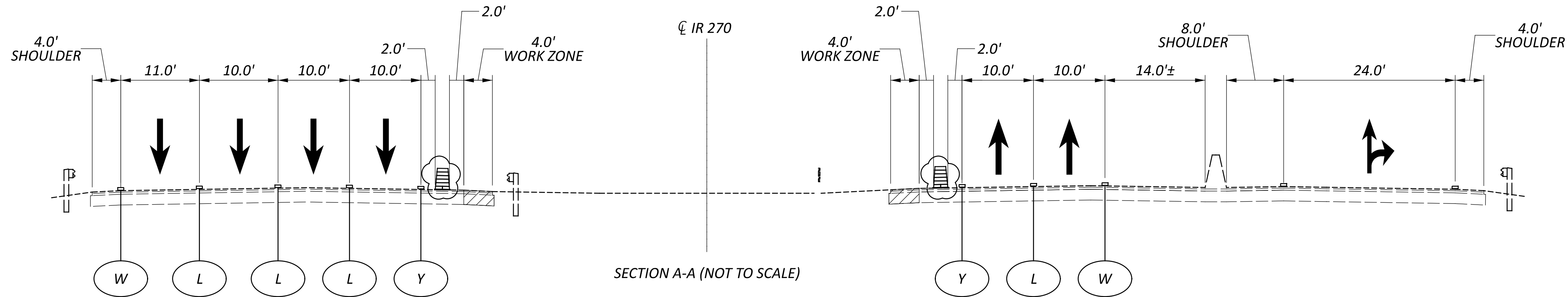
MJC 01/05/24

PROJECT ID

112798

SHEET TOTAL

P.45 617



MAINTENANCE OF TRAFFIC - IR 270 PRE-PHASE
 STEP 1 - STA. 840+00 TO STA. 852+50

LEGEND

- | | | | | | | | |
|-----|--|------|--|----------------------|-------------------------------|-----|---------------------|
| (W) | ITEM 614 - WORK ZONE EDGE LINE, WHITE, CLASS I, 807 PAINT | (CH) | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 807 PAINT | [Hatched Box] | SHOULDER REPLACEMENT/WIDENING | (O) | CONSTRUCTION BARREL |
| (Y) | ITEM 614 - WORK ZONE EDGE LINE, YELLOW, CLASS I, 807 PAINT | (D) | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 807 PAINT | [Solid Grey Box] | TEMPORARY PAVEMENT | (→) | DIRECTION OF TRAVEL |
| (L) | ITEM 614 - WORK LANE LINE, CLASS I, 807 PAINT | (PB) | ITEM 622 - PORTABLE BARRIER | [Diagonal Lines Box] | WORK ZONE | (=) | PORTABLE BARRIER |

DESIGN AGENCY

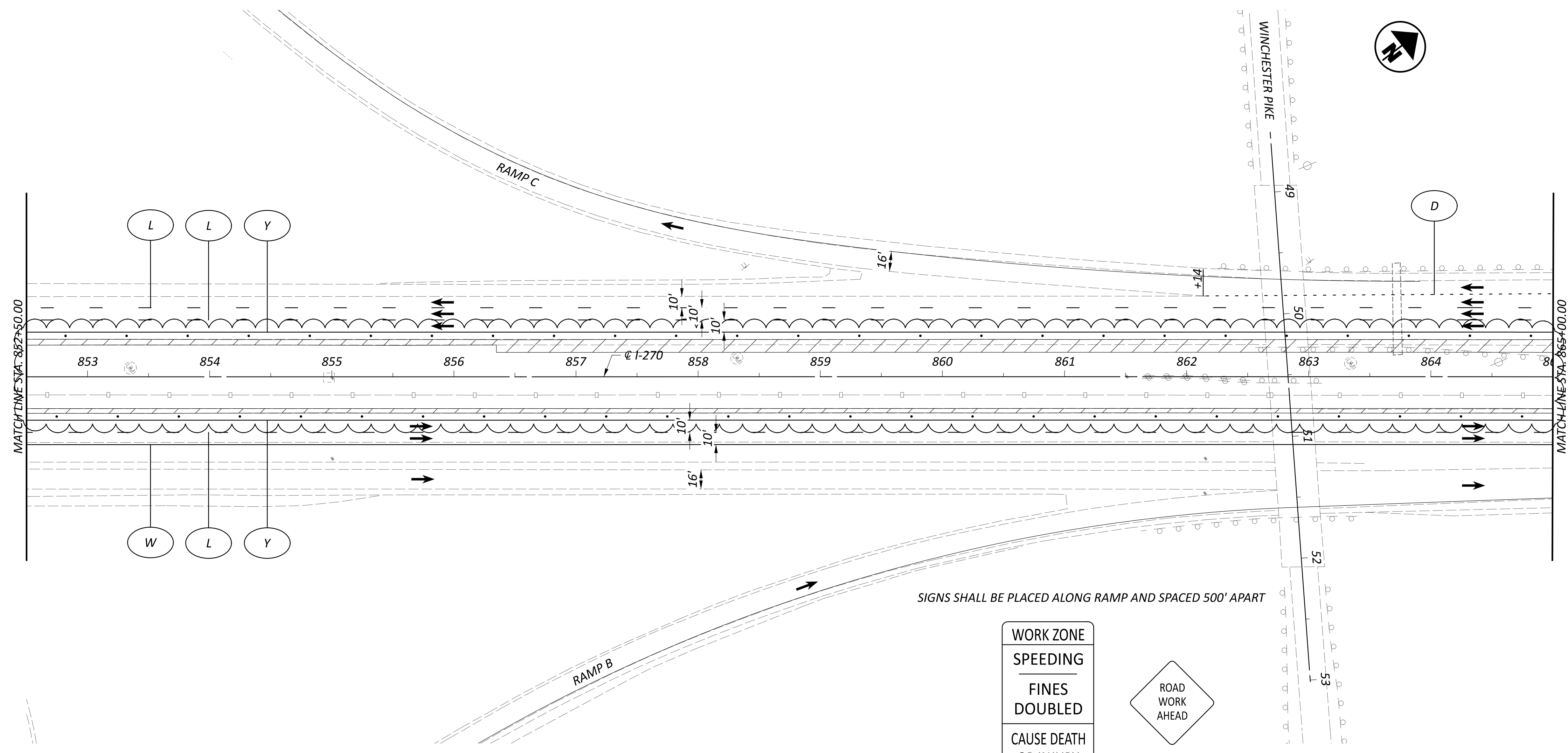
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 Grandview Heights, Ohio

DESIGNER
SMB

REVIEWER
MJC 01/05/24


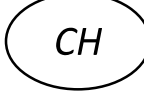
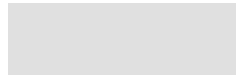

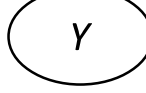







PROJECT ID
112798

SHEET TOTAL
P.46 617



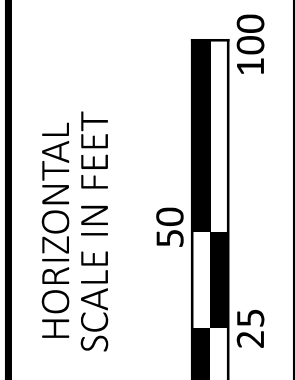
SIGNS SHALL BE PLACED ALONG RAMP AND SPACED 500' APART

LEGEND

- | | | | | | | | |
|---|--|--|--|---|-------------------------------|---|---------------------|
|  | ITEM 614 - WORK ZONE EDGE LINE, WHITE, CLASS I, 807 PAINT |  | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 807 PAINT |  | SHOULDER REPLACEMENT/WIDENING |  | CONSTRUCTION BARREL |
|  | ITEM 614 - WORK ZONE EDGE LINE, YELLOW, CLASS I, 807 PAINT |  | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 807 PAINT |  | TEMPORARY PAVEMENT |  | DIRECTION OF TRAVEL |
|  | ITEM 614 - WORK LANE LINE, CLASS I, 807 PAINT |  | ITEM 622 - PORTABLE BARRIER |  | WORK ZONE |  | PORTABLE BARRIER |

WORK ZONE
 SPEEDING
 FINES
 DOUBLED
 CAUSE DEATH
 OR INJURY
 FINE/JAIL
 R11-H5a-48

ROAD
 WORK
 AHEAD
 W20-1-48



MAINTENANCE OF TRAFFIC - IR 270 PRE-PHASE
 STEP 1 - STA. 852+50 TO STA. 865+00

DESIGN AGENCY

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




DESIGNER
 SMB

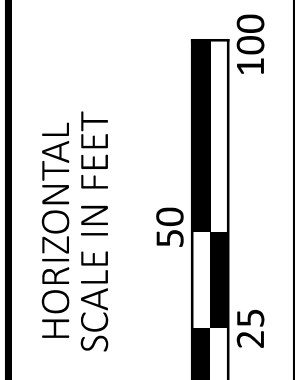
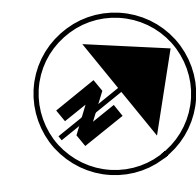
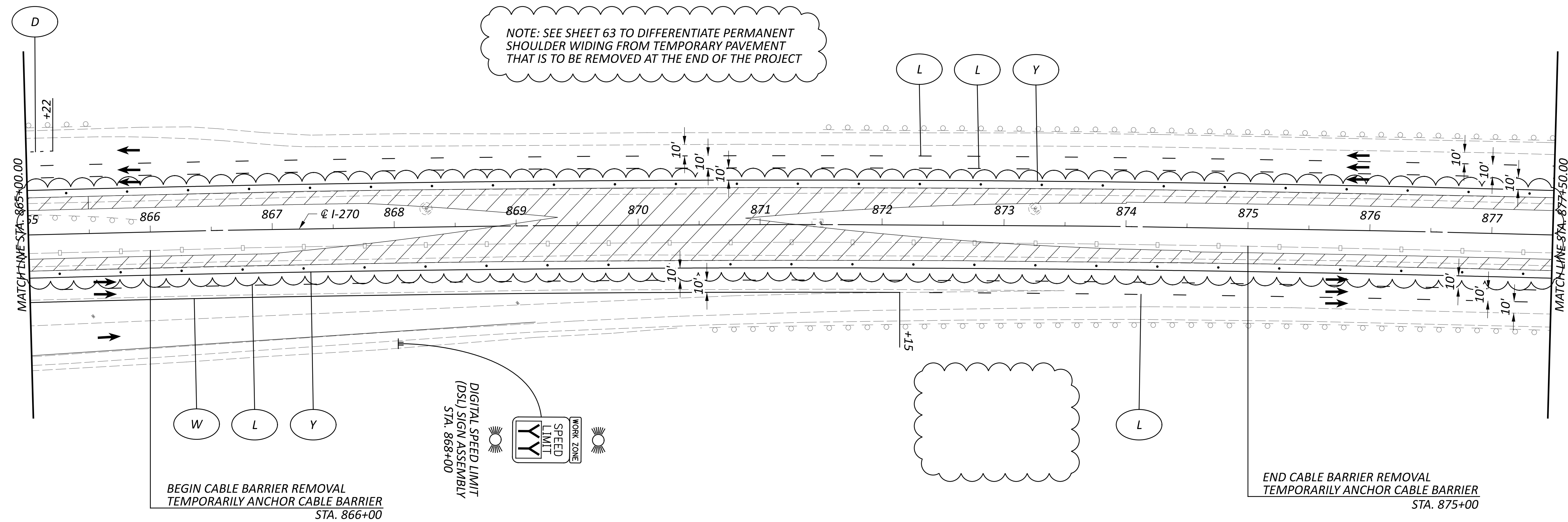
REVIEWER
 MJC 01/05/24

PROJECT ID
 112798

SHEET TOTAL
 P.47 617

LEGEND

- | | | | | | | | |
|---|--|--|--|---|-------------------------------|---|---------------------|
|  | ITEM 614 - WORK ZONE EDGE LINE, WHITE, CLASS I, 807 PAINT |  | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 807 PAINT |  | SHOULDER REPLACEMENT/WIDENING |  | CONSTRUCTION BARREL |
|  | ITEM 614 - WORK ZONE EDGE LINE, YELLOW, CLASS I, 807 PAINT |  | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 807 PAINT |  | TEMPORARY PAVEMENT |  | DIRECTION OF TRAVEL |
|  | ITEM 614 - WORK LANE LINE, CLASS I, 807 PAINT |  | ITEM 622 - PORTABLE BARRIER |  | WORK ZONE |  | PORTABLE BARRIER |



MAINTENANCE OF TRAFFIC - IR 270 PRE-PHASE
 STEP 1 - STA. 865+00 TO STA. 877+50

DESIGN AGENCY



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MJC 01/05/24









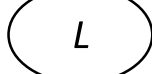



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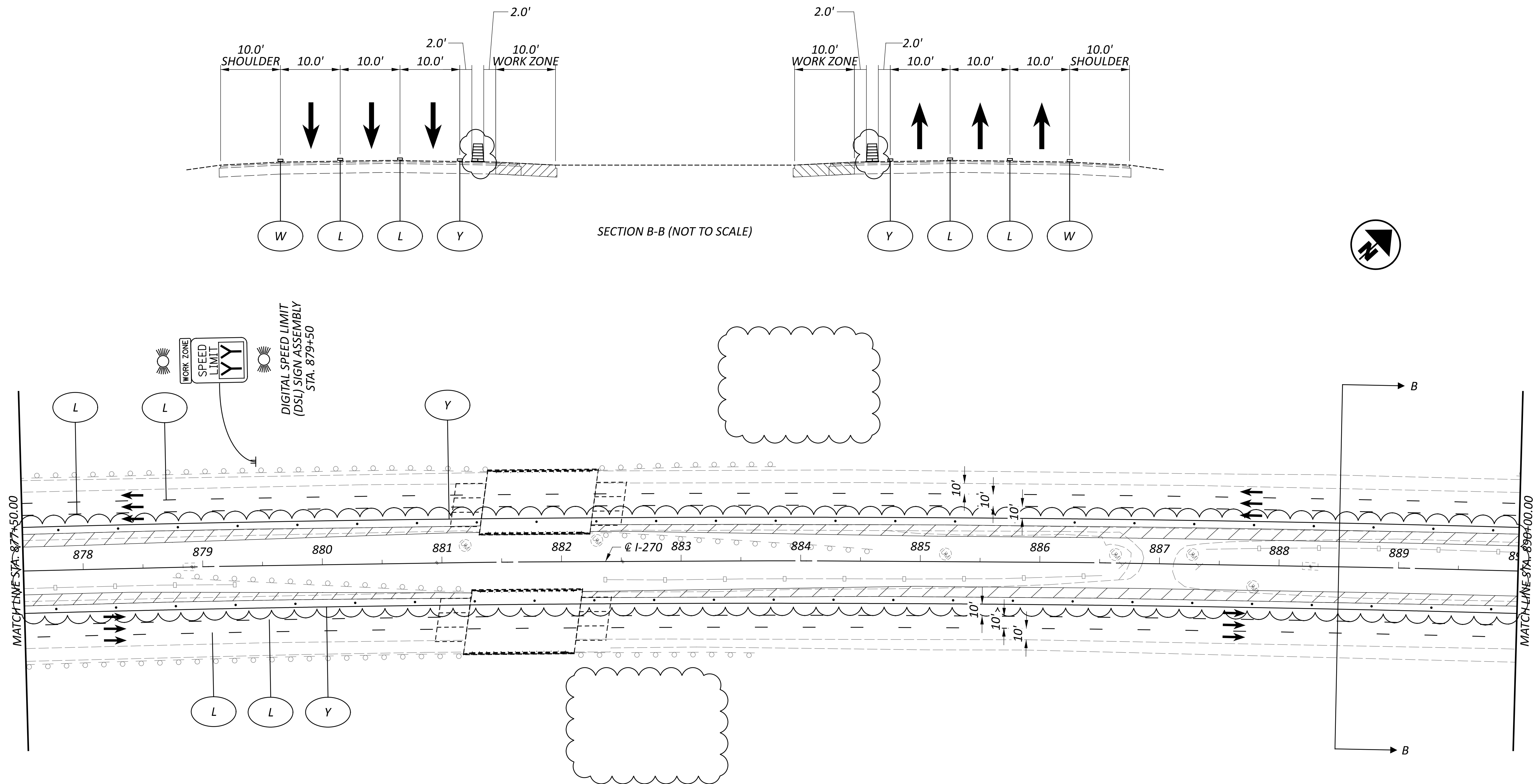
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SHEET TOTAL

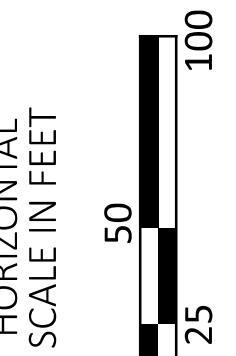
P.48 617

LEGEND

- | | | | | | | | |
|---|--|--|--|---|-------------------------------|---|---------------------|
|  | ITEM 614 - WORK ZONE EDGE LINE, WHITE, CLASS I, 807 PAINT |  | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 807 PAINT |  | SHOULDER REPLACEMENT/WIDENING |  | CONSTRUCTION BARREL |
|  | ITEM 614 - WORK ZONE EDGE LINE, YELLOW, CLASS I, 807 PAINT |  | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 807 PAINT |  | TEMPORARY PAVEMENT |  | DIRECTION OF TRAVEL |
|  | ITEM 614 - WORK LANE LINE, CLASS I, 807 PAINT |  | ITEM 622 - PORTABLE BARRIER |  | WORK ZONE |  | PORTABLE BARRIER |



**MAINTENANCE OF TRAFFIC - IR 270 PRE-PHASE
 STEP 1 - STA. 877+50 TO STA. 890+00**



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SHEET TOTAL


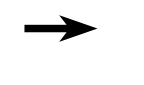
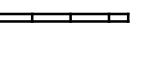
P.49 617

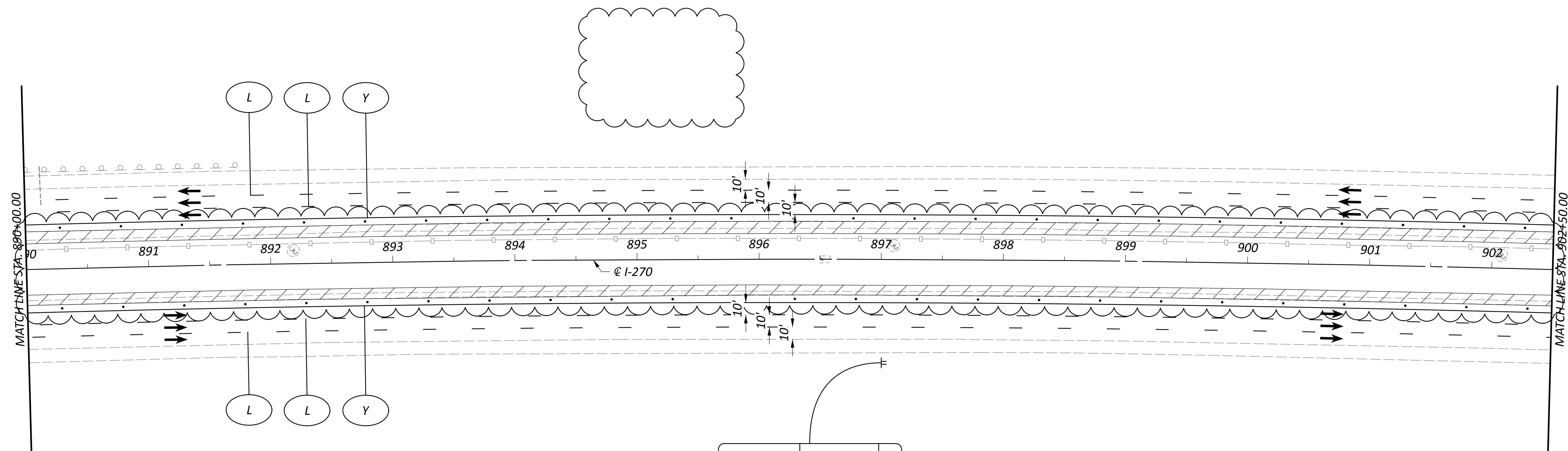
LEGEND

-  ITEM 614 - WORK ZONE EDGE LINE, WHITE, CLASS I, 807 PAINT
-  ITEM 614 - WORK ZONE EDGE LINE, YELLOW, CLASS I, 807 PAINT
-  ITEM 614 - WORK LANE LINE, CLASS I, 807 PAINT

-  ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 807 PAINT
-  ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 807 PAINT
-  ITEM 622 - PORTABLE BARRIER

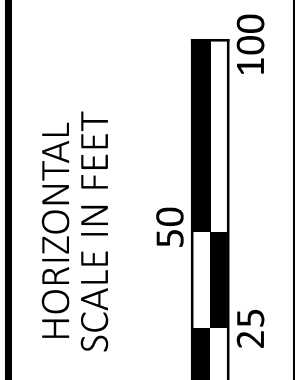
-  SHOULDER REPLACEMENT/WIDENING
-  TEMPORARY PAVEMENT
-  WORK ZONE

-  CONSTRUCTION BARREL
-  DIRECTION OF TRAVEL
-  PORTABLE BARRIER



R11-H5d-48
 STA. 897+00

| | |
|---------------|-----------------------|
| WORK ZONE | FINES DOUBLED |
| SPEEDING | CAUSE DEATH OR INJURY |
| FINES DOUBLED | FINE/JAIL |



**MAINTENANCE OF TRAFFIC - IR 270 PRE-PHASE
 STEP 1 - STA. 890+00 TO STA. 902+50**

DESIGN AGENCY



DESIGNER

SMB

REVIEWER

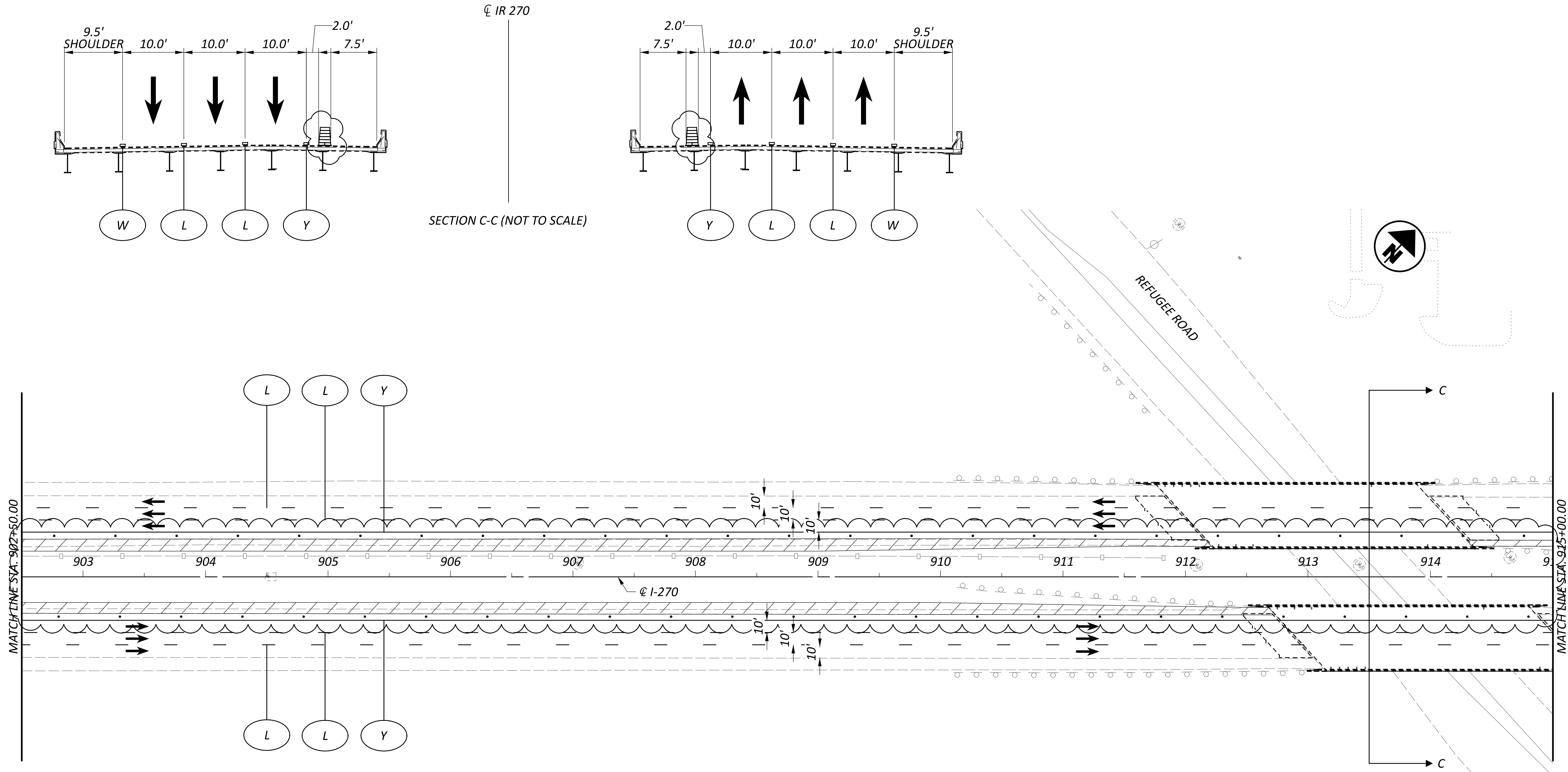
MJC 01/05/24

PROJECT ID

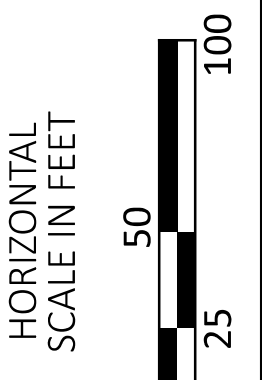
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SHEET TOTAL

P.50 617



SECTION C-C (NOT TO SCALE)



LEGEND

- | | | | | | | | |
|---|--|----|--|--|-------------------------------|--|---------------------|
| W | ITEM 614 - WORK ZONE EDGE LINE, WHITE, CLASS I, 807 PAINT | CH | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 807 PAINT | | SHOULDER REPLACEMENT/WIDENING | | CONSTRUCTION BARREL |
| Y | ITEM 614 - WORK ZONE EDGE LINE, YELLOW, CLASS I, 807 PAINT | D | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 807 PAINT | | TEMPORARY PAVEMENT | | DIRECTION OF TRAVEL |
| L | ITEM 614 - WORK LANE LINE, CLASS I, 807 PAINT | PB | ITEM 622 - PORTABLE BARRIER | | WORK ZONE | | PORTABLE BARRIER |

MAINTENANCE OF TRAFFIC - IR 270 PRE-PHASE
 STEP 1 - STA. 902+50 TO STA. 915+00

DESIGN AGENCY



DESIGNER

SMB

REVIEWER

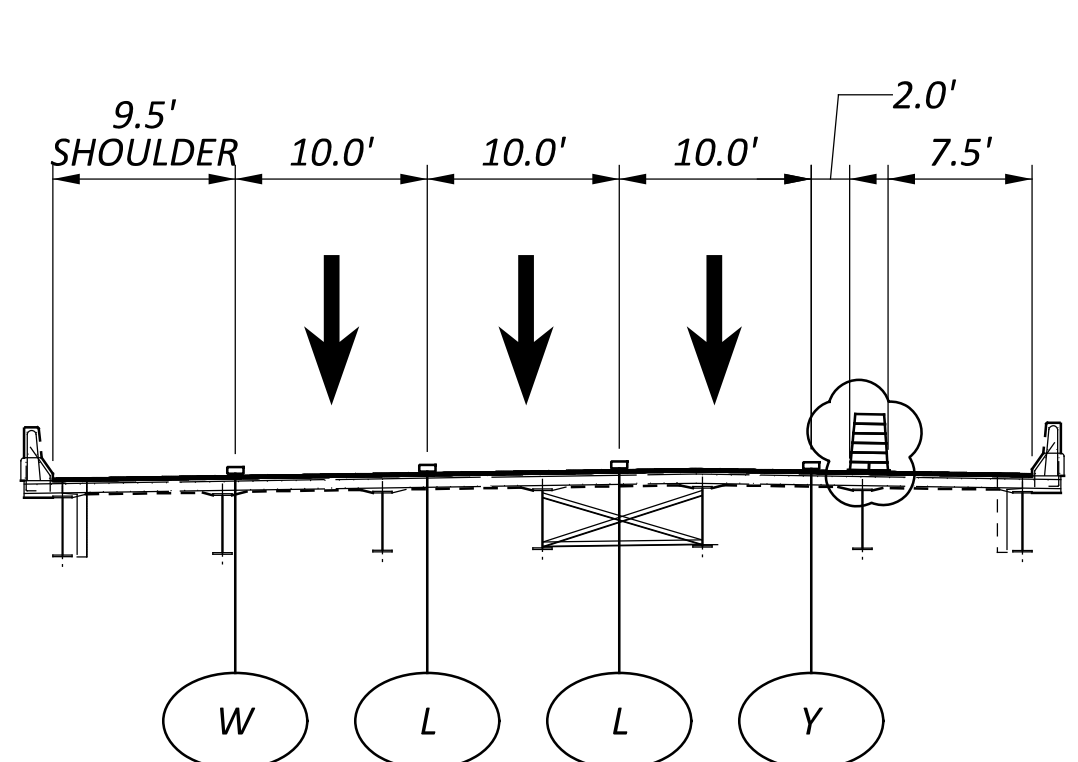
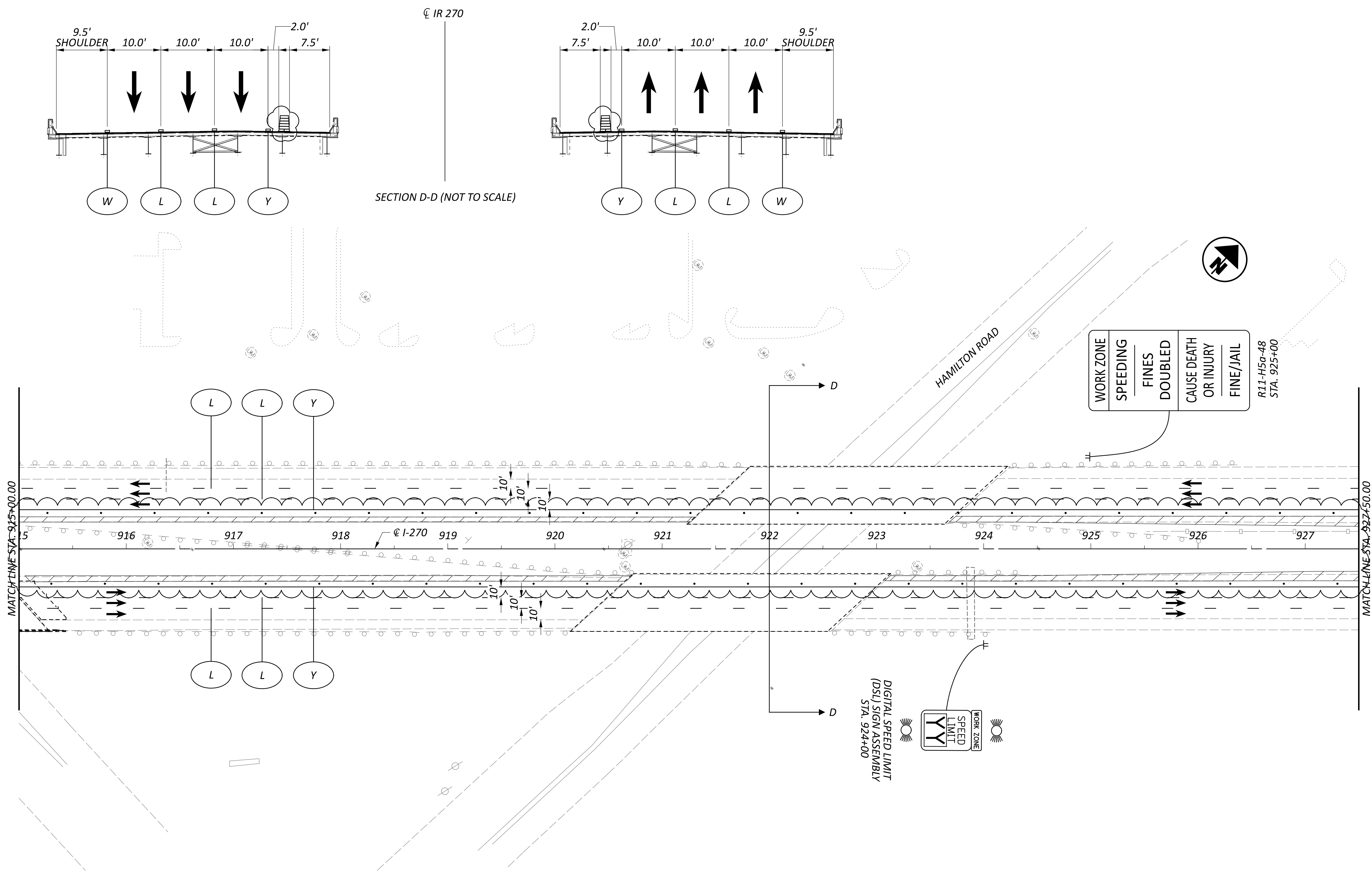
MJC 01/05/24

PROJECT ID

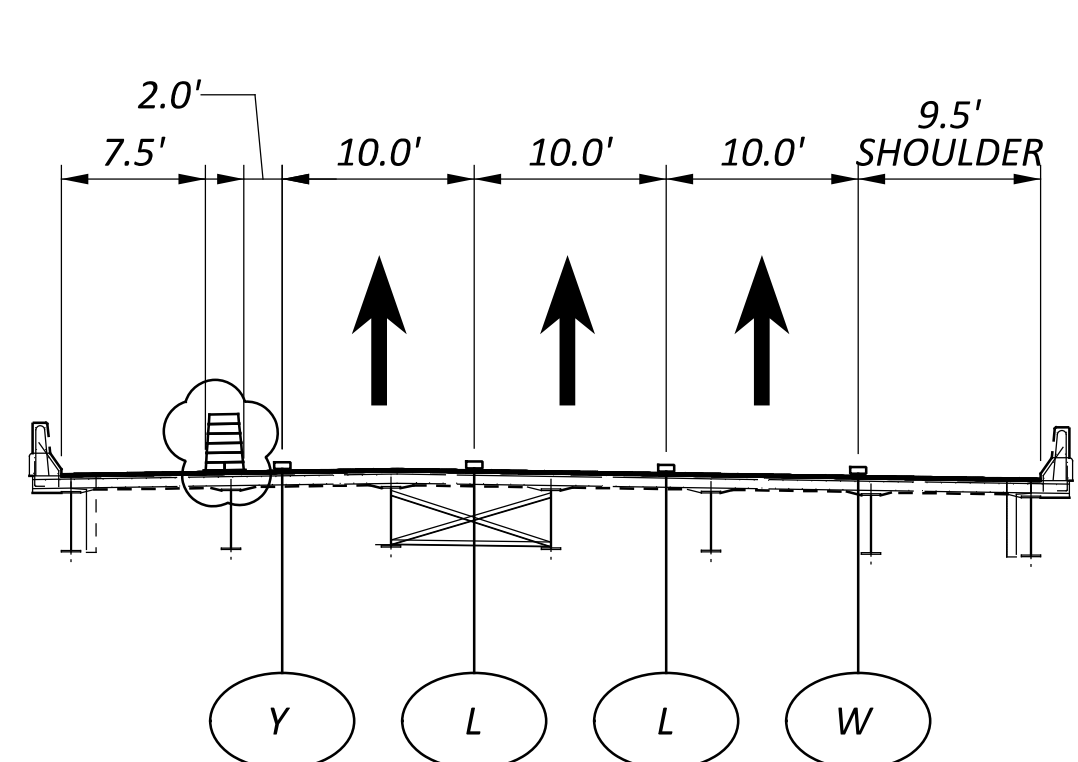
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SHEET TOTAL

P.51 617

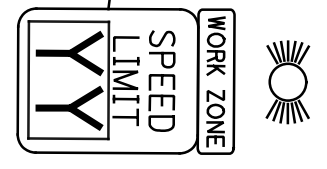


SECTION D-D (NOT TO SCALE)



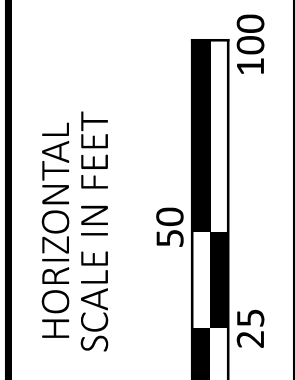
WORK ZONE
 SPEEDING
 FINES
 DOUBLED
 CAUSE DEATH
 OR INJURY
 FINE/JAIL
 R11-H5a-48
 STA. 925+00

DIGITAL SPEED LIMIT
 (DSL) SIGN ASSEMBLY
 STA. 924+00



LEGEND

- | | | | | | | | |
|---|--|----|--|--|-------------------------------|--|---------------------|
| W | ITEM 614 - WORK ZONE EDGE LINE, WHITE, CLASS I, 807 PAINT | CH | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 807 PAINT | | SHOULDER REPLACEMENT/WIDENING | | CONSTRUCTION BARREL |
| Y | ITEM 614 - WORK ZONE EDGE LINE, YELLOW, CLASS I, 807 PAINT | D | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 807 PAINT | | TEMPORARY PAVEMENT | | DIRECTION OF TRAVEL |
| L | ITEM 614 - WORK LANE LINE, CLASS I, 807 PAINT | PB | ITEM 622 - PORTABLE BARRIER | | WORK ZONE | | PORTABLE BARRIER |



MAINTENANCE OF TRAFFIC - IR 270 PRE-PHASE
 STEP 1 - STA. 915+00 TO STA. 927+50

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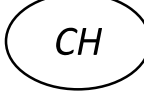










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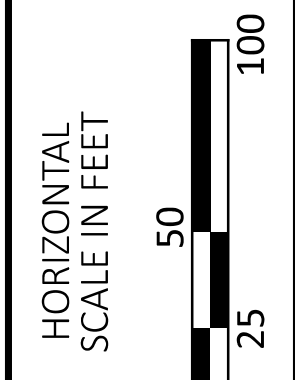
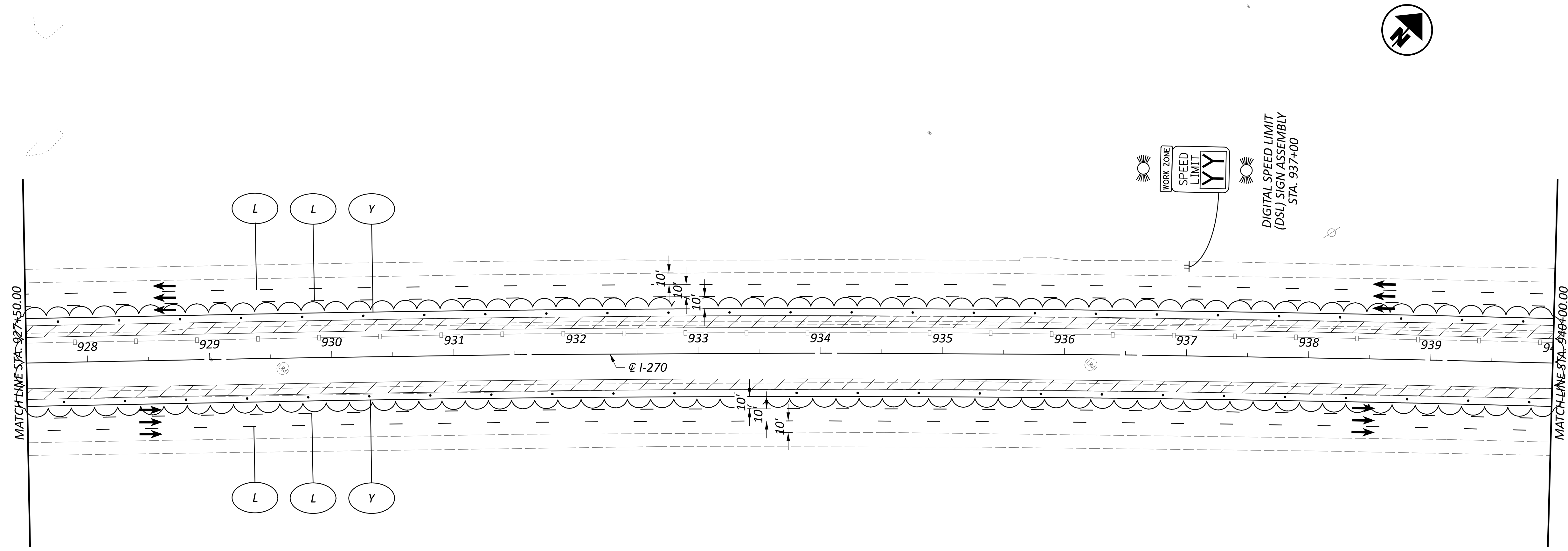
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SHEET TOTAL

P.52 617

LEGEND

- | | | | | | | | |
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|  Y | ITEM 614 - WORK ZONE EDGE LINE, YELLOW, CLASS I, 807 PAINT |  D | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 807 PAINT |  | TEMPORARY PAVEMENT |  → | DIRECTION OF TRAVEL |
|  L | ITEM 614 - WORK LANE LINE, CLASS I, 807 PAINT |  PB | ITEM 622 - PORTABLE BARRIER |  | WORK ZONE |  | PORTABLE BARRIER |



**MAINTENANCE OF TRAFFIC - IR 270 PRE-PHASE
 STEP 1 - STA. 927+50 TO STA. 940+00**

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
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SMB

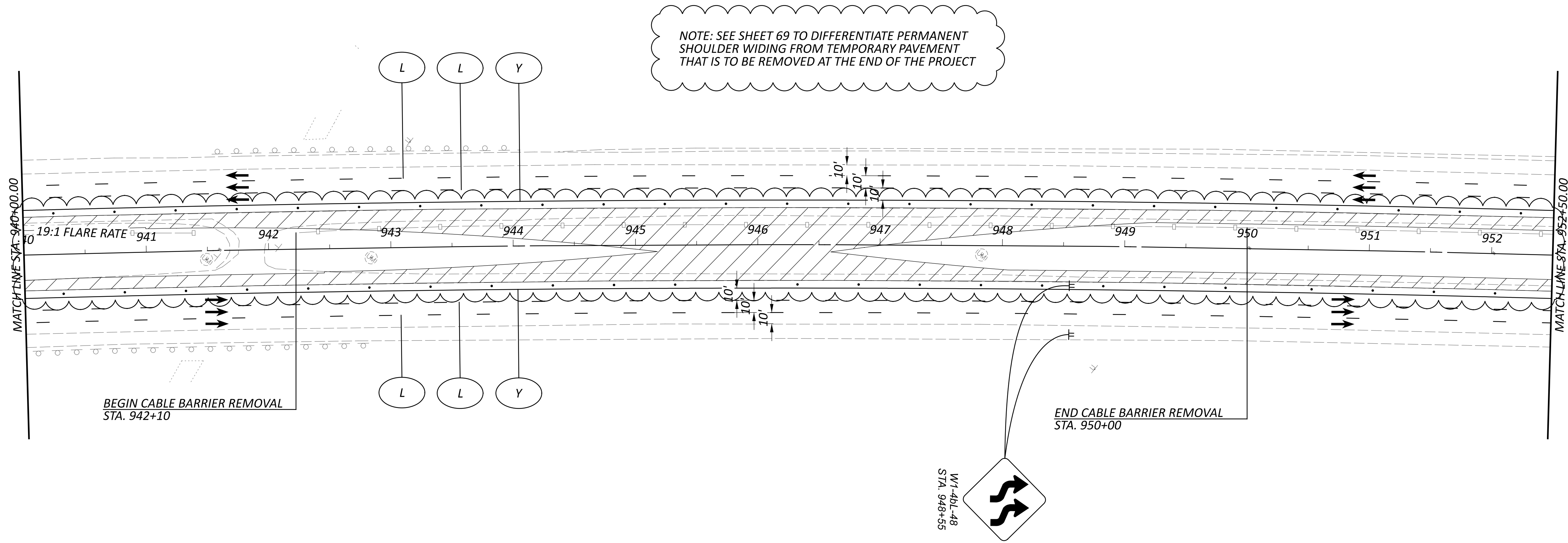
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PROJECT ID
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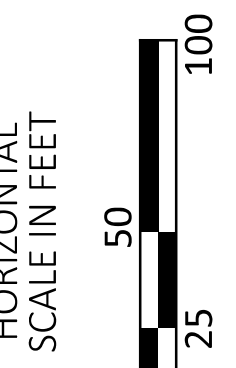
SHEET TOTAL
P.53 617

LEGEND

- | | | | | | | | |
|---|--|--|--|---|-------------------------------|---|---------------------|
|  | ITEM 614 - WORK ZONE EDGE LINE, WHITE, CLASS I, 807 PAINT |  | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 807 PAINT |  | SHOULDER REPLACEMENT/WIDENING |  | CONSTRUCTION BARREL |
|  | ITEM 614 - WORK ZONE EDGE LINE, YELLOW, CLASS I, 807 PAINT |  | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 807 PAINT |  | TEMPORARY PAVEMENT |  | DIRECTION OF TRAVEL |
|  | ITEM 614 - WORK LANE LINE, CLASS I, 807 PAINT |  | ITEM 622 - PORTABLE BARRIER |  | WORK ZONE |  | PORTABLE BARRIER |



MAINTENANCE OF TRAFFIC - IR 270 PRE-PHASE
 STEP 1 - STA. 940+00 TO STA. 952+50



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REVIEWER

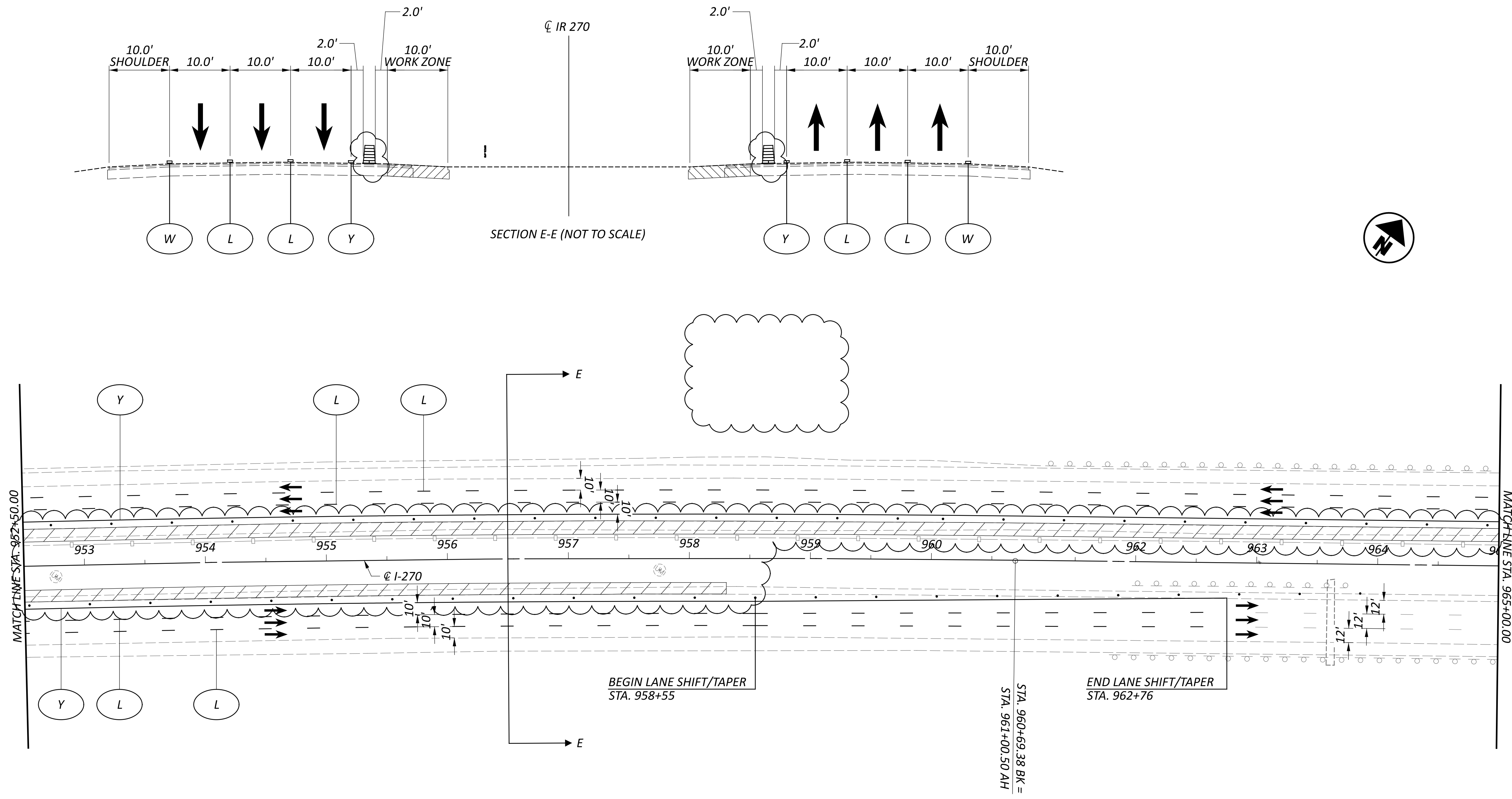
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PROJECT ID

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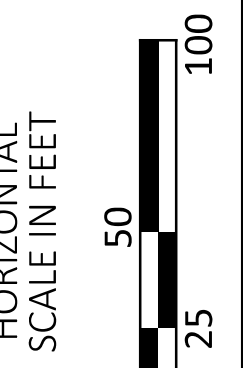
SHEET TOTAL

P.54 617



LEGEND

- | | | | | | | | |
|---|--|----|--|--|-------------------------------|--|---------------------|
| W | ITEM 614 - WORK ZONE EDGE LINE, WHITE, CLASS I, 807 PAINT | CH | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 807 PAINT | | SHOULDER REPLACEMENT/WIDENING | | CONSTRUCTION BARREL |
| Y | ITEM 614 - WORK ZONE EDGE LINE, YELLOW, CLASS I, 807 PAINT | D | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 807 PAINT | | TEMPORARY PAVEMENT | | DIRECTION OF TRAVEL |
| L | ITEM 614 - WORK LANE LINE, CLASS I, 807 PAINT | PB | ITEM 622 - PORTABLE BARRIER | | WORK ZONE | | PORTABLE BARRIER |



**MAINTENANCE OF TRAFFIC - IR 270 PRE-PHASE
 STEP 1 - STA. 952+50 TO STA. 965+00**

DESIGN AGENCY



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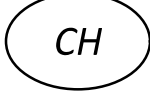







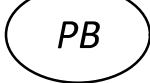
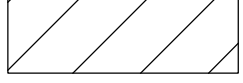

DESIGNER
SMB

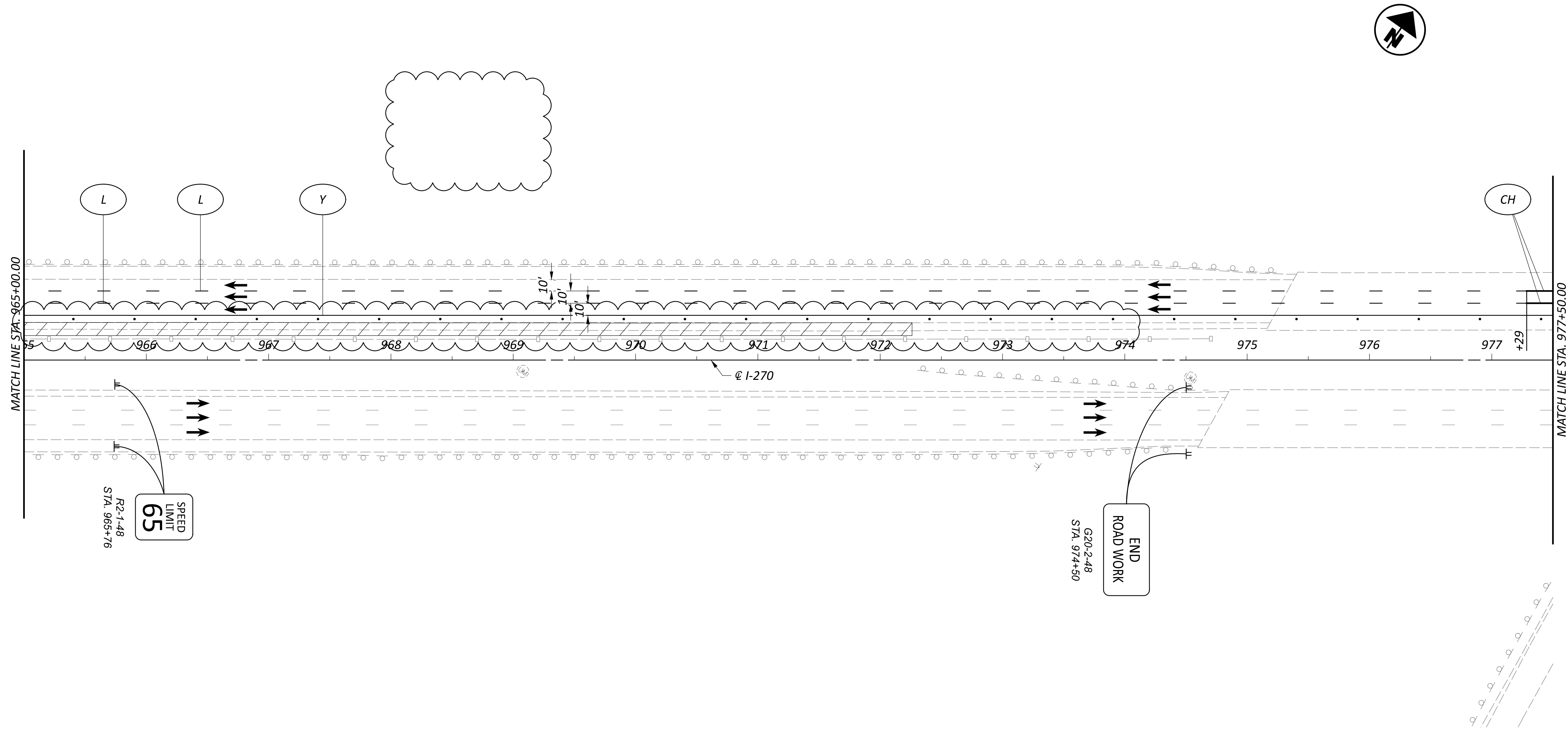
REVIEWER
MJC 01/05/24

PROJECT ID
112798

SHEET TOTAL
 P.55 | 617

LEGEND

- | | | | | | | | |
|---|--|--|--|---|-------------------------------|---|---------------------|
|  | ITEM 614 - WORK ZONE EDGE LINE, WHITE, CLASS I, 807 PAINT |  | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 807 PAINT |  | SHOULDER REPLACEMENT/WIDENING |  | CONSTRUCTION BARREL |
|  | ITEM 614 - WORK ZONE EDGE LINE, YELLOW, CLASS I, 807 PAINT |  | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 807 PAINT |  | TEMPORARY PAVEMENT |  | DIRECTION OF TRAVEL |
|  | ITEM 614 - WORK LANE LINE, CLASS I, 807 PAINT |  | ITEM 622 - PORTABLE BARRIER |  | WORK ZONE |  | PORTABLE BARRIER |



**MAINTENANCE OF TRAFFIC - IR 270 PRE-PHASE
 STEP 1 - STA. 965+00 TO STA. 977+50**



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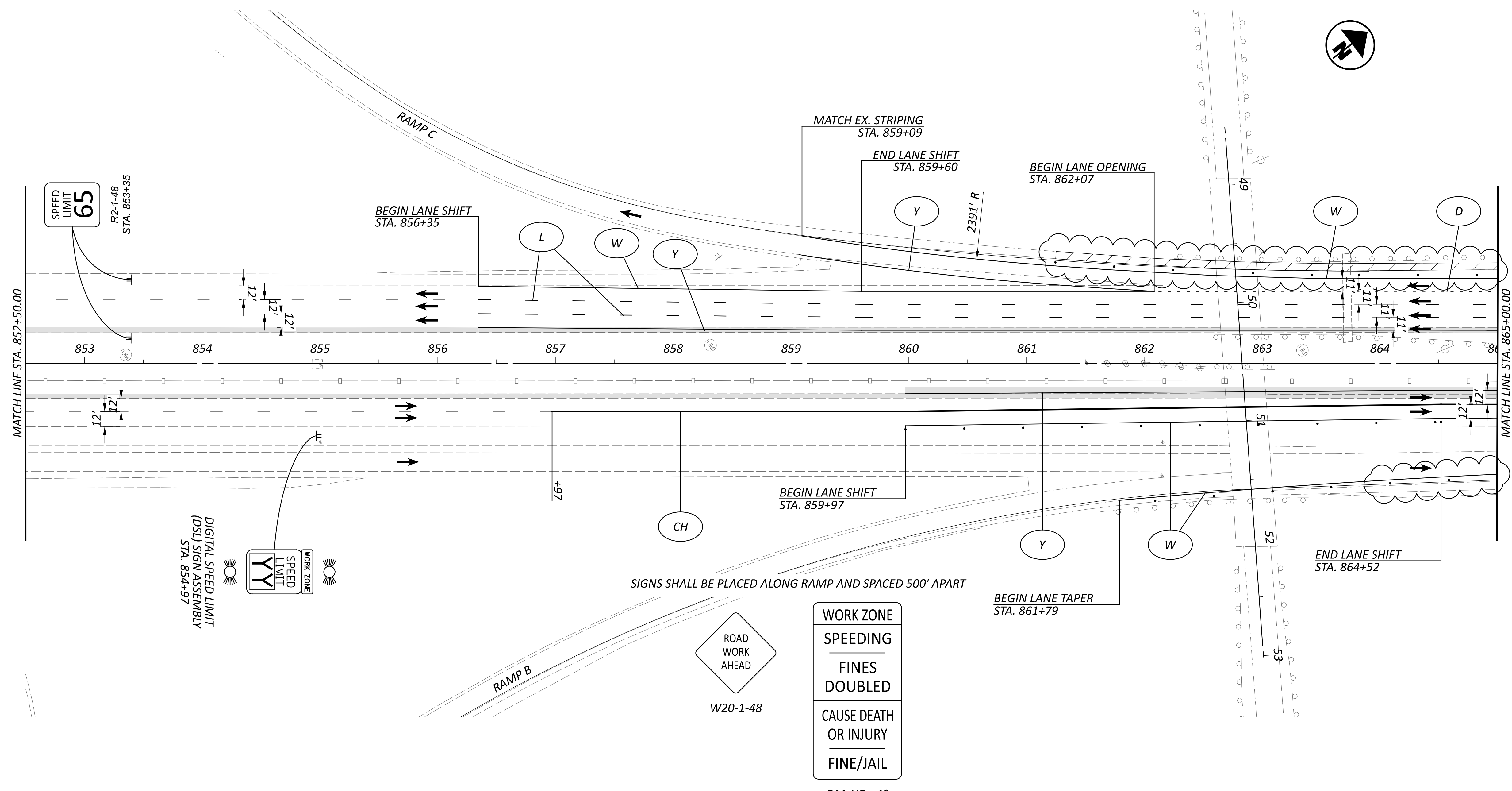
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PROJECT ID

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SHEET TOTAL

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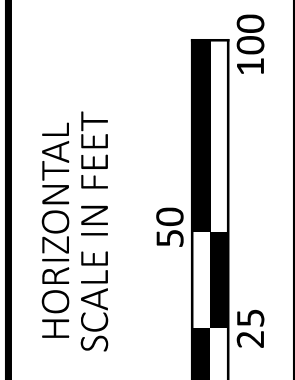


SIGNS SHALL BE PLACED ALONG RAMP AND SPACED 500' APART

LEGEND

- | | | | | | | | |
|-----|--|------|--|------------------|-------------------------------|-----|---------------------|
| (W) | ITEM 614 - WORK ZONE EDGE LINE, WHITE, CLASS I, 807 PAINT | (CH) | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 807 PAINT | [Light Gray Box] | SHOULDER REPLACEMENT/WIDENING | (O) | CONSTRUCTION BARREL |
| (Y) | ITEM 614 - WORK ZONE EDGE LINE, YELLOW, CLASS I, 807 PAINT | (D) | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 807 PAINT | [Dark Gray Box] | TEMPORARY PAVEMENT | (→) | DIRECTION OF TRAVEL |
| (L) | ITEM 614 - WORK LANE LINE, CLASS I, 807 PAINT | (PB) | ITEM 622 - PORTABLE BARRIER | [Hatched Box] | WORK ZONE | (=) | PORTABLE BARRIER |

WORK ZONE
 SPEEDING
 FINES DOUBLED
 CAUSE DEATH OR INJURY
 FINE/JAIL
 R11-H5a-48



MAINTENANCE OF TRAFFIC - IR 270 PRE-PHASE
 STEP 2 - STA. 852+50 TO STA. 865+00

DESIGN AGENCY

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 Grandview Heights, Ohio 44131


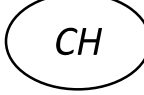







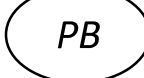


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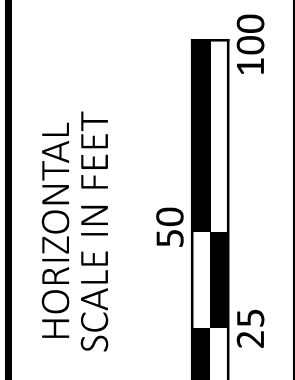
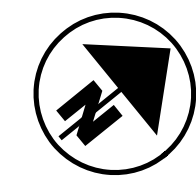
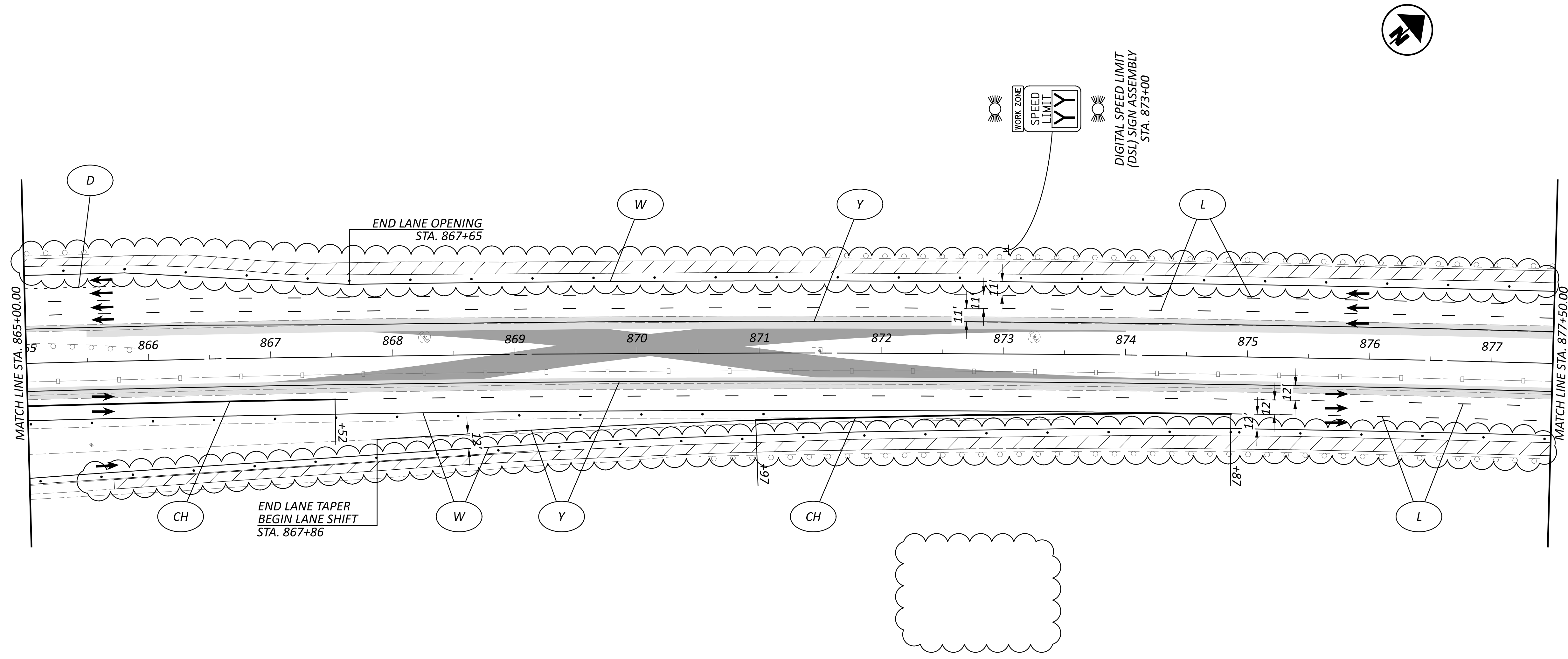
REVIEWER
 MJC 01/05/24

PROJECT ID
 112798

SHEET TOTAL
 P.62 617

LEGEND

- | | | | | | | | |
|---|--|---|--|---|-------------------------------|---|---------------------|
|  W | ITEM 614 - WORK ZONE EDGE LINE, WHITE, CLASS I, 807 PAINT |  CH | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 807 PAINT |  | SHOULDER REPLACEMENT/WIDENING |  | CONSTRUCTION BARREL |
|  Y | ITEM 614 - WORK ZONE EDGE LINE, YELLOW, CLASS I, 807 PAINT |  D | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 807 PAINT |  | TEMPORARY PAVEMENT |  | DIRECTION OF TRAVEL |
|  L | ITEM 614 - WORK LANE LINE, CLASS I, 807 PAINT |  PB | ITEM 622 - PORTABLE BARRIER |  | WORK ZONE |  | PORTABLE BARRIER |



MAINTENANCE OF TRAFFIC - IR 270 PRE-PHASE
 STEP 2 - STA. 865+00 TO STA. 877+50

DESIGN AGENCY



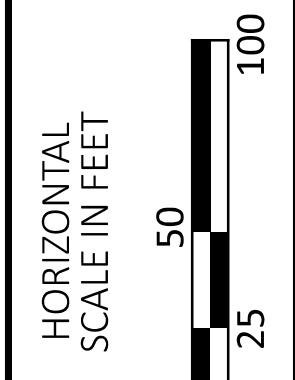
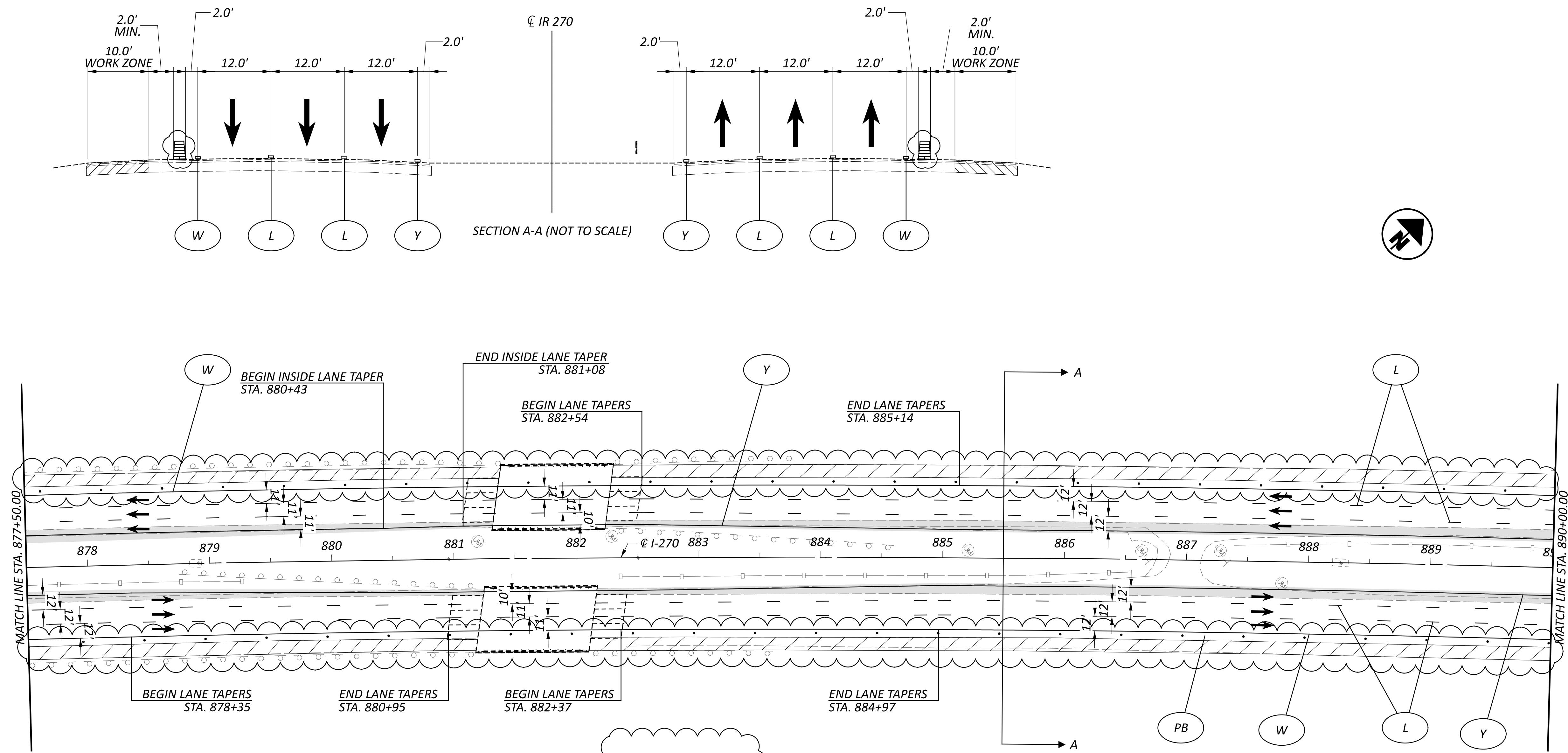
1468 West 9th St, Suite 800
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SMB

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PROJECT ID
112798

SHEET TOTAL
P.63 617



MAINTENANCE OF TRAFFIC - IR 270 PRE-PHASE
 STEP 2 - STA. 877+50 TO STA. 890+00

LEGEND

- | | | | | | | | |
|---|--|----|--|-------------------|-------------------------------|---|---------------------|
| W | ITEM 614 - WORK ZONE EDGE LINE, WHITE, CLASS I, 807 PAINT | CH | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 807 PAINT | [Shaded Box] | SHOULDER REPLACEMENT/WIDENING | ○ | CONSTRUCTION BARREL |
| Y | ITEM 614 - WORK ZONE EDGE LINE, YELLOW, CLASS I, 807 PAINT | D | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 807 PAINT | [Dark Shaded Box] | TEMPORARY PAVEMENT | ➔ | DIRECTION OF TRAVEL |
| L | ITEM 614 - WORK LANE LINE, CLASS I, 807 PAINT | PB | ITEM 622 - PORTABLE BARRIER | [Hatched Box] | WORK ZONE | ▬ | PORTABLE BARRIER |

DESIGN AGENCY

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SMB

REVIEWER

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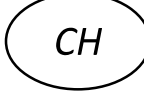
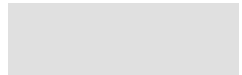

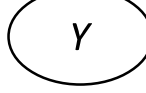




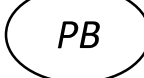


PROJECT ID

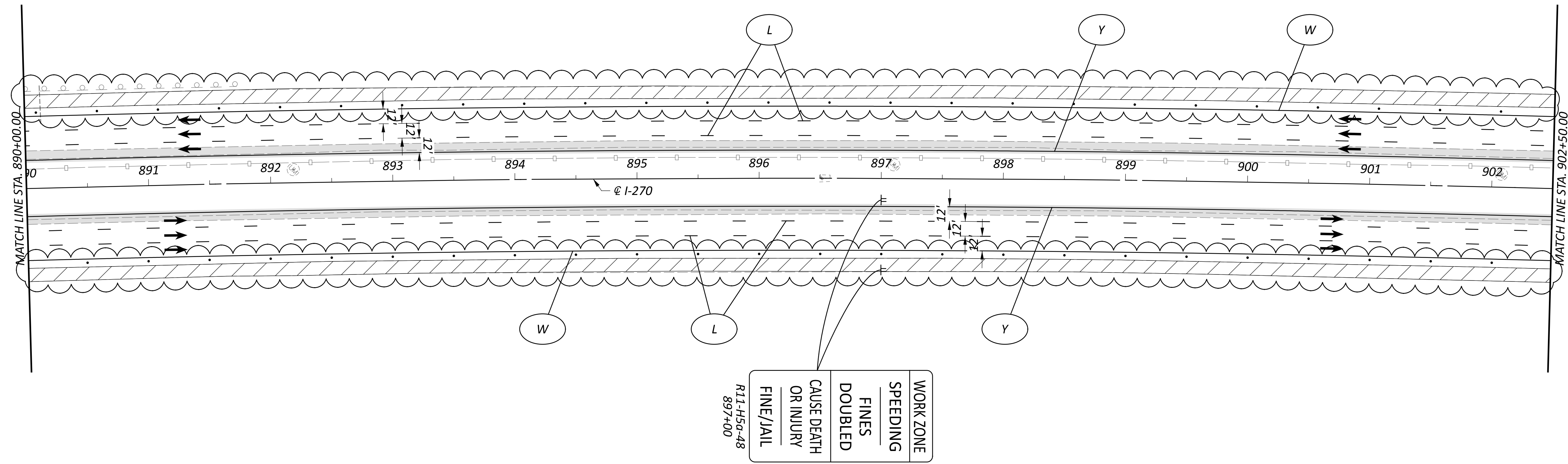
112798

SHEET TOTAL

P.64 617

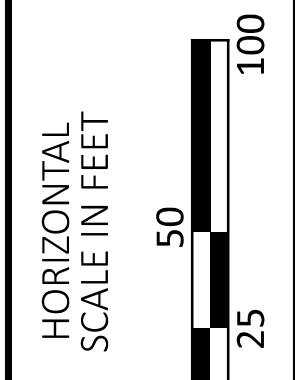
LEGEND

- | | | | | | | | |
|---|--|--|--|---|-------------------------------|---|---------------------|
|  | ITEM 614 - WORK ZONE EDGE LINE, WHITE, CLASS I, 807 PAINT |  | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 807 PAINT |  | SHOULDER REPLACEMENT/WIDENING |  | CONSTRUCTION BARREL |
|  | ITEM 614 - WORK ZONE EDGE LINE, YELLOW, CLASS I, 807 PAINT |  | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 807 PAINT |  | TEMPORARY PAVEMENT |  | DIRECTION OF TRAVEL |
|  | ITEM 614 - WORK LANE LINE, CLASS I, 807 PAINT |  | ITEM 622 - PORTABLE BARRIER |  | WORK ZONE |  | PORTABLE BARRIER |



R11-H50-48
 897+00

| |
|-----------------------|
| WORK ZONE |
| SPEEDING |
| FINES DOUBLED |
| CAUSE DEATH OR INJURY |
| FINE/JAIL |



MAINTENANCE OF TRAFFIC - IR 270 PRE-PHASE
 STEP 2 - STA. 890+00 TO STA. 902+50

DESIGN AGENCY



DESIGNER

REVIEWER

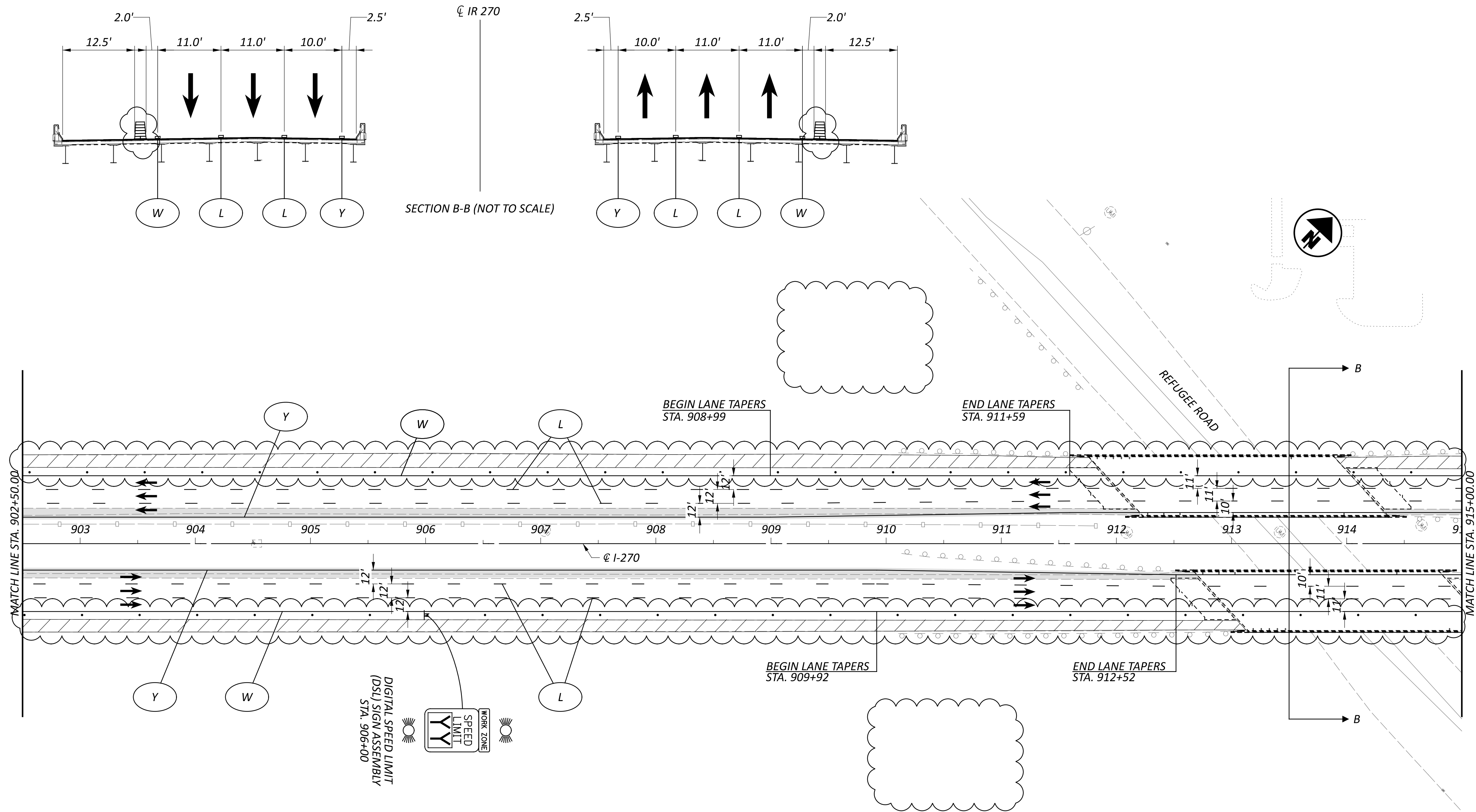
MJC 01/05/24

PROJECT ID

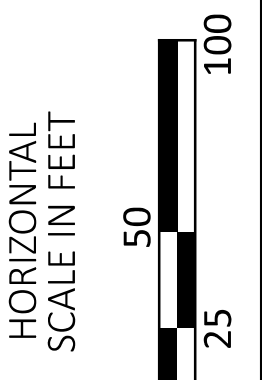
112798

SHEET TOTAL

P.65 617



SECTION B-B (NOT TO SCALE)



LEGEND

- | | | | | | | | |
|---|--|----|--|--|-------------------------------|--|---------------------|
| W | ITEM 614 - WORK ZONE EDGE LINE, WHITE, CLASS I, 807 PAINT | CH | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 807 PAINT | | SHOULDER REPLACEMENT/WIDENING | | CONSTRUCTION BARREL |
| Y | ITEM 614 - WORK ZONE EDGE LINE, YELLOW, CLASS I, 807 PAINT | D | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 807 PAINT | | TEMPORARY PAVEMENT | | DIRECTION OF TRAVEL |
| L | ITEM 614 - WORK LANE LINE, CLASS I, 807 PAINT | PB | ITEM 622 - PORTABLE BARRIER | | WORK ZONE | | PORTABLE BARRIER |

MAINTENANCE OF TRAFFIC - IR 270 PRE-PHASE
 STEP 2 - STA. 902+50 TO STA. 915+00

DESIGN AGENCY

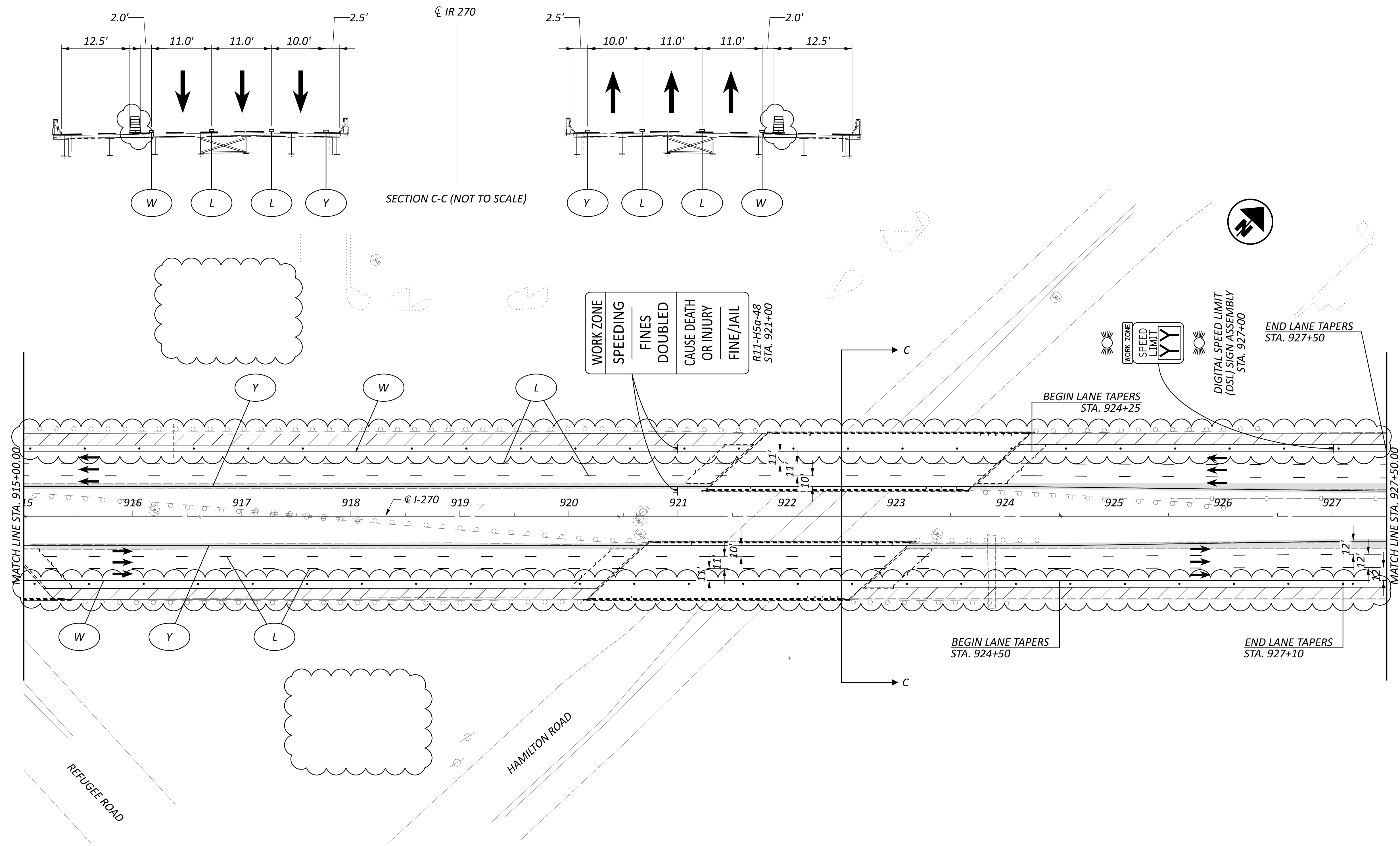
 E.L. ROBINSON
 ENGINEERING
 1468 West 9th St, Suite 800
 Cleveland, Ohio
 950 Goodale Blvd, Suite 180
 Grandview Heights, Ohio

DESIGNER
 SMB

REVIEWER
 MJC 01/05/24

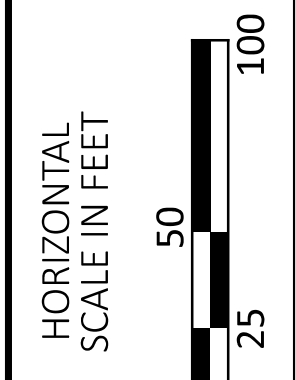
PROJECT ID
 112798

SHEET TOTAL
 P.66 617



LEGEND

- | | | | | | | | |
|-----|--|------|--|----------------------|-------------------------------|-----|---------------------|
| (W) | ITEM 614 - WORK ZONE EDGE LINE, WHITE, CLASS I, 807 PAINT | (CH) | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 807 PAINT | [Hatched Box] | SHOULDER REPLACEMENT/WIDENING | (O) | CONSTRUCTION BARREL |
| (Y) | ITEM 614 - WORK ZONE EDGE LINE, YELLOW, CLASS I, 807 PAINT | (D) | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 807 PAINT | [Solid Grey Box] | TEMPORARY PAVEMENT | (→) | DIRECTION OF TRAVEL |
| (L) | ITEM 614 - WORK LANE LINE, CLASS I, 807 PAINT | (PB) | ITEM 622 - PORTABLE BARRIER | [Diagonal Lines Box] | WORK ZONE | (=) | PORTABLE BARRIER |



MAINTENANCE OF TRAFFIC - IR 270 PRE-PHASE
 STEP 2 - STA. 915+00 TO STA. 927+50

DESIGN AGENCY

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DESIGNER

SMB

REVIEWER

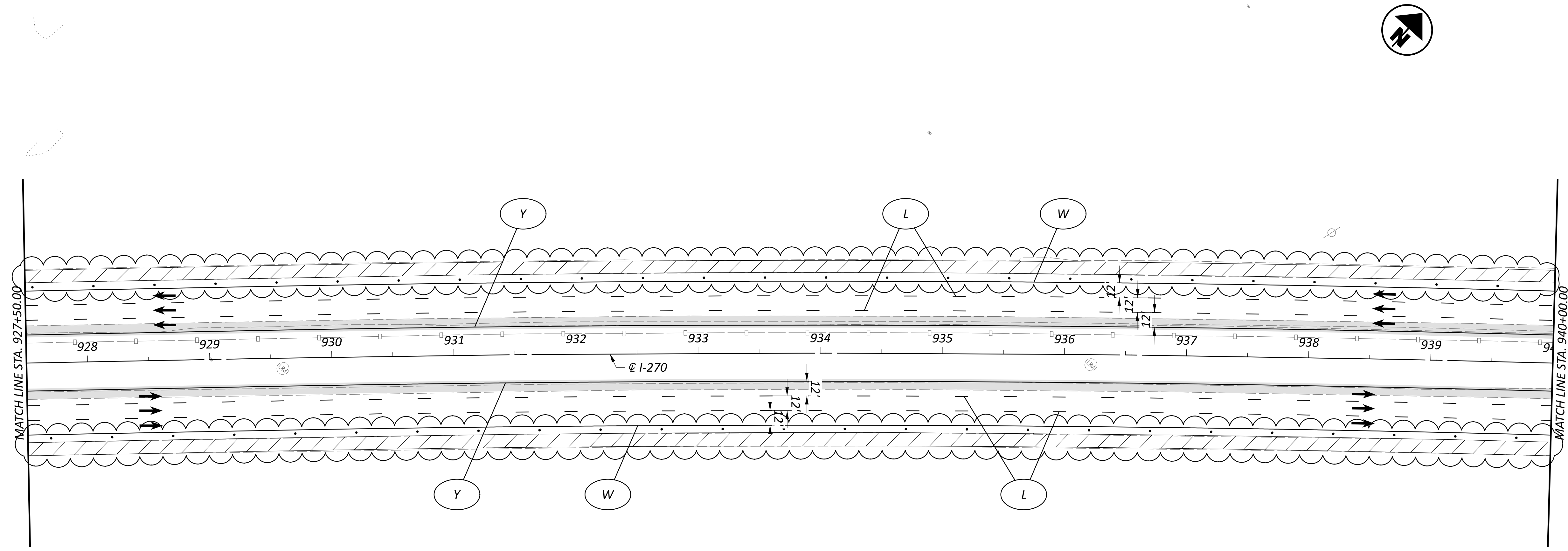
MJC 01/05/24

PROJECT ID

112798

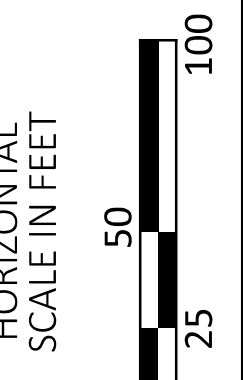
SHEET TOTAL

P.67 617



LEGEND

- | | | | | | | | |
|---|--|----|--|--|-------------------------------|--|---------------------|
| W | ITEM 614 - WORK ZONE EDGE LINE, WHITE, CLASS I, 807 PAINT | CH | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 807 PAINT | | SHOULDER REPLACEMENT/WIDENING | | CONSTRUCTION BARREL |
| Y | ITEM 614 - WORK ZONE EDGE LINE, YELLOW, CLASS I, 807 PAINT | D | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 807 PAINT | | TEMPORARY PAVEMENT | | DIRECTION OF TRAVEL |
| L | ITEM 614 - WORK LANE LINE, CLASS I, 807 PAINT | PB | ITEM 622 - PORTABLE BARRIER | | WORK ZONE | | PORTABLE BARRIER |



**MAINTENANCE OF TRAFFIC - IR 270 PRE-PHASE
 STEP 2 - STA. 927+50 TO STA. 940+00**

DESIGN AGENCY



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DESIGNER

SMB

REVIEWER

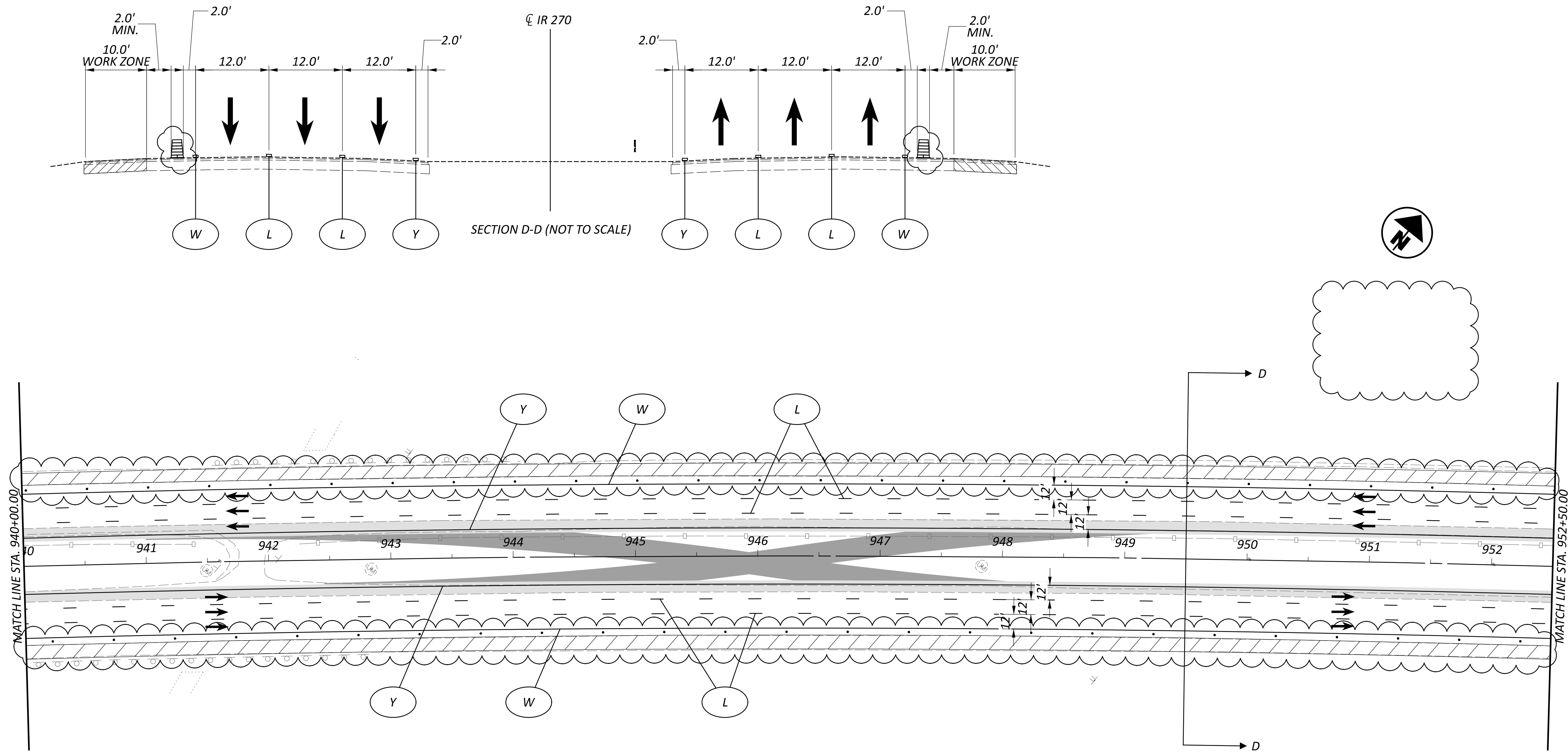
MJC 01/05/24

PROJECT ID

112798

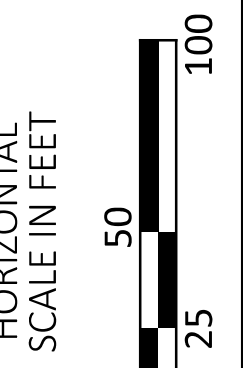
SHEET TOTAL

P.68 617



LEGEND

- | | | | | | | | |
|---|--|----|--|--|-------------------------------|--|---------------------|
| W | ITEM 614 - WORK ZONE EDGE LINE, WHITE, CLASS I, 807 PAINT | CH | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 807 PAINT | | SHOULDER REPLACEMENT/WIDENING | | CONSTRUCTION BARREL |
| Y | ITEM 614 - WORK ZONE EDGE LINE, YELLOW, CLASS I, 807 PAINT | D | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 807 PAINT | | TEMPORARY PAVEMENT | | DIRECTION OF TRAVEL |
| L | ITEM 614 - WORK LANE LINE, CLASS I, 807 PAINT | PB | ITEM 622 - PORTABLE BARRIER | | WORK ZONE | | PORTABLE BARRIER |



**MAINTENANCE OF TRAFFIC - IR 270 PRE-PHASE
 STEP 2 - STA. 940+00 TO STA. 952+50**

DESIGN AGENCY



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DESIGNER

SMB

REVIEWER

MJC 01/05/24


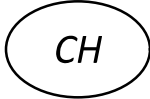


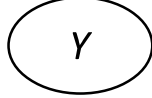
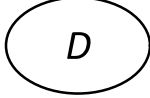




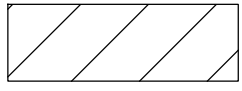

PROJECT ID

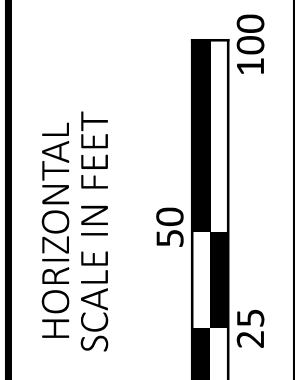
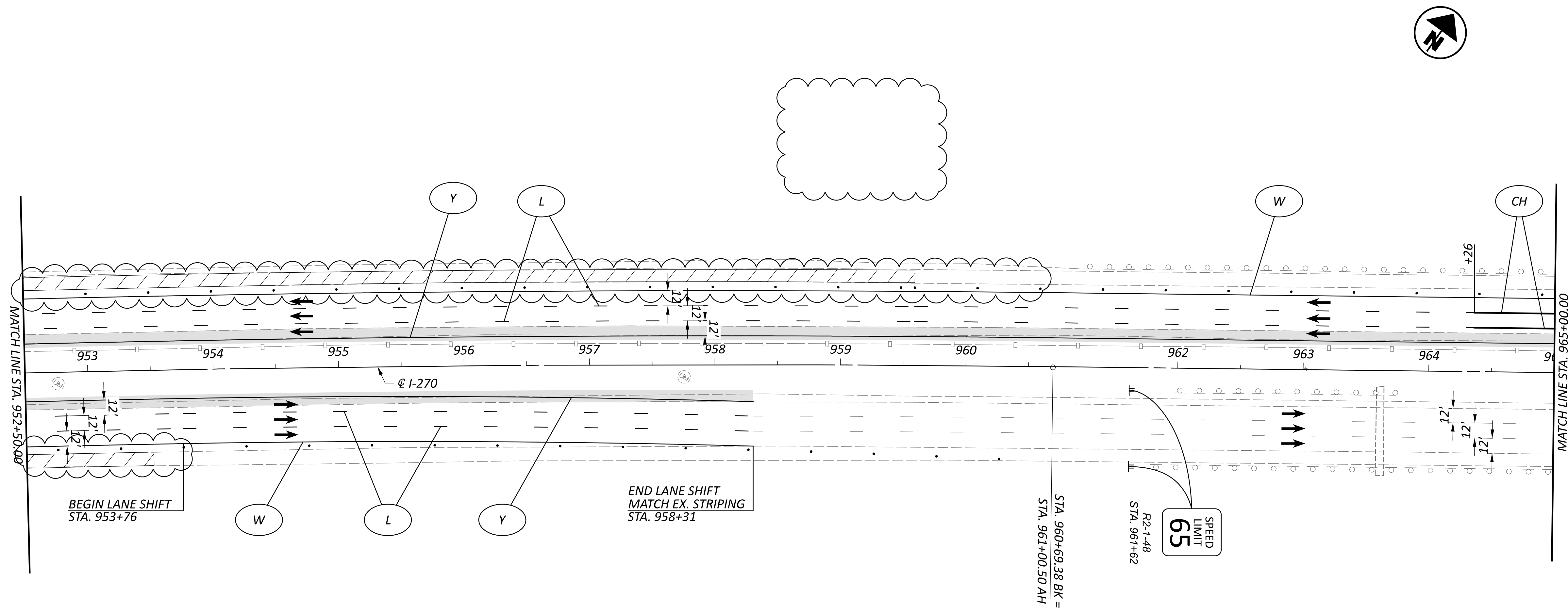
112798

SHEET TOTAL

P.69 617

LEGEND

- | | | | | | | | |
|---|--|--|--|---|-------------------------------|---|---------------------|
|  | ITEM 614 - WORK ZONE EDGE LINE, WHITE, CLASS I, 807 PAINT |  | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 807 PAINT |  | SHOULDER REPLACEMENT/WIDENING |  | CONSTRUCTION BARREL |
|  | ITEM 614 - WORK ZONE EDGE LINE, YELLOW, CLASS I, 807 PAINT |  | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 807 PAINT |  | TEMPORARY PAVEMENT |  | DIRECTION OF TRAVEL |
|  | ITEM 614 - WORK LANE LINE, CLASS I, 807 PAINT |  | ITEM 622 - PORTABLE BARRIER |  | WORK ZONE |  | PORTABLE BARRIER |



MAINTENANCE OF TRAFFIC - IR 270 PRE-PHASE
 STEP 2 - STA. 952+50 TO STA. 965+00

DESIGN AGENCY



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DESIGNER

SMB

REVIEWER

MJC 01/05/24

PROJECT ID

112798

SHEET TOTAL

P.70 617

| SHEET NUM. | | | | | | | | | | | | | | | PART. | | ITEM | ITEM EXT | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET NO. |
|------------------------|-----|----|----|----|----|-----|-----|---------|---------|--------|-------|-----|-------|-------|-----------|-----------|------|----------|-------------|------|--|---------------|
| 15 | 16 | 38 | 39 | 41 | 42 | 276 | 277 | 279 | 280 | 281 | 284 | 334 | 343 | 344 | 01/IMS/05 | 02/IMS/13 | | | | | | |
| PAVEMENT | | | | | | | | | | | | | | | | | | | | | | |
| 20 | | | | | | | | | | | 3,520 | | | | 3,540 | | 251 | 01021 | 3,540 | SY | PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN, 2" - 2' W | 15 |
| 20 | | | | | | | | | | | 3,377 | | | | 3,397 | | 251 | 01021 | 3,397 | SY | PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN, 4" | 15 |
| | 250 | | | | | | | | | | | | | | 250 | | 251 | 01031 | 250 | CY | PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN, 5.25" | 16 |
| | | | | | | | | 203,791 | 109,723 | 24,642 | | | | | 338,156 | | 254 | 01000 | 338,156 | SY | PAVEMENT PLANING, ASPHALT CONCRETE, 1.50" | |
| | | | | | | | | 4,131 | 2,660 | 466 | | | | | 7,257 | | 254 | 01000 | 7,257 | SY | PAVEMENT PLANING, ASPHALT CONCRETE, 1.75" AVG. | |
| | | | | | | | | 588 | 502 | | | | | | 1,090 | | 254 | 01000 | 1,090 | SY | PAVEMENT PLANING, ASPHALT CONCRETE, 2.00" | |
| 20 | | | | | | | | | | | 257 | | | | 277 | | 255 | 10161 | 277 | SY | FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN, 13" | 15 |
| 20 | | | | | | | | | | | | | | 20 | | | 255 | 10501 | 20 | SY | FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN, 13" | 15 |
| | 21 | | | | | | | | | | | | | 21 | | | 255 | 10501 | 21 | SY | FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN | 16 |
| | | | | | | | | | | | 772 | | | | 772 | | 255 | 20000 | 772 | FT | FULL DEPTH PAVEMENT SAWING | |
| | 27 | | | | | | | | | | 257 | | | | 284 | | 257 | 10001 | 284 | SY | DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT, AS PER PLAN | 15 |
| | | | | | | | | 43 | 94 | | | | | | 137 | | 302 | 56000 | 137 | CY | ASPHALT CONCRETE BASE, PG64-22, (449) | |
| | | | | | | | | 27 | 71 | | | | | | 98 | | 304 | 20000 | 98 | CY | AGGREGATE BASE | |
| | | | | | | | | 12,539 | 6,988 | 1,507 | | | | | 21,034 | | 407 | 20000 | 21,034 | GAL | NON-TRACKING TACK COAT | |
| | | | | | | | | | | | | | | | 156 | | 411 | 10000 | 156 | CY | STABILIZED CRUSHED AGGREGATE | |
| | | | | | | | | 7,015 | 3,949 | 1,775 | | | | | 12,739 | | 442 | 00100 | 12,739 | CY | ANTI-SEGREGATION EQUIPMENT | |
| | | | | | | | | | | 1,395 | | | | | 1,395 | | 442 | 10001 | 1,395 | CY | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, 76-22M | 15 |
| | | | | | | | | 8 | 18 | | | | | | 26 | | 442 | 10080 | 26 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446) | |
| | | | | | | | | | 40 | | | | | | 40 | | 442 | 10300 | 40 | CY | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) | |
| | | | | | | | | 11,593 | 6,239 | | | | | | 17,832 | | 442 | 10301 | 17,832 | CY | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN | 16 |
| | | | | | | 288 | 360 | | | | | | | | 648 | | 609 | 24510 | 648 | FT | CURB, TYPE 4-C | |
| | | | | | | | | 211 | 132 | | | | | | 343 | | 617 | 10100 | 343 | CY | COMPACTED AGGREGATE | |
| 1,814 | | | | | | | | 33,920 | 17,745 | | | | | | 53,479 | | 618 | 40100 | 53,479 | FT | RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) | |
| TRAFFIC CONTROL | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | 981 | 123 | 1,104 | | 621 | 00100 | 1,104 | EACH | RPM | |
| | | | | | | | | | | | | | 1,025 | 123 | 1,148 | | 621 | 54000 | 1,148 | EACH | RAISED PAVEMENT MARKER REMOVED | |
| | | | | | | | 29 | | | | | | | | 29 | | 626 | 00102 | 29 | EACH | BARRIER REFLECTOR, TYPE 1, (ONE-WAY) | |
| | | | | | | | 3 | | | | | | | | 3 | | 626 | 00102 | 3 | EACH | BARRIER REFLECTOR, TYPE 1, (BI-DIRECTIONAL) | |
| | | | | | | 255 | 171 | | | | | | | | 426 | | 626 | 00110 | 426 | EACH | BARRIER REFLECTOR, TYPE 2, (ONE-WAY) | |
| | | | | | | | | | | | | 33 | | | 33 | | 630 | 04100 | 33 | FT | GROUND MOUNTED SUPPORT, NO. 4 POST | |
| | | | | | | | | | | | | 1 | | | 1 | | 630 | 79610 | 1 | EACH | SIGN SUPPORT ASSEMBLY, BARRIER MOUNTED | |
| | | | | | | | | | | | | 32 | | | 32 | | 630 | 80100 | 32 | SF | SIGN, FLAT SHEET | |
| | | | | | | | | | | | | | 200 | | 200 | | 644 | 00700 | 200 | FT | TRANSVERSE/DIAGONAL LINE, 20" (YELLOW) | |
| | | | | | | | | | | | | | 1 | | 1 | | 644 | 01350 | 1 | EACH | LANE REDUCTION ARROW | |
| 20 | | | | | | | | | | | | | | | 20 | | 644 | 40000 | 20 | EACH | SPEED MEASUREMENT MARKING | |
| | | | | | | | | | | | | | | 1.05 | 1.05 | | 807 | 12010 | 1.05 | MILE | WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (WHITE) | |
| | | | | | | | | | | | | | | 0.88 | 0.88 | | 807 | 12010 | 0.88 | MILE | WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (YELLOW) | |
| | | | | | | | | | | | | | | 1.49 | 1.49 | | 807 | 12110 | 1.49 | MILE | WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6" | |
| | | | | | | | | | | | | | | 435 | 435 | | 807 | 12310 | 435 | FT | WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12" | |
| | | | | | | | | | | | | | | 644 | 644 | | 807 | 12410 | 644 | FT | WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6" | |
| | | | | | | | | | | | | | | 10.64 | 1.81 | 12.45 | 807 | 14010 | 12.45 | MILE | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (WHITE) | |
| | | | | | | | | | | | | | | 10.62 | 1.81 | 12.43 | 807 | 14010 | 12.43 | MILE | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (YELLOW) | |
| | | | | | | | | | | | | | | 17.91 | 17.91 | | 807 | 14110 | 17.91 | MILE | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6" | |
| | | | | | | | | | | | | | | 5,989 | 5,989 | | 807 | 14310 | 5,989 | FT | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12" | |
| | | | | | | | | | | | | | | 7,595 | 7,595 | | 807 | 14410 | 7,595 | FT | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6" | |
| | | | | | | | | | | | | | | 40.61 | 3.62 | 44.23 | 850 | 10010 | 44.23 | MILE | GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT) | |
| | | | | | | | | | | | | | | 5,989 | 5,989 | | 850 | 10130 | 5,989 | FT | GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT) | |
| | | | | | | | | | | | | | | 3.55 | 3.55 | | 850 | 20010 | 3.55 | MILE | GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE) | |
| | | | | | | | | | | | | | | 435 | 435 | | 850 | 20130 | 435 | FT | GROOVING FOR 12" RECESSED PAVEMENT MARKING, (CONCRETE) | |
| TRAFFIC SIGNALS | | | | | | | | | | | | | | | | | | | | | | |
| LUMP | | | | | | | | | | | | | | | LUMP | | 809 | 70000 | LS | | MAINTAINING ITS DURING CONSTRUCTION | |

GENERAL SUMMARY

DESIGN AGENCY

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DESIGNER
ACF

REVIEWER
MJC 01/05/24

PROJECT ID
112798

SHEET TOTAL
 P.265 | 617

| SHEET NUM. | | | | | | | | | | | | | | PART. | | ITEM | ITEM EXT | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET NO. |
|-------------------------------|----|----|-----------------|----|--------|--------|-------|--------|-------|--------|-------|-------|-------|-----------|-----------|------|----------|-------------|------|---|---------------|
| 17 | 19 | 20 | 21 | 24 | 25A | 38 | 38A | 39 | 40 | 41 | 42 | 42A | | 01/IMS/05 | 02/IMS/13 | | | | | | |
| MAINTENANCE OF TRAFFIC | | | | | | | | | | | | | | | | | | | | | |
| | | | 1,325 61,925 | | | | | | | | | | | | 1,325 | 614 | 11110 | 1,325 | HOUR | LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE | |
| | | | | | | | | | | | | | | | 61,925 | 614 | 11630 | 61,925 | FT | INCREASED BARRIER DELINEATION | |
| | | | | | | | 4 | 12 | 5 | 14 | 8 | 4 | | | 47 | 614 | 12380 | 47 | EACH | WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) | |
| 110 | | | | | | | | | | | | | | | LUMP | 614 | 12420 | LS | | DETOUR SIGNING | |
| | | | | | | | | | | | | | | | 110 | 614 | 12484 | 110 | EACH | WORK ZONE INCREASED PENALTIES SIGN | |
| | | | 13 250 | | | | | | | | | | | | 13 | 614 | 12500 | 13 | EACH | REPLACEMENT SIGN | |
| | | | | | | | | | | | | | | | 250 | 614 | 12600 | 250 | EACH | REPLACEMENT DRUM | |
| | | | | 3 | | | | | | | | | | | 3 | 614 | 12756 | 3 | EACH | WORK ZONE CROSSOVER LIGHTING SYSTEM | |
| | | | 5,065 | | | | | | | | | | | | 5,065 | 614 | 12801 | 5,065 | EACH | WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN | 20 |
| | | | 368 | | | | | | | | | | | | 368 | 614 | 13312 | 368 | EACH | BARRIER REFLECTOR, TYPE 2, (ONE-WAY) | |
| | | | 368 | | | | | | | | | | | | 368 | 614 | 13350 | 368 | EACH | OBJECT MARKER, ONE WAY | |
| | | | 48 | | | | | | | | | | | | 48 | 614 | 18601 | 48 | SNMT | PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN | 20 |
| | | | | | 61.27 | 16.77 | | | 0.63 | 4.45 | | | | | 83.12 | 614 | 20056 | 83.12 | MILE | WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT | |
| | | | | | | | | | | | | | | | 0.34 | 614 | 20110 | 0.34 | MILE | WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT | |
| | | | | | 19.25 | | | | | | | | | | 19.25 | 614 | 20560 | 19.25 | MILE | WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT | |
| | | | | | 33.34 | 14.96 | | | 8.02 | 26.69 | | | | | 83.01 | 614 | 22056 | 83.01 | MILE | WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT | |
| | | | | | | | 3.97 | 11.33 | | | | 6.54 | 2.92 | | 24.76 | 614 | 22110 | 24.76 | MILE | WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT | |
| | | | | | | | | | | | | | | | 23.25 | 614 | 22360 | 23.25 | MILE | WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT | |
| | | | | | | 7,374 | | | 7,723 | 40,665 | | | | | 55,762 | 614 | 23110 | 55,762 | FT | WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT | |
| | | | | | | | 3,584 | 35,792 | | | | 4,285 | 2,280 | | 45,941 | 614 | 23210 | 45,941 | FT | WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT | |
| | | | | | 6,289 | | | | | | | | | | 6,289 | 614 | 23690 | 6,289 | FT | WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT | |
| | | | | | | 630 | | | 1,086 | 1,274 | | | | | 2,990 | 614 | 24102 | 2,990 | FT | WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT | |
| | | | | | | | 5,460 | 3,120 | | | 3,121 | 3,120 | | | 14,821 | 614 | 24202 | 14,821 | FT | WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT | |
| | | | | | 10,211 | | | | | | | | | | 10,211 | 614 | 24612 | 10,211 | FT | WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT | |
| | | | | | | | | | | | | | | | LS | 615 | 10000 | LS | | ROADS FOR MAINTAINING TRAFFIC | |
| | | | | | | 3,709 | | | | | | | | | 3,709 | 615 | 20000 | 3,709 | SY | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A | |
| | | | | | | 40,923 | | 18,567 | | 1,032 | 1,480 | | | | 62,002 | 615 | 20001 | 62,002 | SY | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN | 23 |
| | | | 6,834 | | | | | | | | | | | | 6,834 | 618 | 40101 | 6,834 | FT | RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN | 24 |
| | | | | | | | | | 2,890 | 14,241 | | | | | 17,131 | 622 | 41011 | 17,131 | FT | PORTABLE BARRIER, 50", AS PER PLAN | 23 |
| | | | | | | | 3,445 | 6,727 | 2,404 | 10,404 | 3,976 | 3,234 | | | 30,190 | 622 | 41100 | 30,190 | FT | PORTABLE BARRIER, UNANCHORED | |
| | | | | | | | | 576 | 288 | 864 | 288 | | | | 2,016 | 622 | 41110 | 2,016 | FT | PORTABLE BARRIER, ANCHORED | |
| | | | 54 | | | | | | | | | | | | 54 | 808 | 18700 | 54 | SNMT | DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY | |
| | | | | 30 | | | | | | | | | | | 30 | 896 | 00012 | 30 | SNMT | PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS II | |
| | | | | | | | | | | | | | | | 10 | 896 | 00021 | 10 | SNMT | PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN | 24 |
| | | | | | | | | | | | | | | | 125,332 | 900 | 00100 | 125,332 | EACH | RAILROAD FLAGGING SERVICES | |
| | | | | | | | | | | | | | | | LUMP | 108 | 10000 | LS | | INCIDENTALS | |
| | | | | | | | | | | | | | | | LUMP | 614 | 11000 | LS | | CPM PROGRESS SCHEDULE | |
| | | | | | | | | | | | | | | | 18 | 619 | 16020 | 18 | MNTH | MAINTAINING TRAFFIC | |
| | | | | | | | | | | | | | | | LUMP | 623 | 10000 | LS | | FIELD OFFICE, TYPE C | |
| | | | | | | | | | | | | | | | LUMP | 624 | 10000 | LS | | CONSTRUCTION LAYOUT STAKES AND SURVEYING | |
| | | | | | | | | | | | | | | | | | | | | MOBILIZATION | |

GENERAL SUMMARY

DESIGN AGENCY



E.L. ROBINSON
ENGINEERING

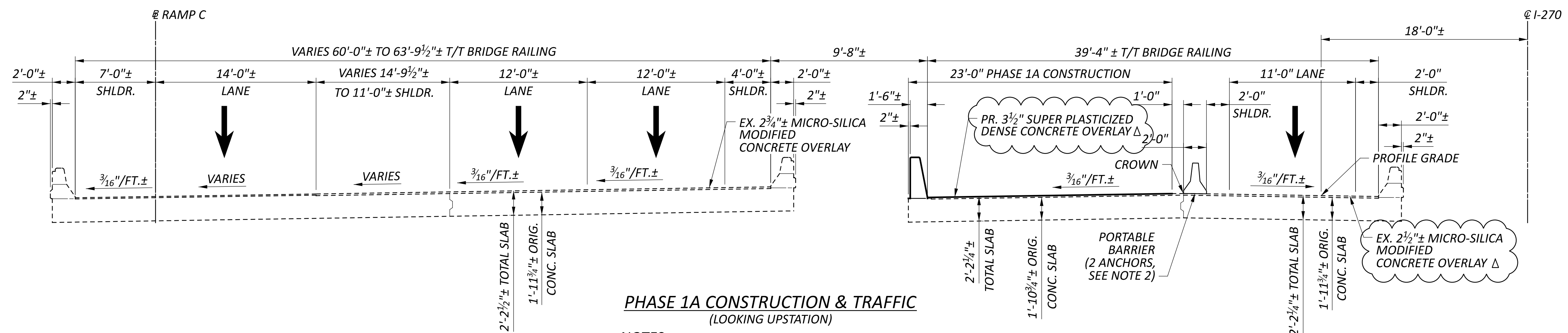
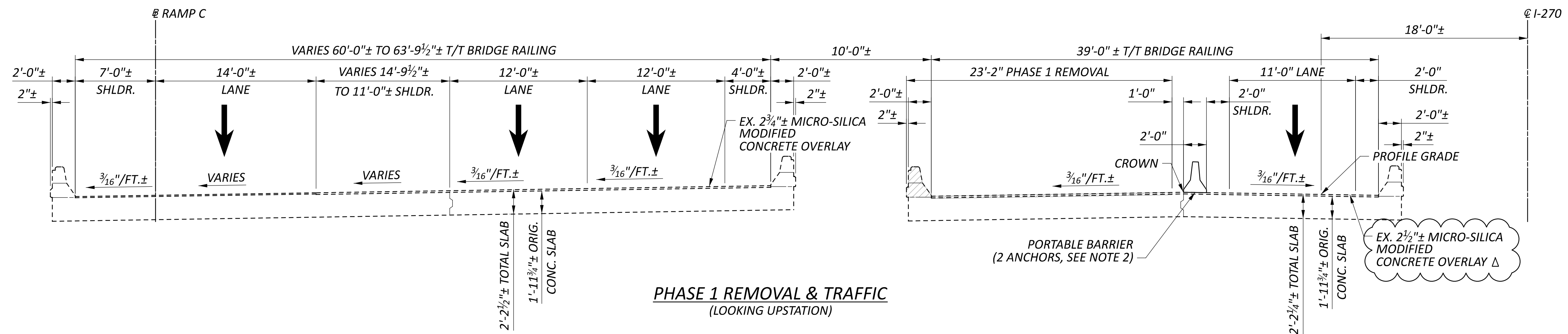
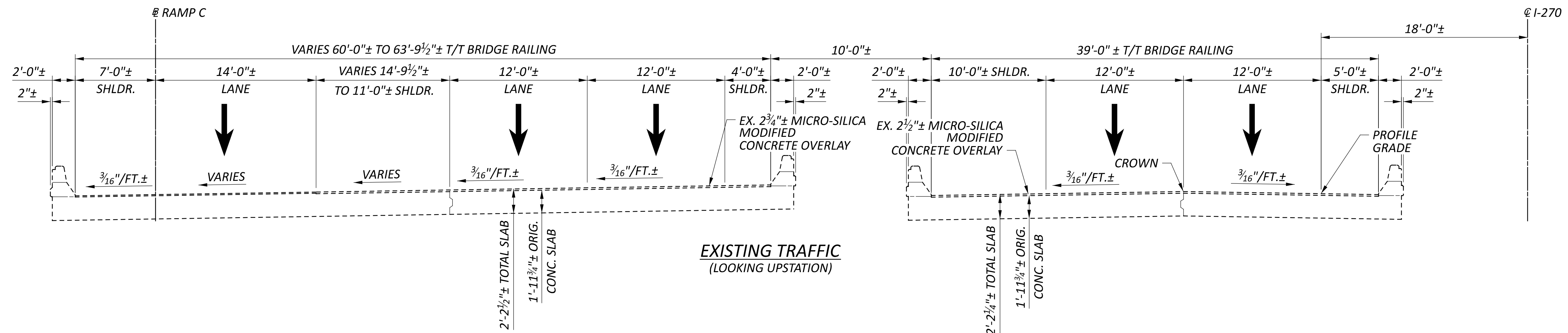
1468 West 9th St, Suite 800
Cleveland, Ohio
950 Goodale Blvd, Suite 180
Grandview Heights, Ohio

DESIGNER
ACF

REVIEWER
MJC 01/05/24

PROJECT ID
112798

SHEET TOTAL
P.275 | 617



NOTES:

1. RAMP STRUCTURE AND RIGHT STRUCTURE HAVE 1 1/4"± OF THE ORIGINAL CONCRETE DECK TOP SURFACE CLEAR COVER REMAINING UNDERNEATH THE EXISTING CONCRETE OVERLAY.
2. WHERE PORTABLE BARRIER ANCHORS ARE REQUIRED ABOVE, PROVIDE SPECIFIED NUMBER OF ANCHORS PER SEGMENT FOR PCB-91 TYPE BARRIER OR 2 ANCHORS PER SEGMENT FOR RM 4.2 TYPE BARRIER ON APPROACH SLABS AND OVER BRIDGE JOINTS ONLY. NO ANCHORS REQUIRED ON REMAINING SUPERSTRUCTURE.

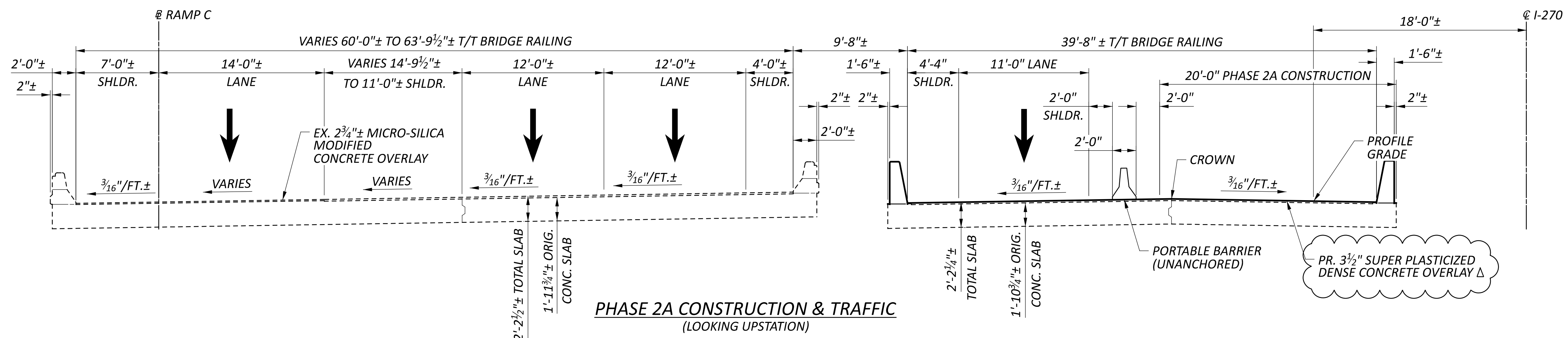
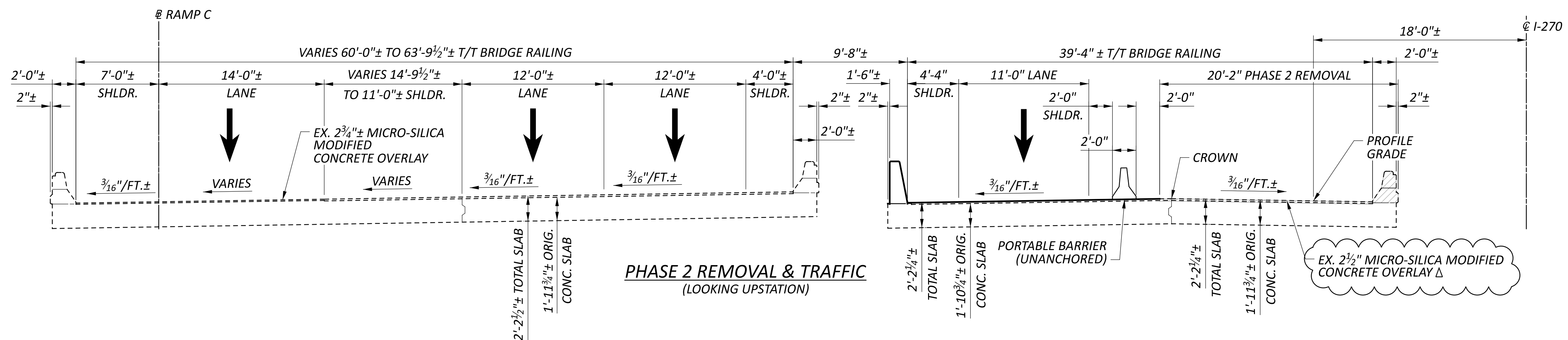
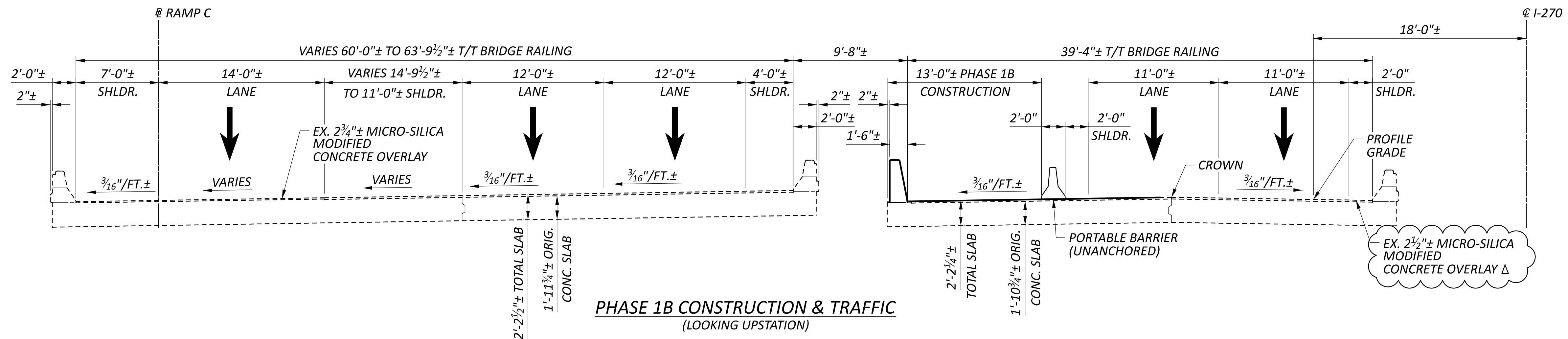
NOTES CONTINUED:

3. FOR PHASE CONSTRUCTION WORK DESCRIPTION SEE SHEET 10/38.

LEGEND:

- INDICATES AREAS TO BE REMOVED PER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
- SEE SHEET 10/38 FOR MORE INFORMATION.

| | |
|---------------|---------|
| SFN | 2514559 |
| SFN | 2514524 |
| DESIGN AGENCY | |
| DESIGNER | GLA |
| CHECKER | JOL |
| REVIEWER | RER |
| PROJECT ID | 112798 |
| SUBSET | 6 |
| TOTAL | 38 |
| SHEET | P.350 |
| TOTAL | 617 |



NOTES:

1. RAMP STRUCTURE AND RIGHT STRUCTURE HAVE 1 1/4"± OF THE ORIGINAL CONCRETE DECK TOP SURFACE CLEAR COVER REMAINING UNDERNEATH THE EXISTING CONCRETE OVERLAY.
2. WHERE PORTABLE BARRIER ANCHORS ARE REQUIRED ABOVE, PROVIDE SPECIFIED NUMBER OF ANCHORS PER SEGMENT FOR PCB-91 TYPE BARRIER OR 2 ANCHORS PER SEGMENT FOR RM 4.2 TYPE BARRIER ON APPROACH SLABS AND OVER BRIDGE JOINTS ONLY. NO ANCHORS REQUIRED ON REMAINING SUPERSTRUCTURE.

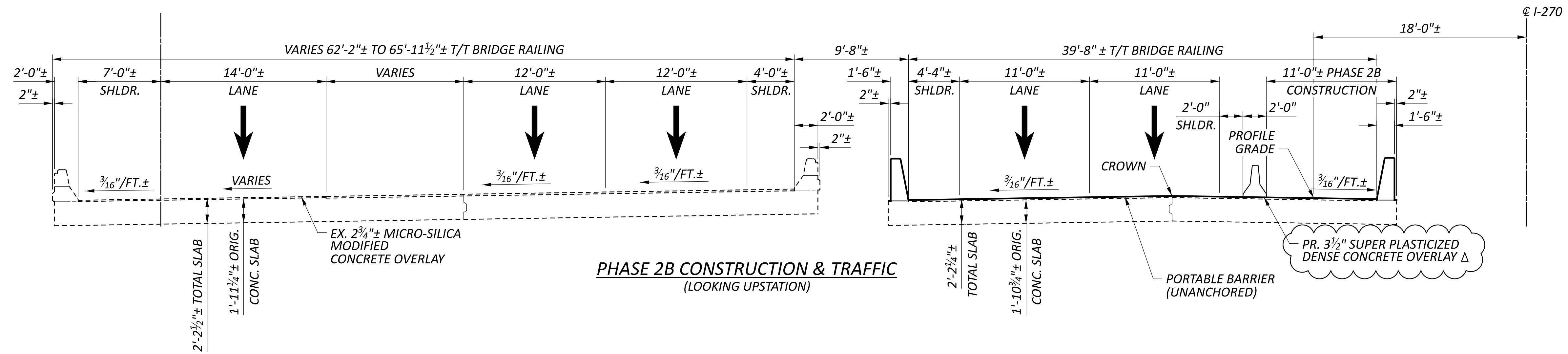
NOTES CONTINUED:

3. FOR PHASE CONSTRUCTION WORK DESCRIPTION SEE SHEET 10/38.

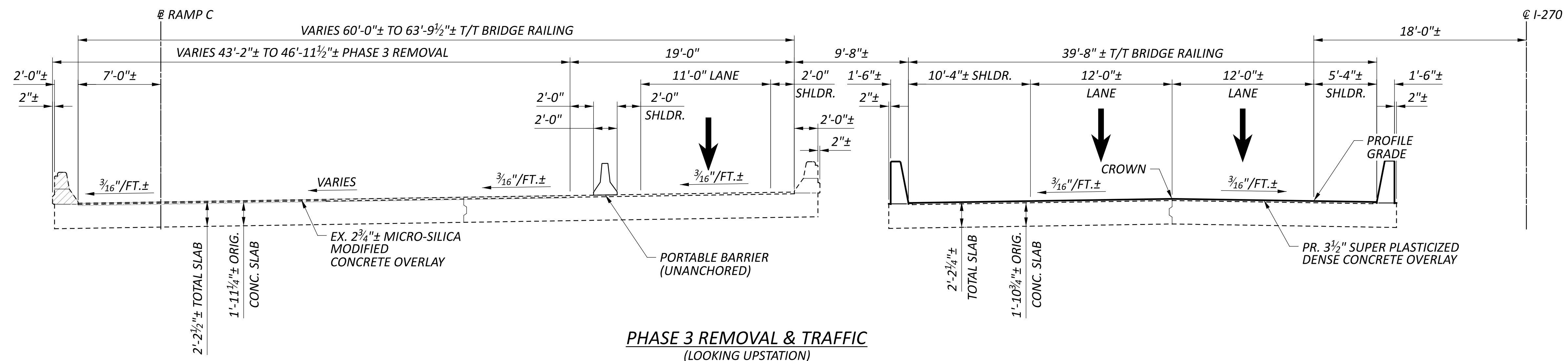
LEGEND:

- INDICATES AREAS TO BE REMOVED PER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
- SEE SHEET 10/38 FOR MORE INFORMATION.

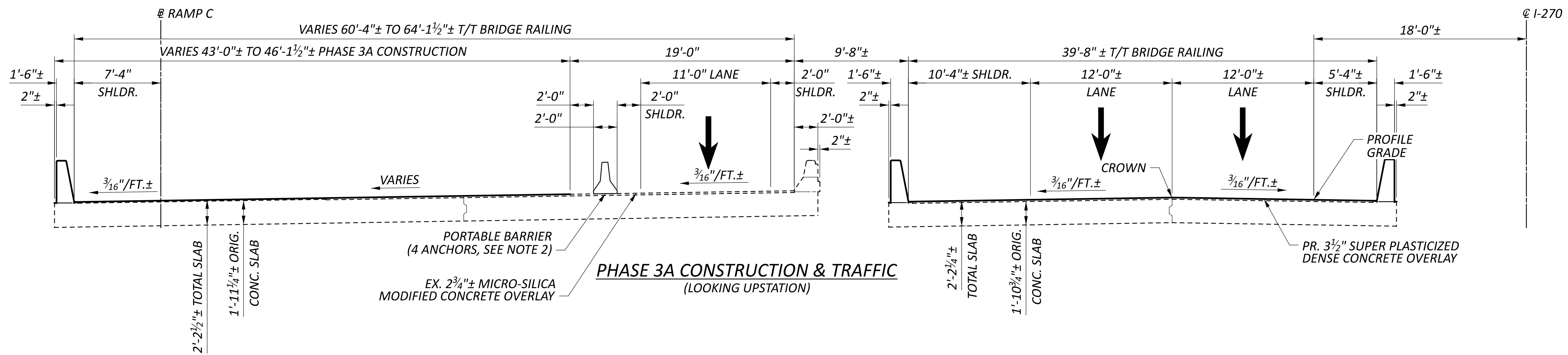
| | |
|---------------|---------|
| SFN | 2514559 |
| SFN | 2514524 |
| DESIGN AGENCY | |
| DESIGNER | GLA |
| CHECKER | JOL |
| REVIEWER | RER |
| PROJECT ID | 112798 |
| SUBSET | TOTAL |
| 7 | 38 |
| SHEET | TOTAL |
| P.351 | 617 |



PHASE 2B CONSTRUCTION & TRAFFIC
(LOOKING UPSTATION)



PHASE 3 REMOVAL & TRAFFIC
(LOOKING UPSTATION)



PHASE 3A CONSTRUCTION & TRAFFIC
(LOOKING UPSTATION)

NOTES:

- RAMP STRUCTURE AND RIGHT STRUCTURE HAVE 1 1/4"± OF THE ORIGINAL CONCRETE DECK TOP SURFACE CLEAR COVER REMAINING UNDERNEATH THE EXISTING CONCRETE OVERLAY.
- WHERE PORTABLE BARRIER ANCHORS ARE REQUIRED ABOVE, PROVIDE SPECIFIED NUMBER OF ANCHORS PER SEGMENT FOR PCB-91 TYPE BARRIER OR 2 ANCHORS PER SEGMENT FOR RM 4.2 TYPE BARRIER ON APPROACH SLABS AND OVER BRIDGE JOINTS ONLY. NO ANCHORS REQUIRED ON REMAINING SUPERSTRUCTURE.V

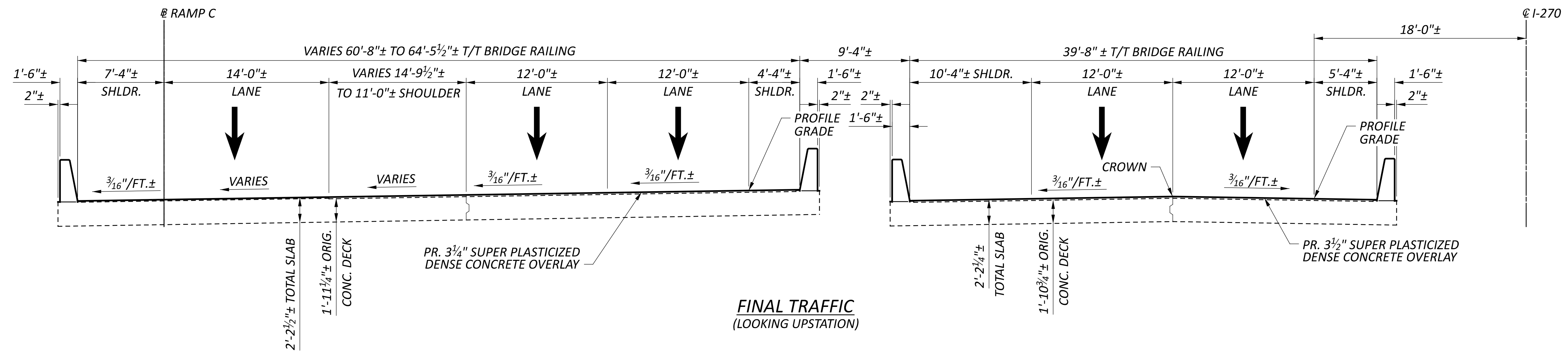
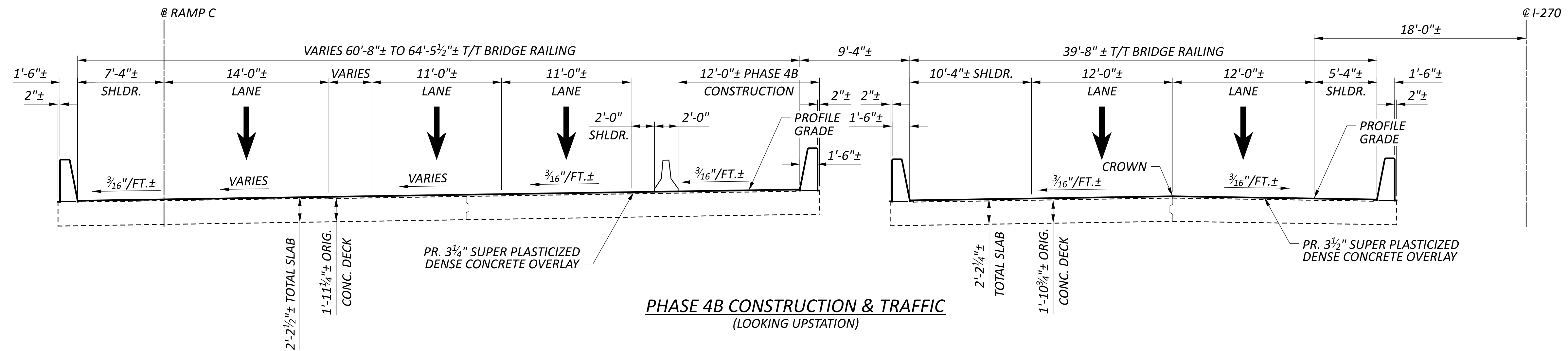
NOTES CONTINUED:

- FOR PHASE CONSTRUCTION WORK DESCRIPTION SEE SHEET 10/38.

LEGEND:

- INDICATES AREAS TO BE REMOVED PER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
- SEE SHEET 10/38 FOR MORE INFORMATION.

| | |
|---------------|---------|
| SFN | 2514559 |
| SFN | 2514524 |
| DESIGN AGENCY | |
| DESIGNER | GLA |
| CHECKER | JOL |
| REVIEWER | RER |
| PROJECT ID | 112798 |
| SUBSET | 8 |
| TOTAL | 38 |
| SHEET | P.352 |
| TOTAL | 617 |



PHASE 1 - REMOVAL & TRAFFIC:

1. INSTALL PORTABLE BARRIER AS SHOWN.
2. MAINTAIN TRAFFIC ON SB AND CD ROAD BRIDGES AS SHOWN.
3. REMOVE EXISTING SUPERSTRUCTURE, EXPANSION JOINTS, OVERLAY, BRIDGE RAILING, AND APPROACH SLABS TO THE LIMITS SHOWN IN THE PLANS.
4. REMOVE EXISTING PORTIONS OF ABUTMENTS TO THE LIMITS SHOWN IN THE PLANS.

PHASE 1A - CONSTRUCTION & TRAFFIC

1. CONSTRUCT NEW PORTIONS OF THE ABUTMENTS TO THE LIMITS SHOWN IN THE PLANS.
2. CONSTRUCT NEW PORTIONS OF DECK, OVERLAY, AND APPROACH SLABS TO THE LIMITS SHOWN IN THE PLANS.

PHASE 1A/1B - CONSTRUCTION & TRAFFIC

1. CONSTRUCT NEW PORTIONS OF THE BRIDGE RAIL TO THE LIMITS SHOWN IN THE PLANS.

PHASE 2 - REMOVAL & TRAFFIC:

1. INSTALL PORTABLE BARRIER AS SHOWN.
2. MAINTAIN TRAFFIC ON SB AND CD ROAD BRIDGES AS SHOWN.
3. REMOVE EXISTING SUPERSTRUCTURE, EXPANSION JOINTS, OVERLAY, BRIDGE RAILING, AND APPROACH SLABS TO THE LIMITS SHOWN IN THE PLANS.
4. REMOVE EXISTING PORTIONS OF ABUTMENTS TO THE LIMITS SHOWN IN THE PLANS.

PHASE 2A - CONSTRUCTION & TRAFFIC

1. CONSTRUCT NEW PORTIONS OF THE ABUTMENTS TO THE LIMITS SHOWN IN THE PLANS.
2. CONSTRUCT NEW PORTIONS OF DECK, OVERLAY, AND APPROACH SLABS TO THE LIMITS SHOWN IN THE PLANS.

PHASE 2A/2B - CONSTRUCTION & TRAFFIC

1. CONSTRUCT NEW PORTIONS OF BRIDGE RAIL TO THE LIMITS SHOWN IN THE PLANS.

PHASE 3 - REMOVAL & TRAFFIC:

1. INSTALL PORTABLE BARRIER AS SHOWN.
2. MAINTAIN TRAFFIC ON SB AND CD ROAD BRIDGES AS SHOWN.
3. REMOVE EXISTING SUPERSTRUCTURE, EXPANSION JOINTS, OVERLAY, BRIDGE RAILING, AND APPROACH SLABS TO THE LIMITS SHOWN IN THE PLANS.
4. REMOVE EXISTING PORTIONS OF ABUTMENTS TO THE LIMITS SHOWN IN THE PLANS.

PHASE 3A - CONSTRUCTION & TRAFFIC

1. CONSTRUCT NEW PORTIONS OF THE ABUTMENTS TO THE LIMITS SHOWN IN THE PLANS.
2. CONSTRUCT NEW PORTIONS OF DECK, OVERLAY, AND APPROACH SLABS TO THE LIMITS SHOWN IN THE PLANS.

PHASE 3A/3B - CONSTRUCTION & TRAFFIC

1. CONSTRUCT NEW PORTIONS OF BRIDGE RAIL TO THE LIMITS SHOWN IN THE PLANS.

PHASE 4 - REMOVAL & TRAFFIC:

1. INSTALL PORTABLE BARRIER AS SHOWN.
2. MAINTAIN TRAFFIC ON SB AND CD ROAD BRIDGES AS SHOWN.
3. REMOVE EXISTING SUPERSTRUCTURE, EXPANSION JOINTS, OVERLAY, BRIDGE RAILING, AND APPROACH SLABS TO THE LIMITS SHOWN IN THE PLANS.
4. REMOVE EXISTING PORTIONS OF ABUTMENTS TO THE LIMITS SHOWN IN THE PLANS.

PHASE 4A - CONSTRUCTION & TRAFFIC

1. CONSTRUCT NEW PORTIONS OF THE ABUTMENTS TO THE LIMITS SHOWN IN THE PLANS.

2. CONSTRUCT NEW PORTIONS OF DECK, OVERLAY, AND APPROACH SLABS TO THE LIMITS SHOWN IN THE PLANS.

PHASE 4A/4B - CONSTRUCTION & TRAFFIC

1. CONSTRUCT NEW PORTIONS OF BRIDGE RAIL TO THE LIMITS SHOWN IN THE PLANS.

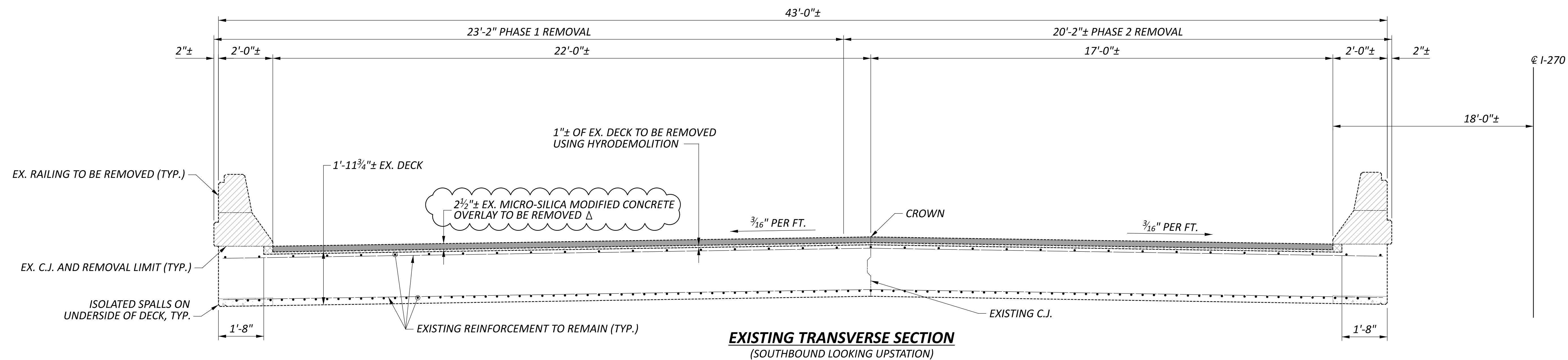
ADDITIONAL WORK NOT PHASE DEPENDENT:

1. REMOVE VEGETATION TO THE LIMITS SHOWN IN THE PLANS.
2. PATCH THE SUBSTRUCTURE AS SHOWN IN THE PLANS.
3. SEAL NEW CONCRETE WITH NON-EPOXY SEALER.

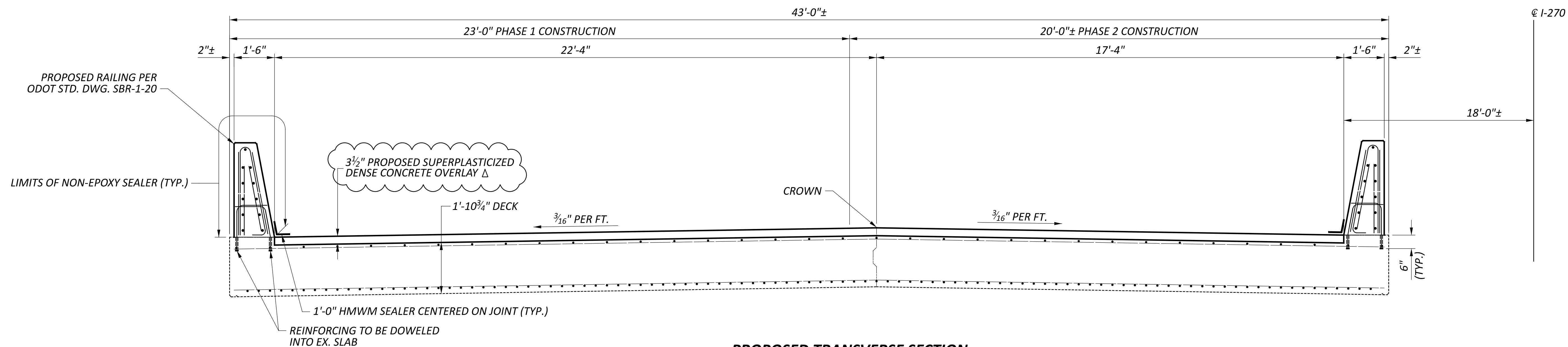
LEGEND:

- Δ - THE EXISTING OVERLAY REMOVAL AND PROPOSED OVERLAY INSTALLATION IS TO BE PERFORMED UNDER PHASE 2C - FULL CLOSURE. SEE MAINTENANCE OF TRAFFIC PLANS FOR MORE INFORMATION.

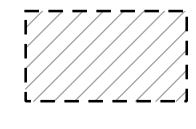

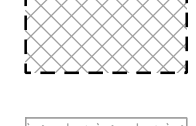

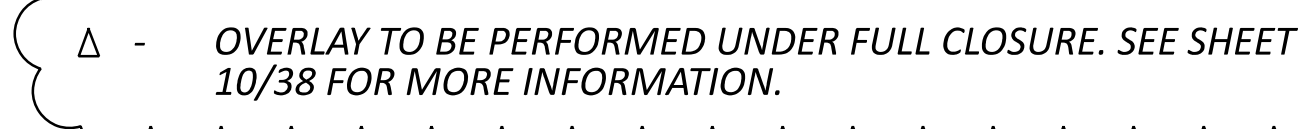
| | |
|---------------|---------------------------|
| SFN | 2514559 |
| DESIGN AGENCY | E.L. ROBINSON ENGINEERING |
| DESIGNER | GLA |
| CHECKER | JOL |
| REVIEWER | RER |
| PROJECT ID | 112798 |
| SUBSET | 10 |
| TOTAL | 38 |
| SHEET | P.354 |
| TOTAL | 617 |



EXISTING TRANSVERSE SECTION
(SOUTHBOUND LOOKING UPSTATION)




PROPOSED TRANSVERSE SECTION
(SOUTHBOUND LOOKING UPSTATION)

- LEGEND:**
-  - INDICATES AREAS TO BE REMOVED PER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
 -  - INDICATES EXISTING OVERLAY TO BE REMOVED
 -  - INDICATES EXISTING CONCRETE TO BE REMOVED BY HYDRODEMOLITION
 -  - INDICATES AREAS TO BE PATCHED PER ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN
 -  - OVERLAY TO BE PERFORMED UNDER FULL CLOSURE. SEE SHEET 10/38 FOR MORE INFORMATION.

| SUMMARY OF PATCHING AREAS | |
|-------------------------------|---------------|
| LOCATION | QUANTITY (SF) |
| DECK EDGE | 25 |
| AS DIRECTED BY ENGINEER (25%) | 6 |
| TOTAL | 31 |

TRANSVERSE SECTION - SOUTHBOUND BRIDGE
 BRIDGE NO. FRA-00270-43.180 R&B
 I-270 OVER NORFOLK SOUTHERN RR

| | |
|---------------|---|
| SFN | 2514559 |
| SFN | 2514524 |
| DESIGN AGENCY |  |
| DESIGNER | CRS |
| CHECKER | RAP |
| REVIEWER | RER |
| PROJECT ID | 112798 |
| SUBSET | 23 |
| TOTAL | 38 |
| SHEET | P.367 |
| TOTAL | 617 |