

Possibly 25 monument boxes:
15 existing and visible on surface, of which 2 need lids and 1 rehabilitated/raised etc.
10 locations that need a search performed.

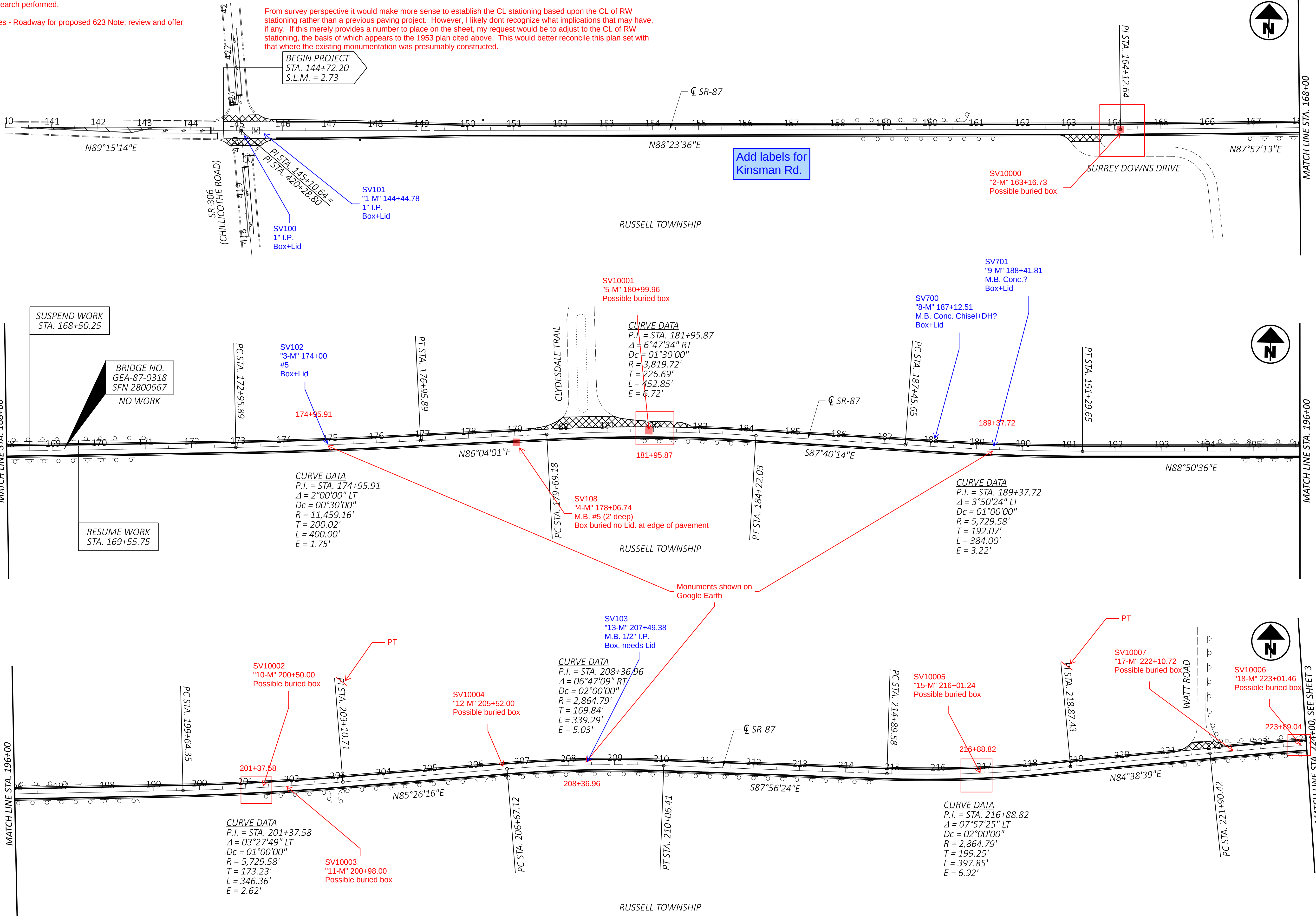
see sheet 7, General Notes - Roadway for proposed 623 Note; review and offer comment if applicable.

Can you cite which plan set you used to establish the stationing shown please. Consider using GEA 087-2.74 1953 Construction plan sheet 17 of 119. Appears existing monumentation was set via this project.

From survey perspective it would make more sense to establish the CL stationing based upon the CL of RW stationing rather than a previous paving project. However, I likely dont recognize what implications that may have, if any. If this merely provides a number to place on the sheet, my request would be to adjust to the CL of RW stationing, the basis of which appears to the 1953 plan cited above. This would better reconcile this plan set with that where the existing monumentation was presumably constructed.

GEA-87-2.73

MODEL: Plan 3.1 [Sheet 2] PAPER SIZE: 34x22 (in.) DATE: 3/3/2025 TIME: 3:15:06 PM USER: vng
pw:\ohiodot-pw.bentley.com\ohiodot-pw-02\Documents\01 Active Projects\District 12\Geauga\114484\400-Engineering\Roadway\Sheets\114484_GB001.dgn



HORIZONTAL
SCALE IN FEET

0

50

100

200

SCHEMATIC PLAN

BEGIN PROJECT TO STA. 224+00

DESIGN AGENCY

DESIGNER

VLN

REVIEWER

EJK 05-05-25

PROJECT ID

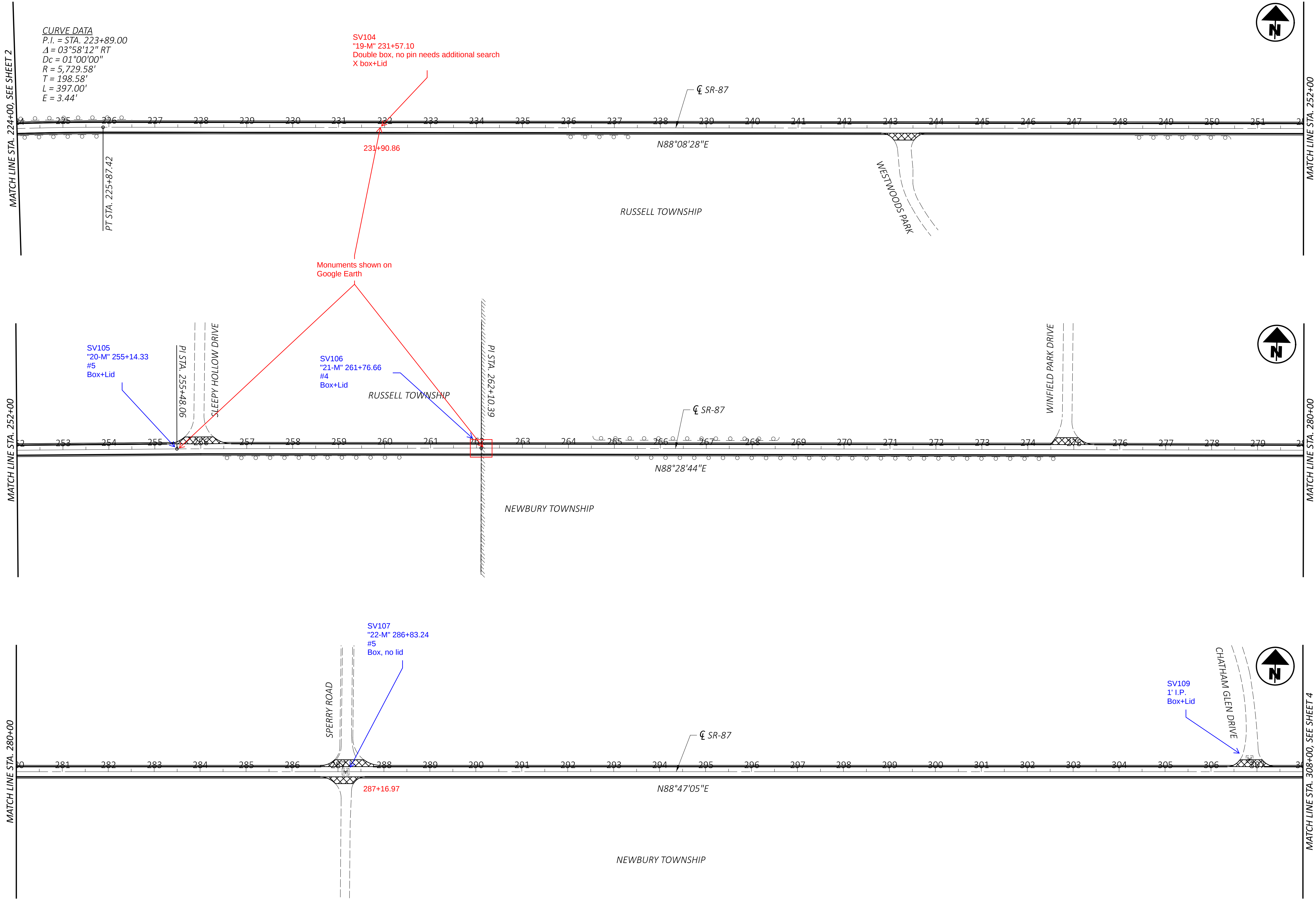
114484

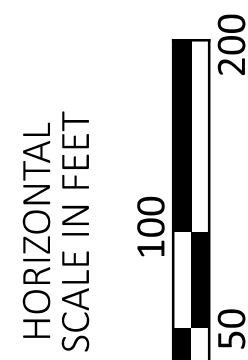
SHEET

02

TOTAL

21





SCHEMATIC PLAN
STA. 308+00 TO END PROJECT

DESIGN AGENCY



DESIGNER

VLN

REVIEWER

EJK 05-05-25

PROJECT ID

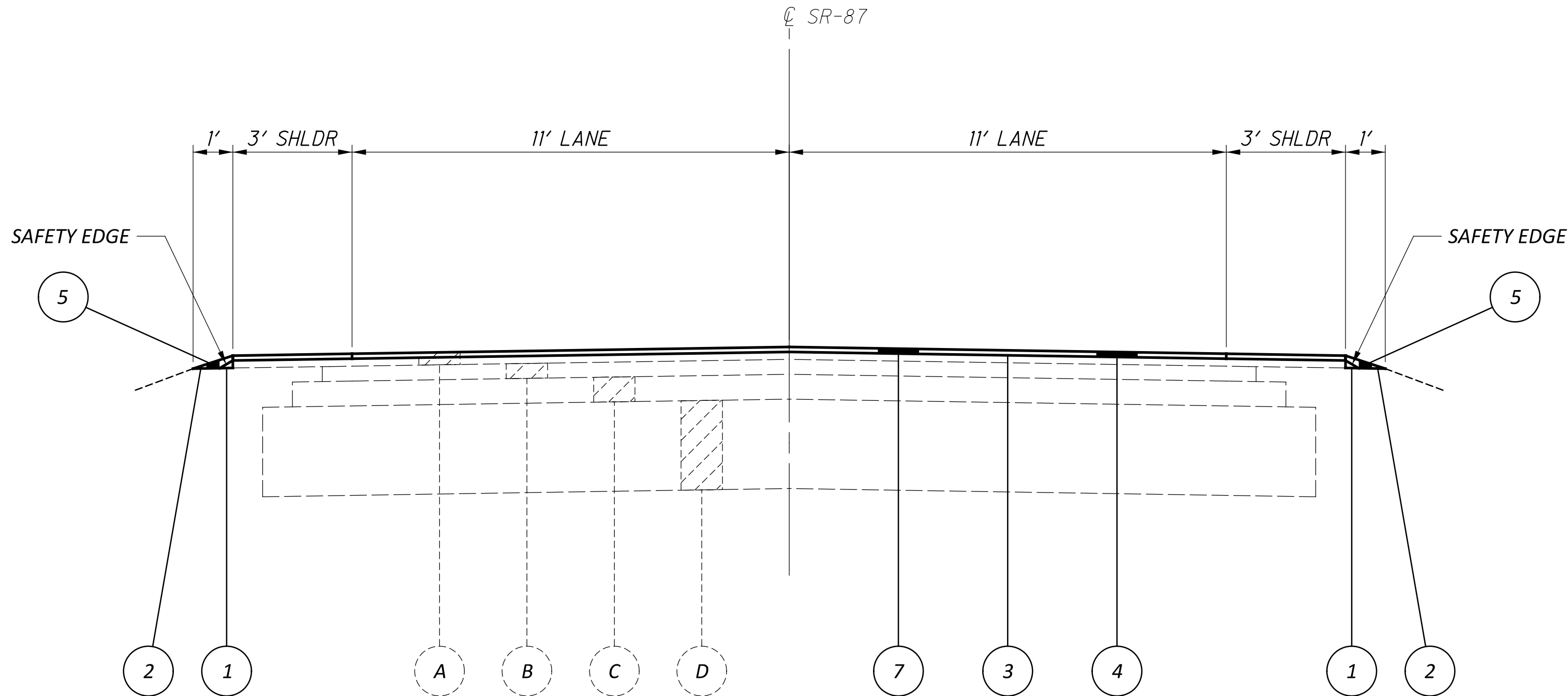
114484

SHEET

TOTAL

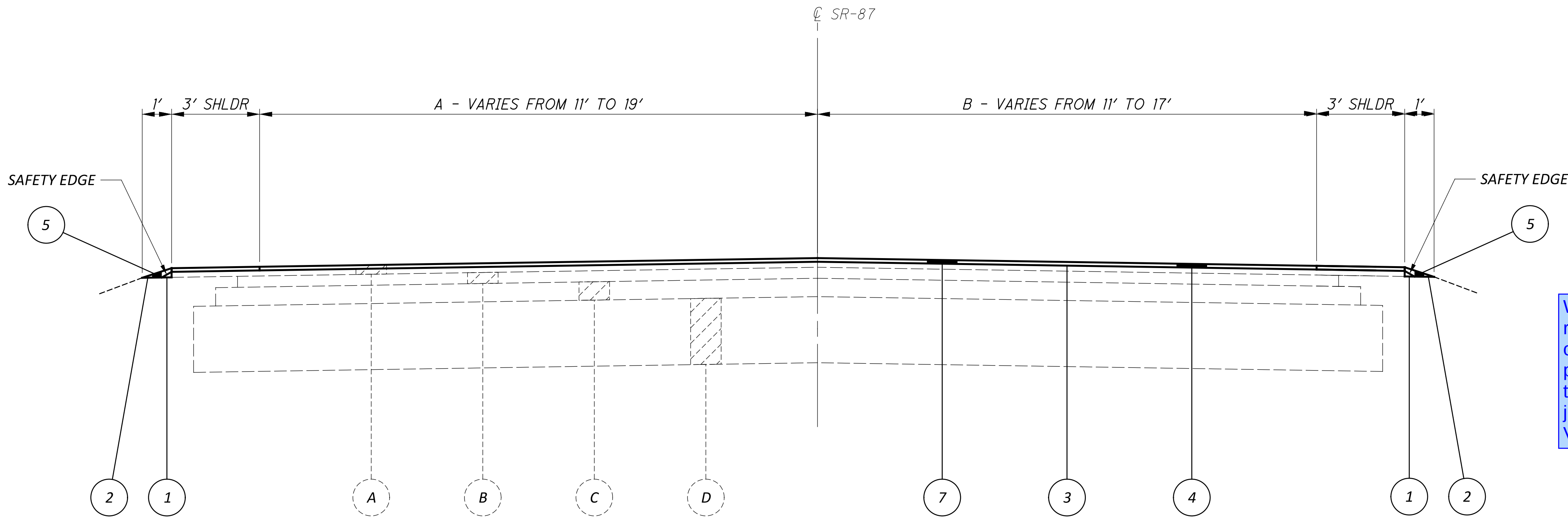
04

22



2-LANE SECTION

STA. 150+00.00 TO STA. 168+50.25
STA. 168+50.25 TO STA. 169+55.75 (BRIDGE GEA-87-0318)
STA. 169+55.75 TO STA. 359+19.00
STA. 359+19.00 TO STA. 359+33 (BRIDGE GEA-87-0680)
STA. 359+33.00 TO STA. 399+25.00



3-LANE SECTION

STA. 145+86.52 TO STA. 150+00.00
STA. 399+25.00 TO STA. 406+68.28
STA. 0+23.00 TO STA. 7+00.00

A - 19' FROM STA. 145+82.34 TO 146+85.00
TAPERS FROM 19' AT STA. 146+85.00 TO 11' AT STA. 150+00.00
TAPERS FROM 11' AT STA. 399+25.00 TO 17' AT STA. 403+40.00
17' FROM STA. 403+40.00 TO STA. 406+92.86
16' FROM STA. 0+32.88 TO STA. 4+40.00
TAPERS FROM 16' AT STA. 4+40.00 TO 11' AT STA. 7+00.00

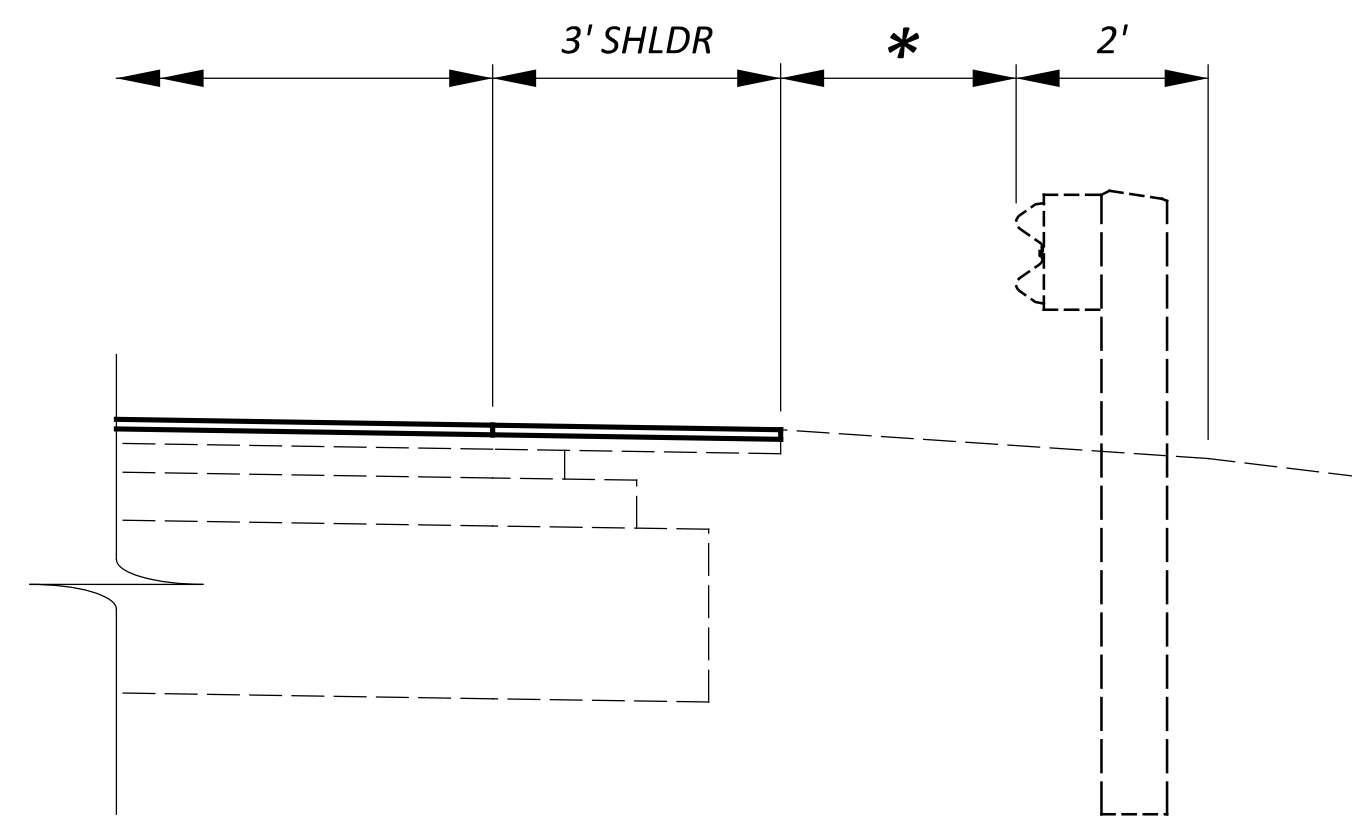
B - 16' FROM STA. 145+86.52 TO 146+85.00
TAPERS FROM 16' AT STA. 146+85.00 TO 11' AT STA. 150+00.00
TAPERS FROM 11' AT STA. 399+25.00 TO 17' AT STA. 403+40.00
17' FROM STA. 403+40.00 TO STA. 406+68.30
17' FROM STA. 0+23.00 TO STA. 4+40.00
TAPERS FROM 17' AT STA. 4+40.00 TO 11' AT STA. 7+00.00

PROPOSED LEGEND

- 1 ITEM 209 - PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN
- 2 ITEM 209 - LINEAR GRADING, AS PER PLAN
- 3 ITEM 407 - NON-TRACKING TACK COAT
- 4 ITEM 424 - 1" FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448)
- 5 ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN
- 6 ITEM 618 - RUMBLE STRIPES, CENTER LINE (ASPHALT CONCRETE)
- 7 ITEM 897 - 1" PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A

EXISTING LEGEND

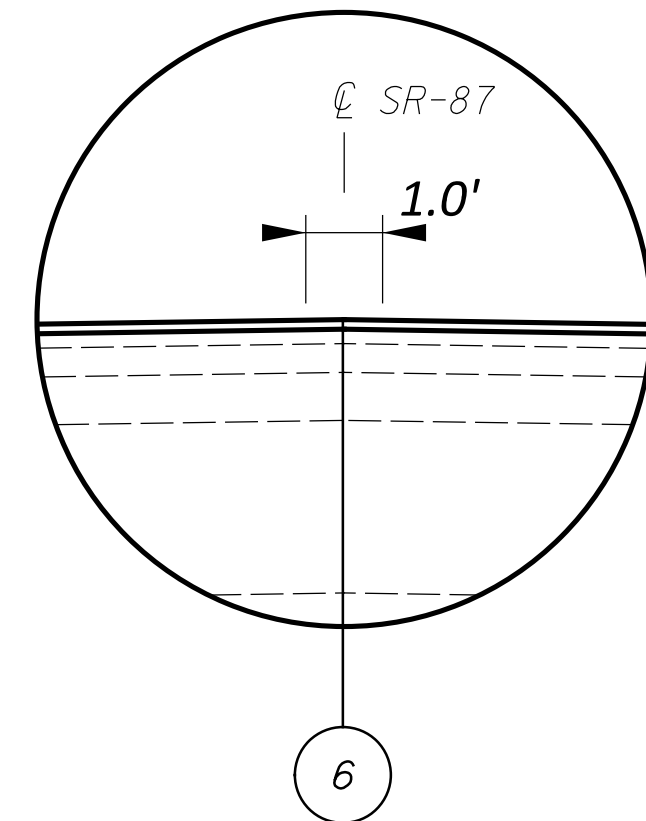
- A 2½"± ASPHALT CONCRETE OVERLAY
- B 3"± ASPHALT CONCRETE BASE
- C 5"± GRANULATED SLAG
- D 18"± SUBBASE



GUARDRAIL DETAIL

* VARIES, MATCH EXISTING OFFSET

We are not replacing GR on this project, so this note can just say Varies.



☐ RUMBLE STRIPE

STA. 150+00.00 TO STA. 168+50.25
STA. 169+55.75 TO STA. 399+25.00

TYPICAL SECTIONS

DESIGN AGENCY



DESIGNER

VLN

REVIEWER

EJK 05-05-25

PROJECT ID

114484

SHEET

05

TOTAL

21

GENERAL

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF THE RESURFACING OF SR- 87 (KINSMAN ROAD) FROM SR- 306 (CHILlicoTHE ROAD) TO EAST OF AUBURN ROAD IN RUSSELL TOWNSHIP AND NEWBURY TOWNSHIP IN GEAUGA COUNTY.

EXISTING TYPICAL SECTIONS

EXISTING TYPICAL SECTIONS HAVE BEEN TAKEN FROM THE RECORDS AND ARE BELIEVED TO REPRESENT THE EXISTING PAVEMENT, BUT THE STATE OF OHIO DOES NOT GUARANTEE THE ACCURACY OF THE SAME.

FOR FURTHER INFORMATION REGARDING THE EXISTING TYPICAL SECTIONS AND DRAINAGE DETAILS, THE CONTRACTOR SHALL REFER TO THE PREVIOUS CONSTRUCTION OHIO PLANS.THESE PLANS MAY BE DISTRICT REVIEWED AT THE FOLLOWING LOCATION:

DEPARTMENT OF TRANSPORTATION
DISTRICT 12 OFFICE
5500 TRANSPORTATION BOULEVARD
GARFIELD HEIGHTS, OH 44125

PLAN SHEET STATIONING

THE ROADWAY WAS NOT SURVEYED PRIOR TO THE PREPARATION OF THESE RESURFACING PLANS. RECORD DRAWINGS WERE USED TO PREPARE PLAN SHEETS AND CALCULATE ESTIMATED PAVEMENT AREA QUANTITIES AND PAVEMENT MARKING QUANTITIES. RIGHT OF WAYALL WORK SHALL BE PERFORMED WITHIN THE EXISTING RIGHT OF WAY OR EASEMENTS.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

CONTINGENCY QUANTITIES

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

EQUIPMENT AND MATERIAL STORAGE

IN ORDER TO PROVIDE FOR THE SAFETY OF THE TRAVELING PUBLIC, THE CONTRACTOR'S ATTENTION IS DIRECTED TO 614.03. IN ADDITION, THE FOLLOWING PROVISIONS SHALL APPLY:

1. ANY REMOVED ITEMS SHALL NOT BE STORED ON THE RIGHT OF WAY FOR MORE THAN THIRTY (30) DAYS.
2. THE STORAGE OF EQUIPMENT, MATERIALS, AND VEHICLES WITHIN THE HIGHWAY RIGHT OF WAY WILL BE PERMITTED. THE NUMBER OF AREAS AND EXACT LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
3. ALL DISTURBED AREAS SHALL BE RETURNED TO THEIR ORIGINAL CONDITION AT NO EXPENSE TO THE STATE.

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 9:00PM AND 7:00AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

COOPERATION BETWEEN CONTRACTORS

THE CONTRACTOR SHALL COOPERATE AND COORDINATE HIS/HER OPERATIONS WITH THE CONTRACTORS ON OTHER PROJECTS THAT MAY BE IN FORCE DURING THE LIFE OF THE CONTRACT. NO WAIVER OF ANY PROVISIONS OF 105.07 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (CMS) IS INTENDED.

STAGING AREAS

THERE ARE NO SPECIFIC AREAS GIVEN THE PLANS FOR THE CONTRACTOR TO USE AS A STAGING AREA(S). IF THE CONTRACTOR WANTS TO USE AN AREA(S) FOR STAGING, REGARDLESS IF IT FALLS WITHIN THE PROJECT LIMITS OR NOT, THE CONTRACTOR IS TO USE THE RIGHT OF WAY E- PERMITTING SYSTEM AT [HTTPS://ODHCP.BEMCORP.NET/ACCOUNTS/ACCOUNT/ACCOUNT](https://ODHCP.BEMCORP.NET/ACCOUNTS/ACCOUNT/ACCOUNT) IN ORDER TO APPLY FOR A PERMIT PER SECTION 107.02 OF THE CMS. FOR SPECIFIC PERMITTING QUESTIONS, THE CONTRACTOR CAN CONTACT THE DISTRICT PERMITTING OFFICE, MELVIN SAFFORD AT 216- 584- 2137 OR ANDREW TOMKO AT 216- 584- 2195 OR DISTRICT12PERMITS@DOT.OHIO.GOV.

IF A PERMIT IS GRANTED, ALL CONDITIONS OF THE PERMIT SHALL BE MET IN ADDITION TO THE REQUIREMENTS OF 104.04 OF THE CMS, AT NO ADDITIONAL COST TO THE STATE. IF THE PROJECT ENGINEER DEEMS THAT ALL THE CONDITIONS OF THE PERMIT WERE NOT MET, THEN 10% OF THE CONTRACT BID AMOUNT FOR MOBILIZATION SHALL BE WITHHELD UNTIL ALL THE CONDITIONS OF THE PERMIT ARE SATISFIED.

ENVIRONMENTAL COMMITMENT

THE CONTRACTOR SHALL ADVISE EMERGENCY SERVICES AND SCHOOL DISTRICTS FOURTEEN (14) DAYS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.

UTILITIES

LISTED BELOW ARE ALL KNOWN UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS. THE OHIO DEPARTMENT OF TRANSPORTATION HAS USED THE BEST AVAILABLE INFORMATION TO DETERMINE THE UTILITY COMPANIES SERVING THIS AREA BUT DIVERSIFIED CANNOT GUARANTEE THAT THIS UTILITY COMPANY LIST IS COMPLETE.

CEI - THE ILLUMINATING CO.
ATTN: JOHN ZASSICK
CELL: (216) 538-1580
OFFICE: (440) 546-8706
JMZASSICK@FIRSTENERGYCORP.COM
3601 RIDGE ROAD
CLEVELAND, OH 44102

ENBRIDGE GAS OHIO (EGO)
PHONE: (330) 664-2409
RELOCATION@DOMINIONENERGY.COM
320 SPRINGSIDE DRIVE, SUITE 320
AKRON, OH 44333

EVERSTREAM
ATTN: TOM TRUSNIK
OSP ENGINEER III
CELL: (216) 372-6502
OFFICE: (216) 923-2298
TTRUSNIK@EVERSTREAM.NET
1228 EUCLID AVENUE, SUITE 250
CLEVELAND, OH 44115

GEAUGA COUNTY DEPARTMENT OF WATER RESOURCES
ATTN: NICHOLAS GORRIS, PE
SANITARY ENGINEER
CELL: (440) 478-9360
OFFICE: (440) 279-1986
NICHOLASG@GCDWR.ORG
12611 RAVENWOOD DRIVE, SUITE 390
CHARDON, OH 44024

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

PROTECTION OF RIGHT-OF-WAY LANDSCAPING

PRIOR TO BEGINNING WORK, THE CONTRACTOR, THE PROJECT ENGINEER, AND A REPRESENTATIVE OF THE MAINTAINING AGENCY WILL REVIEW AND RECORD ALL LANDSCAPING ITEMS WITHIN THE RIGHT-OF-WAY (BOTH WITHIN AND OUTSIDE THE CONSTRUCTION LIMITS). A RECORD OF THIS REVIEW WILL BE KEPT IN THE PROJECT ENGINEER'S FILES. PRIOR TO FINAL ACCEPTANCE, A FINAL REVIEW OF LANDSCAPING ITEMS WILL BE MADE.

CONSTRUCT ALL ACTIVITIES, EQUIPMENT STORAGE, AND STAGING TO WITHIN THE CONSTRUCTION LIMITS. UNLESS OTHERWISE IDENTIFIED IN THE PLANS OR PROPOSAL, THE CONSTRUCTION LIMITS ARE IDENTIFIED AS 30 FEET FROM THE EDGE OF PAVEMENT.

SUBMIT A WRITTEN REQUEST TO THE PROJECT ENGINEER TO USE ANY AREA OUTSIDE THESE LIMITS. THE DOCUMENT SUBMITTED MUST CLEARLY IDENTIFY THE AREA AND EXPLAIN THE PROPOSED USE AND RESTORATION OF THE AREA. THE USE OF THESE AREAS FOR DISPOSAL OF WASTE MATERIAL AND CONSTRUCTION DEBRIS, EXCAVATION OF BORROW MATERIAL AND PLACEMENT OF PORTABLE PLANTS IS PROHIBITED. THE REQUEST MUST BE APPROVED, IN WRITING, BEFORE THE CONTRACTOR HAS PERMISSION TO USE THE AREA.

ANY ITEMS DAMAGED BEYOND THE CONSTRUCTION LIMITS, AS DEFINED ABOVE, WILL BE REPLACED IN KIND OR AS APPROVED BY THE PROJECT ENGINEER.

ITEM 619 - FIELD OFFICE, TYPE B, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF CMS 619, THE CONTRACTOR SHALL FURNISH AND SET UP A WI-FI ROUTER MEETING THE REQUIREMENTS OF IEEE 802.11AC FOR THE EXCLUSIVE USE OF THE DEPARTMENT. ALL OTHER FIELD OFFICE ITEMS SUPPLIED SHALL MEET THE REQUIREMENTS OF A TYPE B FIELD OFFICE.

ITEM 619 - FIELD OFFICE, TYPE B, AS PER PLAN.....**6 MONTHS**

Please add the following note. The existing bridge listed below has deteriorated slab edges and will be replaced the year following this project as GEA-87-3.18 Replace, PID 110999, ODOT PM: Stephen Tomsic.

Bridge GEA-87-3.18 (SFN 2800667) Restrictions

No work shall occur on the above noted structure at any point during construction unless ordered by the Engineer. No construction trucks, equipment and/or materials shall be operated, parked, stored, or placed on the shoulders of the above noted structure at any time during construction. Construction equipment and trucks shall utilize the area of the deck between the painted edge lines when crossing the structure.

DESIGN AGENCY



DESIGNER

VLN

REVIEWER

EJK 05-05-25

PROJECT ID

110608

SHEET

06

TOTAL

21

ROADWAY

ITEM 209 - LINEAR GRADING, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF GRADING ALONG THE OUTSIDE EDGE OF THE PAVED SHOULDER TO BACK-UP THE SAFETY EDGE, ELIMINATE HIGH SPOTS, FILL IN LOW AREAS, AND PROVIDE POSITIVE SHEET FLOW OFF THE PAVEMENT AND SHOULDER INTO ROADSIDE DITCHES OR DRAINAGE STRUCTURES. THIS ITEM IS NOT INTENDED TO BE USED TO EXCAVATE A UNIFORM DEPTH TO PLACE ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN.

ANY EXCESS DEBRIS COLLECTED SHALL BE REMOVED AND DISPOSED OF AS SPECIFIED IN SECTION 105.16 & 105.17 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS. ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN HAS BEEN PROVIDED T- O BE USED AS DIRECTED BY THE ENGINEER TO FILL IN ANY REMAINING LOW AREAS AFTER ITEM 209 - LINEAR GRADING, AS PER PLAN IS COMPLETED.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT BID PRICE FOR ITEM 209, STATION, LINEAR GRADING, AS PER PLAN AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT, AND MATERIALS NECESSARY TO PERFORM THIS ITEM OF WORK.

ITEM 209 - PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN

PREPARE THE SHOULDER FOR PAVING A CONSISTENT SAFETY EDGE IN BOTH THICKNESS AND WIDTH.

PRIOR TO PAVING THE SAFETY EDGE, GRADE AN AREA 12 INCHES WIDE, BEGINNING AT THE EDGE OF THE PAVED ROADWAY, TO PROVIDE A LEVEL SURFACE FREE OF VEGETATION FOR CONSTRUCTION OF THE SAFETY EDGE. IF NECESSARY, EXCAVATE THE GRADED AREA TO THE DEPTH NECESSARY TO CONSTRUCT THE SAFETY EDGE. COMPACT THE GRADED SHOULDER ACCORDING TO 617.05, OR AS DIRECTED BY THE ENGINEER.

PAVEMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT BID PRICE FOR ITEM 209 - PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT, AND MATERIALS NECESSARY TO PERFORM THIS ITEM OF WORK. THE ESTIMATED QUANTITY IN THE GENERAL SUMMARY SHALL BE USED AS DIRECTED BY THE ENGINEER.

ITEM 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF PER CMS 623.04 AND 623.05, THE CONTRACTOR SHALL LOCATE AND SURVEY THE LOCATION OF ALL EXISTING MONUMENT ASSEMBLIES AND ANY ADDITIONAL MONUMENTATION ENCOUNTERED DURING THE COURSE OF WORK, WITHIN PROJECT LIMITS, PRIOR TO BEGINNING ANY PAVEMENT WORK AND AFTER PROJECT COMPLETION. EXISTING MONUMENTATION SHALL BE PRESERVED AND PERPETUATED THROUGHOUT THE PROJECT. THE USE OF METAL DETECTION RODS MAY BE NECESSARY TO LOCATE BURIED MONUMENTATION.

A PRE-CONSTRUCTION SURVEY MONUMENT VERIFICATION REPORT SHALL BE SUBMITTED PRIOR TO COMMENCEMENT OF WORK AND POST-CONSTRUCTION SURVEY MONUMENT VERIFICATION REPORT SHALL BE SUBMITTED PRIOR TO OR IN CONJUNCTION WITH THE FINAL INSPECTION TO THE PROJECT ENGINEER AND THE DISTRICT SURVEY OPERATIONS MANAGER. THE DEPARTMENT'S STANDARDIZED VERIFICATION REPORT TEMPLATE CAN BE FOUND AT THE FOLLOWING LOCATION:

HTTPS://WWW.DOT.STATE.OH.US/DIVISIONS/CONSTRUCTIONMGT/DOCUMENTS/SURVEY%20MONUMENT%20VERIFICATION%20REPORT%20(DATE)_ODOT%2022XXXX_JOB%20NAME%20(PID%20XXXXXX).XLSX

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR ITEM 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING.

ANY MONUMENT ASSEMBLY THAT IS IMMEDIATELY VISIBLE ON THE SURFACE OF THE EXISTING PAVEMENT OR IS UNCOVERED DURING THE PLANNING PROCESS SHALL BE ADJUSTED TO GRADE OR, IF SUBSTANTIAL DETERIORATION IS DETERMINED BY THE ENGINEER, RECONSTRUCTED TO GRADE. THESE ADJUSTMENTS AND RECONSTRUCTIONS SHALL BE PAID FOR UNDER THE PERTINENT 623 PAY ITEMS.

ITEM 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN.....LUMP SUM

Traffic Control should come after Pavement in the general notes. Order of notes headers should match order of headers in general summary.

TRAFFIC CONTROL

ITEM SPECIAL - INVENTORY EXISTING PAVEMENT MARKINGS

PRIOR TO PLANING AND PAVING OPERATIONS, THE CONTRACTOR IS RESPONSIBLE FOR CONDUCTING A FIELD SURVEY OF THE EXISTING PERMANENT MARKINGS EXCLUDING CENTER LINE MARKINGS. THIS INVENTORY SHALL BE USED FOR THE PLACEMENT OF TEMPORARY MARKINGS AND PROPOSED FINAL PAVEMENT MARKINGS. IT IS THE INTENT OF THIS PLAN TO REPLACE THE PAVEMENT MARKINGS IN THE SAME LOCATION AS THE EXISTING PAVEMENT MARKINGS EXCLUDING CENTER LINE MARKINGS AND MARKINGS AT THE SR-306 INTERSECTION. ANY STAKING OR MARKING REQUIRED TO ESTABLISH CONTROL POINTS TO ENSURE THAT MARKINGS ARE ACCURATELY PLACED IS THE RESPONSIBILITY OF THE CONTRACTOR.

THE FIELD SURVEY SHALL BE PROVIDED TO THE ENGINEER AT LEAST TWO WEEKS PRIOR TO THE DISTURBANCE OF THE EXISTING PAVEMENT MARKINGS FOR VERIFICATION AND APPROVAL. THE ENGINEER WILL PROVIDE WRITTEN CONCURRENCE ONCE THE INVENTORY HAS BEEN APPROVED. THE ENGINEER WILL ALSO VERIFY ALL PERMANENT MARKING LOCATIONS PRIOR TO THE ACTUAL INSTALLATION.

THE CONTRACTOR MUST LAY OUT ALL CENTER LINES USING THE MOST RECENT COPY OF THE NO PASSING ZONE LOG. COPIES OF THE NO PASSING ZONE LOG CAN BE OBTAINED FROM THE DISTRICT 12 ROADWAY SERVICES DEPARTMENT OR CAN BE FOUND ON THE WEB AT HTTP://WWW.DOT.STATE.OH.US/DISTRICTS/D12/HIGHWAYMANAGEMENT/PAGES/NOPASSINGZONES.ASPX

INSTALL TRANSVERSE LINES AT THE SPACING INDICATED ON SCD TC- 71.10.THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM SPECIAL - INVENTORY EXISTING PAVEMENT MARKINGS.....LUMP SUM

ITEM 621 - RAISED PAVEMENT MARKER REMOVED

THIS ITEM SHALL INCLUDE THE REMOVAL AND DISPOSAL OF RPMS.THE ITEM FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 621 - RAISED PAVEMENT MARKER REMOVED.....XXX EACH

DETECTION MAINTENANCE

IF VEHICLE DETECTION BECOMES UNEXPECTEDLY DISABLED, REQUIRES MODIFICATION, OR IS SCHEDULED TO BE TEMPORARILY REMOVED DURING THE CONSTRUCTION PROJECT, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE PROJECT ENGINEER AND DISTRICT TRAFFIC MANAGER, DAVID NIMRICHTER, (216) 584-2296.

IF THE LOSS OF VEHICLE DETECTION IS KNOWN PRIOR TO THE START OF CONSTRUCTION, ITS SHALL BE DISCUSSED AT THE PRECONSTRUCTION MEETING. AT SUCH TIME, THE DISTRICT TRAFFIC MANAGER SHALL ADVISE THE PROJECT ENGINEER AND CONTRACTOR ON THE APPROPRIATE ACTION TO RECTIFY ANY LOSS OF VEHICLE DETECTION. THIS MAY INCLUDE PLACING THE TRAFFIC SIGNAL ON MINIMUM OR MAXIMUM RECALL, MODIFYING THE MINIMUM GREEN TIMES, AND REMOVING THE MALFUNCTIONING DETECTION FROM SERVICE. WHERE NON- INTRUSIVE DETECTION (I.E. VIDEO, RADAR) ALREADY EXISTS, THE CONTRACTOR SHALL ENSURE THAT ALL DETECTION IS OPERATING AND MAINTAINED BY RECONFIGURING THE DETECTION UNITS ACCORDINGLY DURING ALL CONSTRUCTION PHASES. THIS IS TO AVOID THE SIGNAL FROM MAXING OUT THE AFFECTED SIGNAL PHASE AND CREATING UNNECESSARY DELAYS.

LOCATIONS WHERE NON- INTRUSIVE DETECTION IS PROPOSED AND THE EXISTING VEHICLE DETECTION IS TO BE ABANDONED, THE NON-INTRUSIVE VEHICLE DETECTION SHALL BE INSTALLED, CONFIGURED, AND MADE FULLY FUNCTIONAL PRIOR TO THE EXISTING DETECTION BEING DISABLED. THE CONTRACTOR SHALL CONTINUE TO MAINTAIN AND MODIFY THE DETECTION UNTIL FINAL ACCEPTANCE OF THE TRAFFIC SIGNAL. THIS IS TO ENSURE VEHICLE DETECTION REMAINS FULLY FUNCTIONAL THROUGHOUT CONSTRUCTION.

Item 623 – Construction Layout Stakes and Survey Monuments
Per CMS 623.04 and 623.05, the Contractor shall field verify the location of all existing monument assemblies, property corners and survey control prior to beginning any work and after project completion. Existing monumentation shall be preserved and perpetuated throughout the project.

All labor, material, equipment, and incidentals needed to complete this work shall be included in the contract bid price for Item 623 – Construction Layout Stakes and Surveying.

Any monument assembly that is immediately visible on the surface of the existing pavement or is uncovered during the planning process shall be adjusted to grade or, if substantial deterioration is determined by the Engineer, reconstructed to grade. These adjustments and reconstructions shall be paid for under the pertinent 623 pay items.

Castings Adjusted to Grade, As Per Plan
All castings shall be adjusted to the finished roadway elevation by the Contractor. The time between adjusting the castings and resurfacing shall be kept to an absolute minimum. No adjusting rings shall be permitted. When performing this work, the pavement shall be sawcut prior to removal and hook bolts shall be used where practical to connect existing pavement to new concrete.

The following estimated quantities have been carried to the General Summary:

Item 623 – Monument Assembly Adjusted to Grade,
As Per Plan..... 25 Each
Monument Assembly visible.....5
Monument Assembly visible missing a lid...2
*Location of possible buried assemblies.....10
*Coordinate with District 12 Survey Operations Manager in conjunction with pavement removal operation to be on site to search for possible buried castings from previous pavement work.

ITEM 632 - DETECTOR LOOP, AS PER PLAN

PRIOR TO PLANING THE PAVEMENT, THE CONTRACTOR SHALL FIELD SURVEY THE LOCATIONS OF THE EXISTING LOOP DETECTORS WITHIN THE PROJECT LIMITS. THE PROJECT ENGINEER SHALL CONFIRM THESE LOCATIONS. THE SURVEY SHALL INCLUDE THE LOCATION OF THE LOOP, SIZE OF THE LOPP, OFFSET FROM CURB AND/OR CENTERLINE AND THE LOCATION OF THE STUB. A COPY OF THIS SURVEY SHALL BE GIVEN TO THE PROJECT ENGINEER.

AN ESTIMATED QUANTITY OF ITEM 632 - DETECTOR LOOP, AS PER PLAN HAS BEEN PROVIDED AS A CONTINGENCY WHEN WIRE IS CUT, BROKEN, OR DESTROYED DUE TO PAVEMENT PLANING OPERATIONS.

ALL STOP LINE INDUCTANCE DETECTOR LOOPS SHOWN IN THE PLANS SHALL BE THE POWERHEAD CONFIGURATION SHOWN ON TC-82.10. THE STOP LINE DETECTOR LOOPS SHALL NOT BE WIRED TO ANY OTHER LOOPS AND SHALL HAVE ITS DOWN DETECTOR CHANNEL. THE LOCATION OF THESE LOOPS SHALL BE SUCH THAT THE POWERHEAD IS LOCATION AT THE STOP LINE, NOT PAST IT.

ALL DILEMMA ZONE INDUCTANCE DETECTOR LOOPS CALLED FOR IN THE PLANS SHALL BE THE ANGULAR DESIGN DETECTION (ADD) LOOP AS SHOWN ON TC-82.10.

ALL STOP LINE DETECTION SHALL BE TESTED FOR A BICYCLE TARGET AND ALL DILEMMA DETECTION ZONES SHALL BE TESTED FOR A MOTORCYCLE TARGET.

WHEN REPLACING THE LOOP DETECTORS, THE LOOP DETECTOR WIRE SHALL BE REPLACED TO THE PULL BOX OR POLE, WHICHEVER IS APPLICABLE, UNDER ITEM 632 AND STANDARD CONSTRUCTION DRAWING TC-82.10. THE NEW CABLE SPLICE KITS SHALL BE INCLUDED IN THIS PAY ITEM.

THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER AND DAVID NIMRICHTER, (216) 584-2296, DISTRICT 12 TRAFFIC MANAGER, SEVEN (7) DAYS PRIOR TO PLANING THROUGH AN INTERSECTION TO ADJUST SIGNAL OPERATION AS NEEDED. THE DETECTOR LOOPS SHALL BE PLACED IN THE SURFACE COURSE.

REFER TO PLAN SHEETS FOR APPROXIMATE LOCATIONS. THESE LOCATIONS ARE FROM RECORD PLANS AND FIELD VERIFICATION IS NEEDED.

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

ITEM 632 - DETECTOR LOOP, AS PER PLAN.....X EACH

Verify with Dave about loop detector(s) are still active.

There are no active loops at either SR-306 and SR-87 or at SR-87 and Auburn Rd. Both intersections are equipped with Wavetronics.

DESIGN AGENCY



DESIGNER

VLN

REVIEWER

EJK 05-05-25

PROJECT ID

110608

SHEET

07

TOTAL

21

DRAINAGE

REVIEW OF DRAINAGE FACILITIES

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

ALL NEW CONDUITS, INLETS, CATCH BASINS AND MANHOLES CONSTRUCTED AS PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

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

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 604 DRAINAGE ITEMS.

CASTING ADJUSTED TO GRADE , AS PER PLAN

ALL CASTINGS SHALL BE ADJUSTED TO THE FINISHED ROADWAY ELEVATION BY THE CONTRACTOR. THE TIME BETWEEN ADJUSTING THE CASTINGS AND RESUSRFACING SHALL BE KEPT TO AN ABSOLUTE MINIMUM. NO ADJUSTING RINGS SHAL LBE PERMITTED. WHEN PEROFRMING THIS WORK, THE PAVEMENT SHALL BE SAWCUT PRIOR TO REMOVAL AND HOOK BOLTS SHALL BE USED WHERE PRACTICAL TO CONNECT EXISTING PAVEMENT TO NEW CONCRETE.

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

ITEM 611 - MANHOLE ADJUSTED TO GRADE, AS PER PLAN.....**X EACH**

ITEM 623 - MONUMENT ASSEMBLY ADJUSTED TO GRADE, AS PER PLAN.....**X EACH**

Add Miscellaneous Metal plan note if any castings are identified.

PAVEMENT

PROFILE AND ALIGNMENT

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT OF THE EXISTING PAVEMENT. PREVIOUS CONSTRUCTION PLANS SHOWING THE ORIGINAL ALIGNMENT ARE AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT 12 OFFICE. PLACE THE PROPOSED ASPHALT CONCRETE AS SHOWN ON THE TYPICAL SECTIONS.

PLANING REQUIREMENTS

THE DURATION OF TIME BETWEEN PLANING THE ASPHALT AND PLACING THE SURFACE COURSE SHALL BE KEPT TO A MINIMUM. IN NO INSTANCE SHALL THIS TIME EXCEED 10 CALENDAR DAYS. THE TIME LIMIT SHALL BEGIN ON THE FIRST DAY OF PLANING, AND SHALL CONTINUE BASED ON CALENDAR DAYS, MINUS ANY BAD WEATHER DAYS, UNTIL COMPLETION OF THE ASPHALT CONCRETE SURFACE COURSE. THIS IS TO ENSURE THAT THE POTENTIAL DEGRADATION OF THE EXPOSED PAVEMENT DUE TO TRAFFIC IS KEPT TO A MINIMUM.

IN THE EVENT THAT THE TIME BETWEEN EXPOSING THE EXISTING PAVEMENT AND PLACING THE ASPHALT SURFACE COURSE EXCEEDS 10 CALENDAR DAYS, LIQUIDATED DAMAGES AS PER 108.07 OF THE CMS SHALL BE ASSESSED.

ASPHALT CONCRETE SURFACE COURSE SEALING REQUIREMENTS

IN ADDITION TO THE GUTTER SEALING REQUIREMENTS SPECIFIED ON SCD BP-3.1 AND IN CMS 401.15, AFTER COMPLETION OF THE SURFACE COURSE, THE CONTRACTOR SHALL USE A CERTIFIED CASTINGS, 702.01 PG BINDER TO SEAL THE FOLLOWING LOCATIONS:

- ALL CASTINGS, INCLUDING BUT NOT LIMITED TO MONUMENTS, MANHOLES, WATER VALVES, CATCH BASINS, CURB INLETS.
- BUTT JOINTS AND FEATHER JOINTS INCLUDING BRIDGE APPROACHES.
- FORWARD JOINT FOR DRIVEWAY ASPHALT AND TRAILING JOINT WHEN BUTTING TO EXISTING ASPHALT DRIVE.
- PERIMETER OF ALL PAVEMENT PAVEMENT REPAIRS OR OTHER ASPHALT INLAYS WHEN REPAIRS/INLAYS ARE NOT OVERLAID WITH AN ASPHALT CONCRETE SURFACE COURSE.
- ALL COLD LONGITUDINAL JOINTS BETWEEN PAVED SHOULDERS AND GUARDRAIL ASPHALT.

THE WIDTH OF THE SEALER SHALL BE 2 TO 3 INCHES.

ANY ADDITIONAL COSTS ASSOCIATED WITH THE WORK IDENTIFIED IN THIS NOTE SHALL BE INCLUDED IN THE APPROPRIATE ASPHALT CONCRETE SURFACE COURSE ITEM OF WORK.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441)

THIS ITEM SHALL BE USED TO REPAIR PAVEMENT AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE PERFORMED AFTER THE PLANING OPERATION. THE DEPTH OF THE REPAIR SHALL BE 3" BELOW THE TOP OF THE PLANED ASPHALT SURFACE. THE WIDTH OF THE REPAIR SHALL BE 24" CENTERED OVER THE EXISTING JOINT.

USE REPLACEMENT MATERIALS CONFORMING TO THE REQUIREMENTS OF ITEM 441, TYPE 2.

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

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR.....**XXX SY**

ITEM 253 - PAVEMENT REPAIR

THIS WORK ITEM IS FOR USE AS DIRECTED BY THE ENGINEER FOR THE PURPOSE OF PAVEMENT REPAIR. ALL LABOR AND MATERIAL NECESSARY TO PERFORM THIS WORK AND SECTION 250 OF THE CMS SHALL BE INCLUDED FOR PAVEMENT UNDER ITEM 253.

DEPTH OF PAVEMENT REPAIR REMOVAL SHALL TYPICALLY BE 5" MEASURED AFTER THE PAVEMENT HAS BEEN PLANED. THE DEPTH OF REPAIR SHALL BE AS DIRECTED BY THE ENGINEER IF UNSOUND MATERIAL IS ENCOUNTERED AFTER THE REMOVAL OF THE 5".

USE REPLACEMENT MATERIAL CONFORMING TO THE REQUIREMENTS OF ITEM 301.

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

ITEM 253 - PAVEMENT REPAIR.....**XXX CY**

ITEM 304 - AGGREGATE BASE

THIS ITEM SHALL BE USED AS DIRECTED BY THE ENGINEER IN PAVEMENT AREAS WHERE THE ENGINEER DEEMS THE SUBGRADE MATERIAL UNSUITABLE.

PLACE 6" OF MATERIAL CONFORMING TO THE REQUIREMENTS OF ITEM 304.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 304 - AGGREGATE BASE.....**XX CY**

ITEM 424 - FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448) AS PER PLAN, 1"

ANY NOTES FOR THIS?

ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN

THIS ITEM SHALL BE USED ALONG THE SHOULDERS. MATERIAL SHALL BE LIMITED TO RECLAIMED ASPHALT CONCRETE PAVEMENT.

THE ACTUAL DEPTH OF COMPACTED AGGREGATE PLACED WILL VARY DEPENDING UPON EXISTING CONDITIONS. FOR ESTIMATING PURPOSES, AN AVERAGE DEPTH OF TWO INCHES (2.0") HAS BEEN USED. WATER, IF NEEDED, SHALL BE APPLIED AS PER 617.05 AND INCLUDED UNDER ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN.

THIS ITEM SHALL BE USED AS DIRECTED BY THE ENGINEER TO FILL ANY REMAINING LOW AREAS AFTER ITEM 209 - LINEAR GRADING, AS PER PLAN, IS COMPLETED.

ITEM 897 - 1" PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A

THIS ITEM SHALL BE USED TO REMOVE THE EXISTING ASPHALT OVERLAY FULL WIDTH AT AN AVERAGE DEPTH OF 1 INCH AS SPECIFIED IN THE PLANS. AREAS WHICH HAVE TRANSVERSE WEDGES (BUTT JOINTS) ARE TO BE REMOVED IN TWO PASSES AS REQUIRED FOR MAINTAINING TRAFFIC. NO ADDITIONAL PAYMENT SHALL BE MADE FOR THE SECOND PASS.

Repairs should be performed prior to the planing operation.

Depth of repair should be 5.5" prior to the pavement being planed.

No note needed, item doesn't need to be as per plan.

GENERAL NOTES

DESIGN AGENCY



DESIGNER

VLN

REVIEWER

EJK 05-05-25

PROJECT ID

110608

SHEET

08

TOTAL

21

MAINTENANCE OF TRAFFIC

ITEM 614 - MAINTAINING TRAFFIC

GENERALLY, THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS AS TO COMPLETE THE PROPOSED IMPROVEMENT WITH A MINIMUM OF HAZARD, DELAY AND INCONVENIENCE TO THE MOTORISTS USING THE HIGHWAY AFFECTED BY THE WORK DONE UNDER THIS CONTRACT. IN ADDITION TO THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, THE FOLLOWING SPECIFIC PROVISIONS ARE MANDATORY.

I. NOTIFICATION

SINCE FUNCTIONAL TRAFFIC CONTROL IS A MAJOR CONCERN IN THIS PROJECT, IT IS ESSENTIAL THAT THE MOTORING PUBLIC BE ADEQUATELY FOREWARNED OF FUTURE LANE CLOSURES AND TRAFFIC CONSTRICTIONS. THEREFORE, THE CONTRACTOR SHALL SUBMIT A WRITTEN SCHEDULE TO THE ENGINEER, RESPONSIBLE LAW ENFORCEMENT AGENCIES, AND THE ODOT PUBLIC INFORMATION OFFICE (216- 584- 2007) INDICATING THE LOCATIONS AND DATES OF THE LANE CLOSURES AT LEAST 14 DAYS PRIOR TO THE IMPLEMENTATION OF ANY SUCH CLOSURES.

USE PORTABLE CHANGEABLE MESSAGE SIGNS TO ALERT MOTORISTS 7 DAYS PRIOR TO THE IMPLEMENTATION OF ANY CHANGES SUCH AS LANE CLOSURES OR OTHER RESTRICTIONS.

II. WORK HOURS

THE CONTRACTOR IS NOT PERMITTED TO WORK AT NIGHT. LIMIT WORK HOURS TO DAYLIGHT HOURS BETWEEN 7:00 AM AND 9:00 PM, MONDAY THROUGH FRIDAY OR BETWEEN 8:30 AM AND 7:00 PM ON SATURDAY AND SUNDAY.

III. LANE CLOSURE, PLANING AND PAVING RESTRICTIONS

- 1. ALL CLOSURES SHALL BE IN ALL ACCORDANCE WITH THE APPLICABLE STANDARD CONSTRUCTION DRAWING(S).
- 2. ALL THROUGH TRAFFIC LANES SHALL BE KEPT OPEN AT ALL TIMES EXCEPT DURING HOURS OF CONSTRUCTION. MAINTAIN A MINIMUM OF TWO 10- FOOT LANES WHEN A FLAGGER OR TEMPORARY SIGNAL IS NOT PRESENT.
- 3. PEDESTRIAN TRAFFIC SHALL BE PERMITTED AND ACCOMMODATED ON AT LEAST ONE SIDE AT ALL TIMES.

NO LANE CLOSURES SHALL BE IMPLEMENTED OR IN PLACE DURING INCREASED TRAFFIC VOLUMES CAUSED BY SPECIAL EVENTS OR WHEN THE ENGINEER DEEMS THE CLIMATOLOGICAL CONDITIONS TOO HAZARDOUS.

IV. MAINTENANCE OF TRAFFIC SYSTEMS

A. WHEN REQUIRED

WHENEVER ANY PART OF THE TRAVELED SURFACE IS BEING WORKED UPON OR IS OTHERWISE NOT SUITABLE FOR SAFE AND CONVENIENT USE BY VEHICLES, TRAFFIC CONTROL DEVICES SUFFICIENT TO PROTECT SUCH AREAS TO ASSURE THE SAFE AND CONVENIENT PASSAGE OF VEHICULAR TRAFFIC SHALL BE INSTALLED AND MAINTAINED. SUCH TRAFFIC CONTROL DEVICES AND THE MANNER IN WHICH THEY ARE USED SHALL BE CONSISTENT WITH THESE PLANS AND THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, HEREINAFTER REFEREED TO AS THE OMUTCD. THE TRAFFIC CONTROL DEVICE SYSTEM SHALL CONSTITUTE THE MINIMUM PROVISIONS FOR TRAFFIC CONTROL FOR EACH PARTICULAR SITUATION. WHENEVER THE ENGINEER DEEMS IT NECESSARY ESPECIALLY WHERE A GRADE, CURVE, OR MERGE CONDITION EXISTS, HE MAY DIRECT THAT ADDITIONAL OR ALTERNATIVE DEVICES BE USED.

B. CONDITIONS

DURING ALL PARTS OF THIS PROJECT, FLAGGERS, SIGNING, BARRICADES, FLASHING ARROWS, STANDARD ETC. SHALL BE LOCATED AS INDICATED IN THE OMUTCD OR AS SHOWN IN CONSTRUCTION DRAWINGS. TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES.

C. ADVANCE WARNING SIGNS

ALL ADVANCE WARNING SIGNS FOR ANY CONDITION WHICH RESTRICTS TRAFFIC SHALL BE OR ERECTED BEFORE ANY SUCH RESTRICTION IS PUT INTO EFFECT. ALL SUCH SIGNS SHALL BE COVERED OR REMOVED FROM THE VIEW OF TRAFFIC WHENEVER THEY ARE NOT APPLICABLE.

D. FLAGGERS AND LAW ENFORCEMENT OFFICERS

AT LEAST TWO FLAGGERS ARE REQUIRED FOR EACH CLOSURE. THE CONTRACTOR SHALL OFFICERS FURNISH ADDITIONAL FLAGGERS AS DIRECTED BY THE ENGINEER. LAW ENFORCEMENT (LEO'S) SHALL BE REQUIRED FOR TRAFFIC DIRECTION ONLY UNDER THE FOLLOWING CIRCUMSTANCES: (1) IF SIGNALS ARE NON-OPERATIONAL, OR (2) IF TRAFFIC MUST MOVE AGAINST SIGNAL PHASING.

E. PROTECTION OF PUBLIC

PERSONAL CARS SHALL NOT BE PARKED WITHIN THE RIGHT OF WAY.

F. FAILURE TO COMPLY

IF THERE IS ANY FAILURE TO COMPLY WITH PROVISIONS FOR TRAFFIC CONTROL SET OUT IN THESE PLANS AND NOTES, OR WITH THE PROVISIONS OF THE OMUTCD, THE HIGHWAY IN THE VICINITY OF THE WORK AREA SHALL NOT BE CONSIDERED IN A CONDITION FOR THE SAFE AND CONVENIENT USE BY THE TRAVELING PUBLIC. ANY FAILURE TO KEEP THE HIGHWAY, IN THE VICINITY OF THE WORK AREA, IN A CONDITION FOR SAFE AND CONVENIENT USE BY THE TRAVELING PUBLIC SHALL BE CONSIDERED A BREACH OF THIS CONTRACT. WORK SHALL BE SUSPENDED UNTIL THE CONTRACTOR COMPLIES WITH THE PROVISIONS OF THE AFOREMENTIONED ITEMS.

V. MAINTENANCE OF TRAFFIC MATERIALS

A. SIGNS

SIGN DIMENSIONS AND SPECIFICATIONS, INCLUDING LETTER SIZES, SHALL BE AS PROVIDED IN THE OMUTCD OR IN DESIGN DRAWINGS PROVIDED BY THE DEPARTMENT OF TRANSPORTATION. THE SIGNS SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER PRIOR TO THE START OF THE PROJECT.

B. SIGN SUPPORTS

SIGN SUPPORTS SHALL BE OF SUFFICIENT SIZE AND MASS TO SUPPORT THE SIGNS AT THE APPROPRIATE HEIGHT. SUPPORTS SHALL BE AS SHOWN ON THE STANDARD CONSTRUCTION DRAWINGS.

C. DRUMS

DRUMS SHALL BE IN ACCORDANCE WITH PERTINENT SECTIONS OF THE OMUTCD. ALL COSTS FOR INSTALLING, MAINTAINING AND SUBSEQUENT REMOVAL OF SAID DRUMS SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

D. CONES

CONES, IF UTILIZED, SHALL BE LOCATED AS SHOWN IN THE OMUTCD AND THE STANDARD CONSTRUCTION DRAWINGS.

E. FLASHERS

FLASHERS SHALL BE 12-VOLT BATTERY-OPERATED MODELS WITH 7-INCH DIAMETER YELLOW LENSES ILLUMINATED BY RAPID INTERMITTENT FLASHERS OF SHORT DURATION AND SHALL BE PLACED ON ALL SIGNS AT ALL TIMES AS REQUIRED BY THE OMUTCD AND THE STANDARD CONSTRUCTION DRAWINGS.

VI. PAYMENT

PAYMENT FOR PROVIDING, ERECTING, MAINTAINING AND REMOVING TEMPORARY MAINTENANCE OF TRAFFIC CONTROL DEVICES SHALL BE MADE UNDER THE LUMP SUM PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC.

LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS

NO WORK SHALL BE PERFORMED, AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

NEW YEAR’S DAY (OBSERVED)	GENERAL / REGULAR ELECTION DAY (NOV.)
MEMORIAL DAY	THANKSGIVING
FOURTH OF JULY (OBSERVED)	CHRISTMAS (OBSERVED)
LABOR DAY	

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

DAY	TIMES ALL LANES MUST BE OPEN
SUNDAY	12PM FRIDAY THROUGH 6AM MONDAY
MONDAY	12PM FRIDAY THROUGH 6AM TUESDAY
TUESDAY	12PM MONDAY THROUGH 6AM WEDNESDAY
TUESDAY (GEN./REG. ELECTION)	5AM TUESDAY THROUGH 12AM WEDNESDAY
WEDNESDAY	12PM TUESDAY THROUGH 6AM THURSDAY
THURSDAY	12PM WEDNESDAY THROUGH 6AM MONDAY
THURSDAY (THANKSGIVING ONLY)	6AM WEDNESDAY THROUGH 6M MONDAY
FRIDAY	12PM THURSDAY THROUGH 6AM MONDAY
SATURDAY	12PM FRIDAY THROUGH 6AM MONDAY

DURING THE SAME PERIODS, MAINTAIN PEDESTRIAN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$50 FOR EACH MINUTE THE ABOVE- DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

SUSPENSION OF WORK

IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL AS SET FORTH IN THESE PLANS OR WITH PROVISIONS OF THE OMUTCD, THE ENGINEER SHALL SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS.

MAINTENANCE OF TRAFFIC CONTROL ZONES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE SIGNS, DRUMS AND TEMPORARY PAVEMENT MARKINGS AT THE LOCATIONS DETAILED IN THE PLANS OR SPECIFIED IN THE STANDARD DRAWINGS. WHEN THE CONTRACTOR IS NOTIFIED OF DEFICIENCIES, HE SHALL CORRECT THE DEFICIENCIES AS SOON AS POSSIBLE, PREFERABLY WITHIN 12 HOURS AND NO LATER THAN 24 HOURS.

CONSTRUCTION TRAFFIC

ALL CONSTRUCTION TRAFFIC SHALL USE ACCEPTABLE TRUCK ROUTES TO ACCESS THE CONSTRUCTION AREA. USE OF LOCAL RESIDENTIAL STREETS IS STRICTLY PROHIBITED UNLESS ALLOWED IN WRITING BY THE LOCAL ENFORCEMENT AUTHORITY.

MAJOR WORK ITEMS

THE FOLLOWING MAJOR WORK ITEMS WILL REQUIRE TRAFFIC MAINTENANCE WHICH SHALL BE INCORPORATED INTO THE CONTRACTOR’S SEQUENCE OF OPERATIONS.

- A. REMOVAL OF EXISTING RPMS
- B. PLANING OF ASPHALT CONCRETE
- C. COMPLETION OF PAVEMENT REPAIRS
- D. PLACING OF ASPHALT PROPOSED PLACING PAVEMENT CONCRETE
- E. INSTALLATION OF CENTER LINE RUMBLE STRIPES
- F. PLACING PROPOSED PAVEMENT MARKINGS AND RAISED PAVEMENT MARKERS

CONTINUOUS ACCESS

THE CONTRACTOR SHALL MAINTAIN SAFE AND ADEQUATE DRIVEWAYS AND WALKWAYS IN ORDER TO PROVIDE CONTINUOUS ACCESS FOR PEDESTRIANS, PASSENGER VEHICLES, TRUCKS, AND SAFETY EQUIPMENT TO ALL ADJOINING PROPERTIES.THE COST FOR ALL MATERIALS, EQUIPMENT, AND LABOR NECESSARY TO PROVIDE CONTINUOUS ACCESS SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

MAINTAINING TRAFFIC AND SEQUENCE OF OPERATIONS ASPHALT CONCRETE

ALL ASPHALT CONCRETE OPERATIONS SHALL BE CONDUCTED IN A MANNER THAT WILL ASSURE MINIMUM DANGER AND INCONVENIENCE TO HIGHWAY USERS. THE PROCEDURE FOR THE REMOVAL OR PLACEMENT OF ANY EXISTING OR PROPOSED ASPHALT COURSE SHALL BE SUCH THAT NO GREATER THAN 1-1/2” DISCONTINUITY IN THE ELEVATION OF THE TRAVELLED SURFACE SHALL BE EXPOSED TO TRAFFIC.

TRAFFIC SHALL NOT BE PERMITTED TO CROSS ANY PARTIAL-WIDTH REMOVAL OR RESURFACING JOINT DURING THE ACTUAL REMOVAL OR PAVING OPERATION EXCEPT AS NECESSARY. ANY PARTIAL-WIDTH LONGITUDINAL JOINTS WHICH MUST BE EXPOSED TO TRAFFIC SHALL BE RAMPED USING ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC AT A RATE NOT STEEPER THAN 6:1.

TEMPORARY TRANSVERSE REMOVAL OR PAVING JOINTS WHICH MUST BE EXPOSED TO TRAFFIC SHALL BE RAMPED USING ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC AT A RATE NOT TO EXCEED 1” IN 10’.

FOR REMOVAL OF EXISTING OVERLAYS, A TRANSITION MAY BE PLANED INTO THE EXISTING OVERLAY AND MAY BE SUBSTITUTED FOR THE ASPHALT RAMPS PREVIOUSLY DESCRIBED, PROVIDED THE TRANSITION IS REMOVED IN A SUBSEQUENT OPERATION WITHIN 24 HOURS.

WHENEVER TRAFFIC IS SUBJECT TO PARTIAL WIDTH REMOVALS OR OVERLAYS PRIOR TO FULL WIDTH COMPLETION, THE CONTRACTOR SHALL PROVIDE W8-11-48 “UNEVEN LANES”SIGNS (DUAL SIGN INSTALLATION). PLACEMENTS SHALL BE AS DIRECTED BY THE ENGINEER AND INCLUDED IN THE LUMP SUM PAYMENT FOR ITEM 614 - MAINTAINING TRAFFIC.

WHENEVER ANY PART OF THE TRAVELED SURFACE IS CLOSED, THE MOTORISTS SHALL BE WARNED AND DIVERTED BY THE CONTRACTOR THROUGH THE USE OF A FLASHING ARROW, IN ADDITION TO THOSE PROVISIONS SET FORTH IN THE OMUTCD, THE TRAFFIC ENGINEERING MANUAL AND THE APPLICABLE STANDARD CONSTRUCTION DRAWINGS.

THE COST FOR ALL MATERIALS, EQUIPMENT, AND LABOR NECESSARY TO PROVIDE CONTINUOUS ACCESS SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

Pavement repairs should be performed prior to planing since we are only doing a 1" mill and fill.

Wording?

DESIGN AGENCY



DESIGNER

VLN

REVIEWER

EJK 05-05-25

PROJECT ID

114484

SHEET

09

TOTAL

21

WORK ZONE MARKINGS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF CMS 614.04 AND 614.11. PLACE TEMPORARY MARKINGS AT THE SAME LOCATIONS AS THE PROPOSED PERMANENT MARKINGS.

AFTER THE PLANING IS COMPLETED, AND AGAIN AFTER THE INTERMEDIATE COURSE IS COMPLETED (2 APPLICATIONS TOTAL), USE THE FOLLOWING TEMPORARY MARKINGS:

ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT.....	X.XX MILES
ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT.....	X.XX MILES
ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT.....	XXX FEET
ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT.....	XXX FEET
ITEM 614 - WORK ZONE ARROW, CLASS I, 642 PAINT.....	9 EACH

AFTER THE SURFACE COURSE IS PLACED, USE THE FOLLOWING TEMPORARY MARKINGS:

ITEM 614 - WORK ZONE CENTER LINE, CLASS III, 642 PAINT.....	X.XX MILES
ITEM 614 - WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT.....	X.XX MILES
ITEM 614 - WORK ZONE STOP LINE, CLASS III, 642 PAINT.....	XXX FEET
ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT.....	XXX FEET
ITEM 614 - WORK ZONE ARROW, CLASS III, 642 PAINT.....	9 EACH

WORK ZONE MARKING SIGNS

AFTER PLANING OR PAVING, THE CONTRACTOR MAY PLACE THESE SIGNS INSTEAD OF PLACING WORK ZONE EDGE LINES, WHICH SHALL BE NON-PERFORMED, AS DIRECTED BY THE ENGINEER. THESE SIGNS SHALL BE REMOVED WHEN PAINTED EDGE LINES ARE PRESENT. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - WORK ZONE MARKING SIGNS.....	XX EACH
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PERMANENT PAVEMENT MARKINGS

AFTER PLACING THE SURFACE COURSE, THE CONTRACTOR MAY PLACE PERMANENT PAVEMENT MARKINGS INSTEAD OF PLACING WORK ZONE PAVEMENT MARKINGS, WHICH SHALL BE NON-PERFORMED AT THESE LOCATIONS.

ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

THIS ITEM SHALL BE USED TO INSTALL AND REMOVE TEMPORARY ASPHALT RAMPS AT BUTT JOINTS, AND DRAINAGE/UTILITY CASTING, WHERE REQUIRED. MATERIAL SHALL BE REMOVED PRIOR TO THE PLACEMENT OF THE NEXT COURSE OF ASPHALT. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO ACCOMPLISH THIS ITEM OF WORK.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.....	50 CY
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ITEM 630 - SIGNING MISC.: ADDITIONAL SIGNS, GROUND MOUNTED, AS DIRECTED BY THE ENGINEER

WHEN ADDITIONAL SIGNING IS NEEDED TO MAINTAIN TRAFFIC, THE CONTRACTOR SHALL FURNISH THE SIGN OR SIGNS AS DIRECTED BY THE ENGINEER. THESE SIGNS SHALL BE GROUND MOUNTED AND MEET ALL THE SPECIFICATIONS OF THE PLAN, PROPOSAL AND CURRENT YEAR CMS.

THIS ITEM OF WORK SHALL BE USED TO PROVIDE SIGNS THAT ARE BEYOND THE REQUIREMENTS OF THE SIGNAGE THAT IS DETAILED IN THE STANDARD CONSTRUCTION DRAWINGS AND THE OMUTCD.

PAYMENT FOR THIS ITEM SHALL INCLUDE, BUT NOT BE LIMITED TO, THE COST TO FURNISH AND ERECT THE SIGN, INCLUDING DRIVING POSTS OR OTHER APPROVED METHODS OF SIGN SUPPORT, MAINTAINING THE SIGN AND REMOVAL OF THE SIGN. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 630 - SIGNING MISC.: ADDITIONAL SIGNS, GROUND MOUNTED, AS DIRECTED BY THE ENGINEER.....	300 SQ FT
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COVERING OF GROUND-MOUNTED SIGNS - GENERAL

WHEN REQUIRED BY OTHER ITEMS OR INCIDENTALLY TO ITEM 614 - MAINTAINING TRAFFIC, COVER EXISTING GROUND- MOUNTED SIGNS WITH PLYWOOD OR OSB BLANKS (1/2" MINIMUM THICKNESS) COVERING 80% OF THE SIGN AREA AND ALL OF THE SIGN LEGEND. THE USE OF LOW-QUALITY MATERIALS, SUCH AS DUCT TAPE AND BLACK PLASTIC IS NOT PERMITTED.

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 TABLE		
ITEM RAMP & ROAD CLOSURES	DURATION OF CLOSURE ≥ 2 WEEKS > 12 HOURS & < 2 WEEKS ≤ 12 HOURS	NOTICE DUE TO PERMITS & PIO 21 CALENDAR DAYS PRIOR TO CLOSURE 14 DAYS PRIOR TO CLOSURE 4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	≥ 2 WEEKS < 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE 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.

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

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) MAY 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).

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

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.....	80 HOURS
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THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW- UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

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

ITEM 614 - 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 CMS 614.03.

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, FACING AWAY FROM ALL TRAFFIC.

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

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE- PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON- BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF CMS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS TO ENSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE, THE CONTRACTOR ON HIS OR HER CONTRACT.

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

PAYMENT FOR THE ABOVE-DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE-DESCRIBED WORK. THE CONTRACTOR SHALL ONLY BE PAID FOR PCMS UNITS WHEN THEY ARE IN OPERATION ON THE PROJECT AS SPECIFIED IN THE PLANS OR BY THE ENGINEER.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN.....	12 SIGN MONTHS (ASSUMING 2 PCMS SIGNS FOR 6 MONTHS)
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DESIGN AGENCY



DESIGNER

VLN

REVIEWER

EJK 05-05-25

PROJECT ID

114484

SHEET

TOTAL

10

21

TO BE PROVIDE AT STAGE 3 SUBMITTAL



DESIGN AGENCY

DESIGNER
VLN

REVIEWER
EJK 05-05-25

PROJECT ID
114484

SHEET	TOTAL
11	21

GENERAL SUMMARY

TO BE PROVIDE AT STAGE 3 SUBMITTAL



DESIGN AGENCY

DESIGNER
VLN

REVIEWER
EJK 05-05-25

PROJECT ID
114484

SHEET	TOTAL
12	21

TO BE PROVIDE AT STAGE 3 SUBMITTAL



DESIGN AGENCY

DESIGNER

VLN

REVIEWER

EJK 05-05-25

PROJECT ID

114484

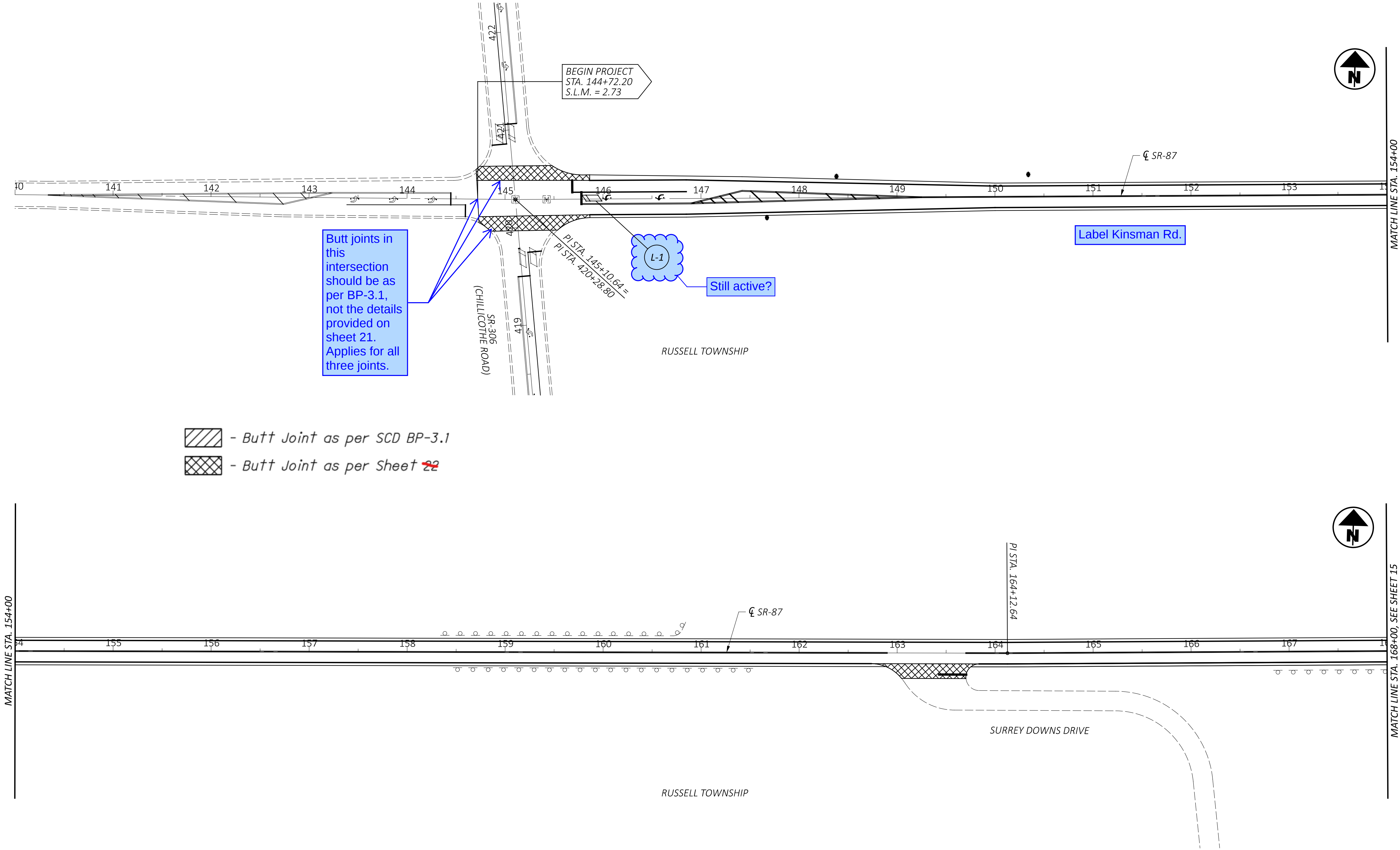
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TOTAL

21

PAVEMENT MARKING SUBSUMMARY

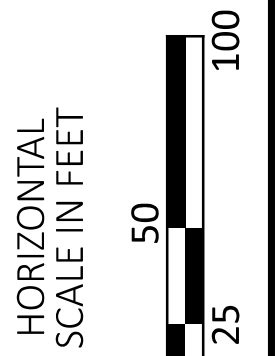
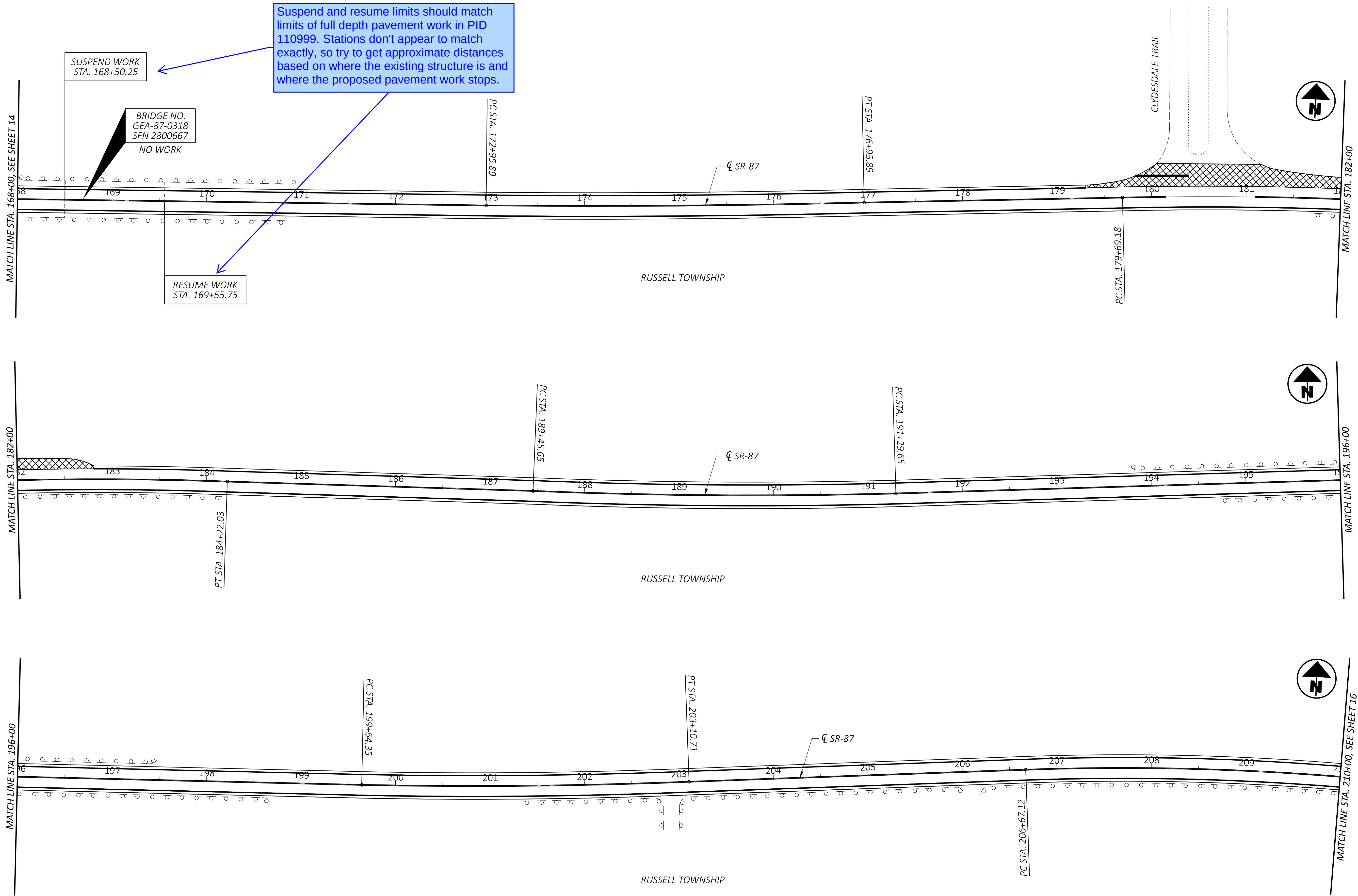


-  - Butt Joint as per SCD BP-3.1
-  - Butt Joint as per Sheet ~~22~~

LEGEND

 LOOP DETECTOR

 BUTT JOINT AS PER SHEET 21



PLAN SHEET
STA. 168+00 TO STA. 210+00

DESIGN AGENCY

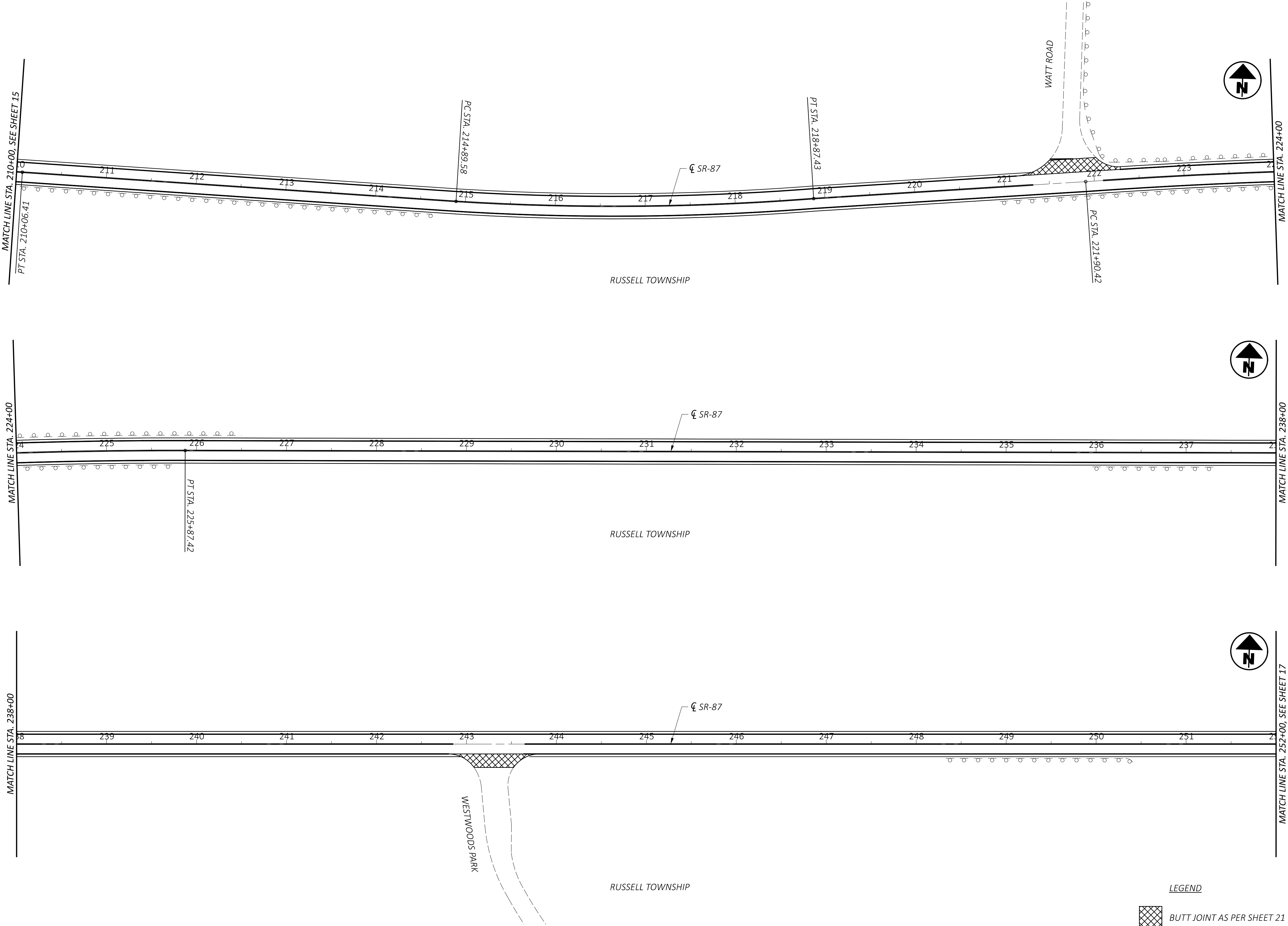


DESIGNER
VLN

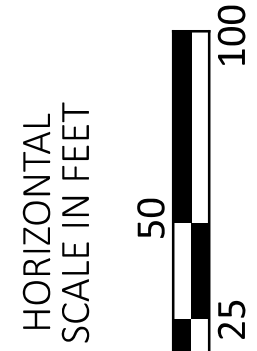
REVIEWER
EJK 05-05-25

PROJECT ID
114484

SHEET TOTAL
15 21



PLAN SHEET
STA. 210+00 TO STA. 252+00



DESIGN AGENCY



DESIGNER

VLN

REVIEWER

EJK 05-05-25

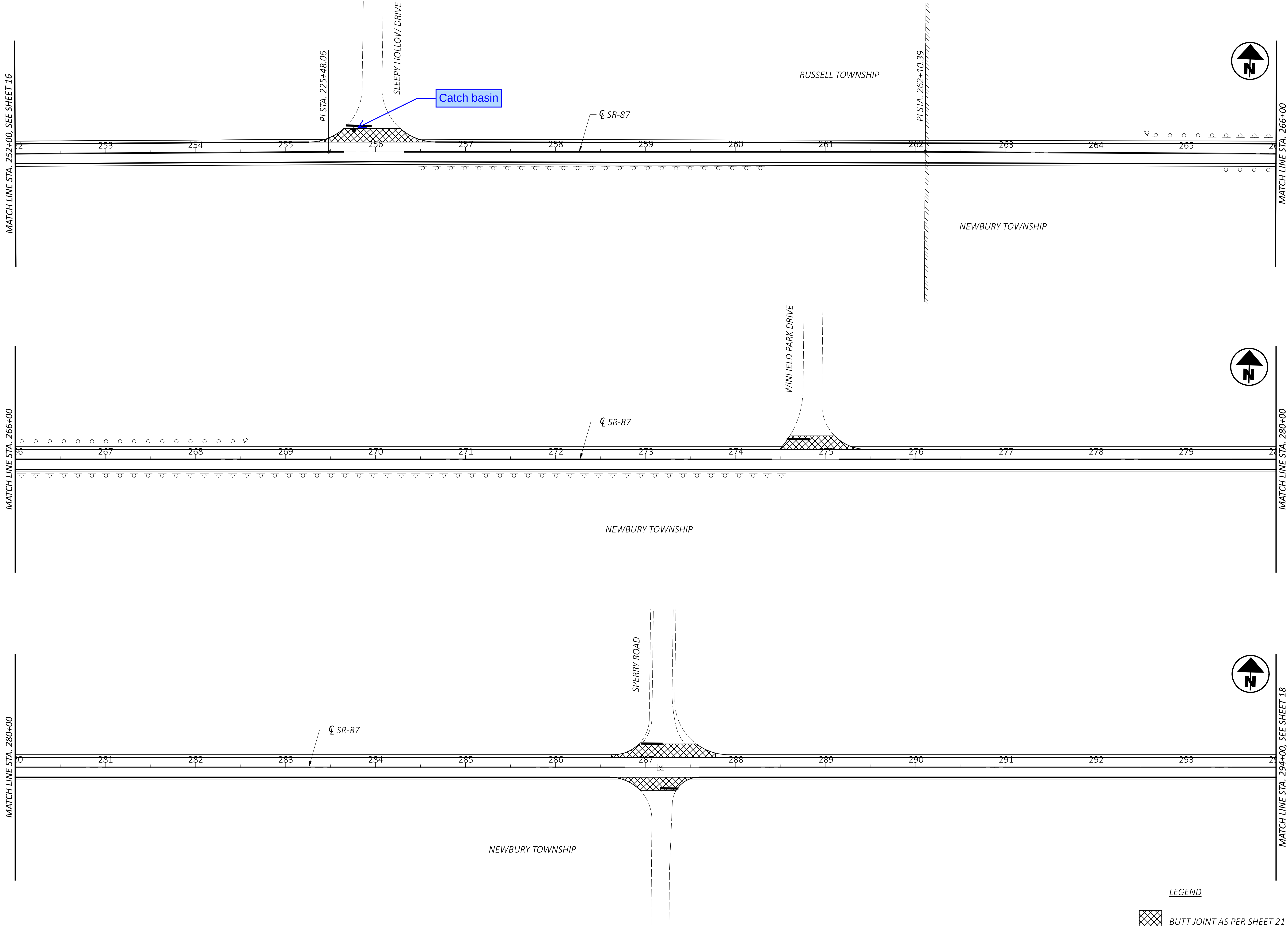
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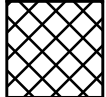
SHEET TOTAL

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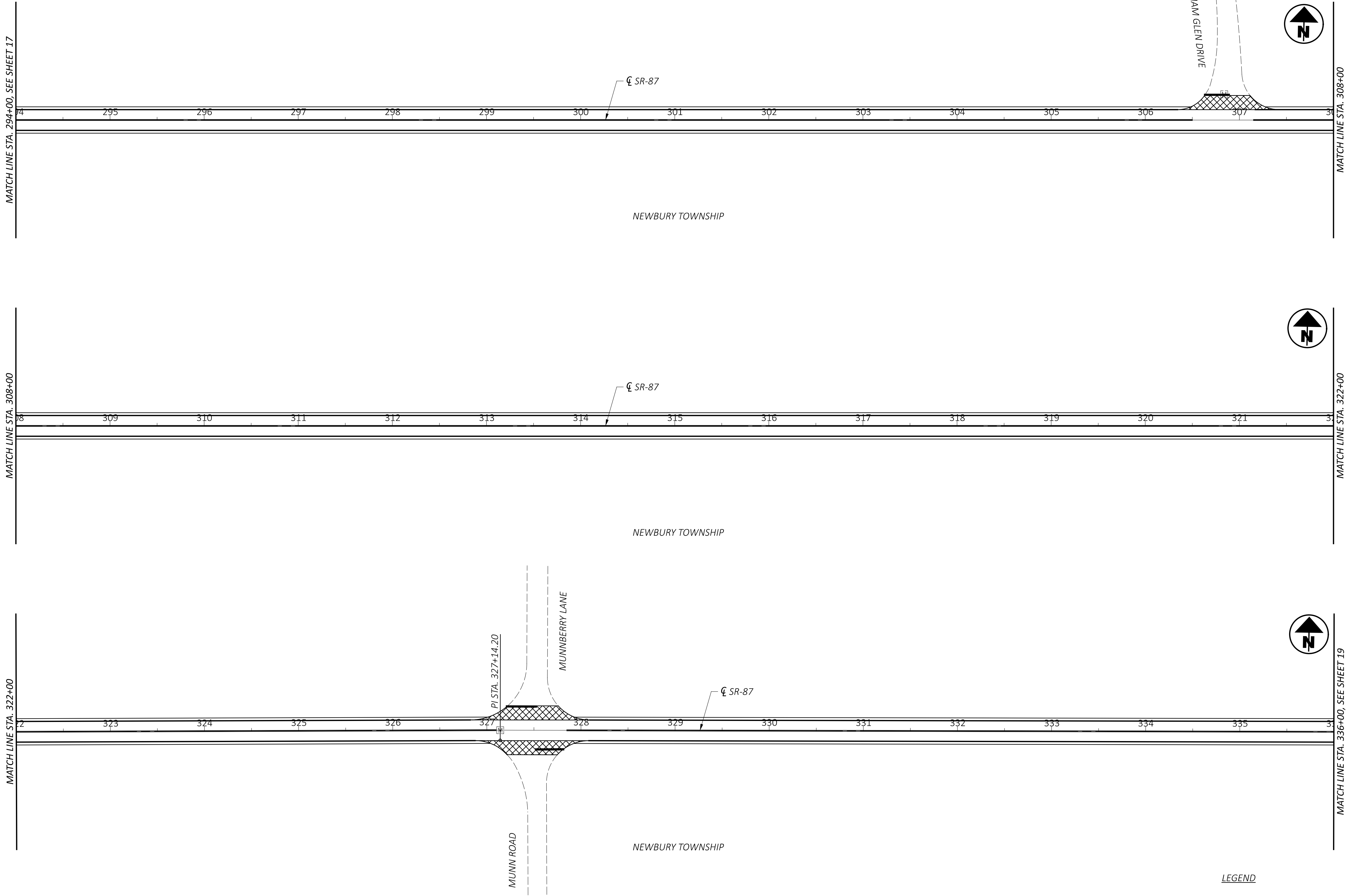
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LEGEND

 BUTT JOINT AS PER SHEET 21

HORIZONTAL SCALE IN FEET 	
PLAN SHEET STA. 252+00 TO STA. 294+00	
DESIGN AGENCY 	
DESIGNER VLN	
REVIEWER EJK 05-05-25	
PROJECT ID 114484	
SHEET 17	TOTAL 21



HORIZONTAL
SCALE IN FEET

0

25

50

100

PLAN SHEET
STA. 294+00 TO STA. 336+00

DESIGN AGENCY

DESIGNER

VLN

REVIEWER

EJK 05-05-25

PROJECT ID

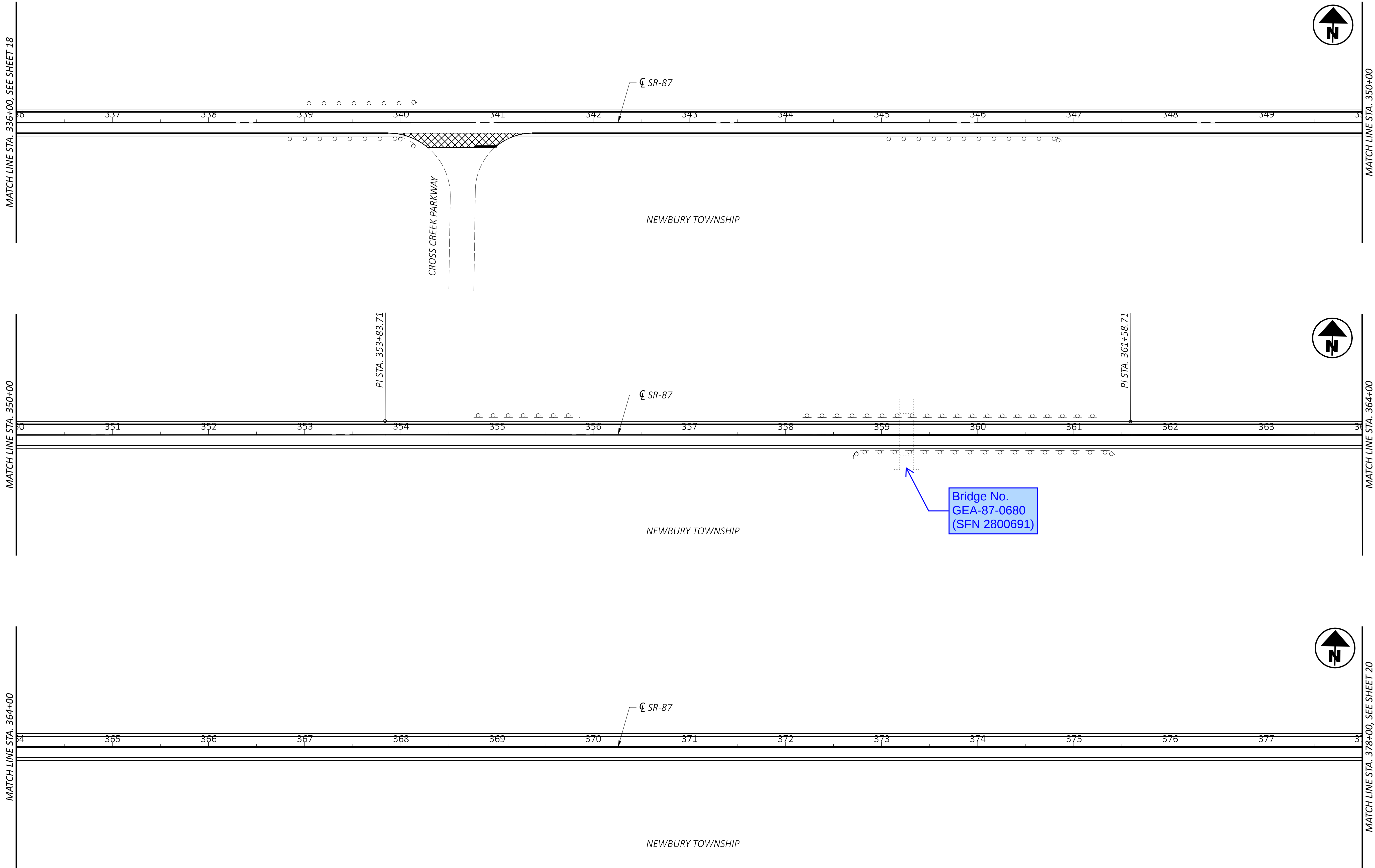
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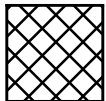
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TOTAL

21



LEGEND

BUTT JOINT AS PER SHEET 21

HORIZONTAL
SCALE IN FEET

0

25

50

100

PLAN SHEET

STA. 336+00 TO STA. 378+00

DESIGN AGENCY



DESIGNER

VLN

REVIEWER

EJK 05-05-25

PROJECT ID

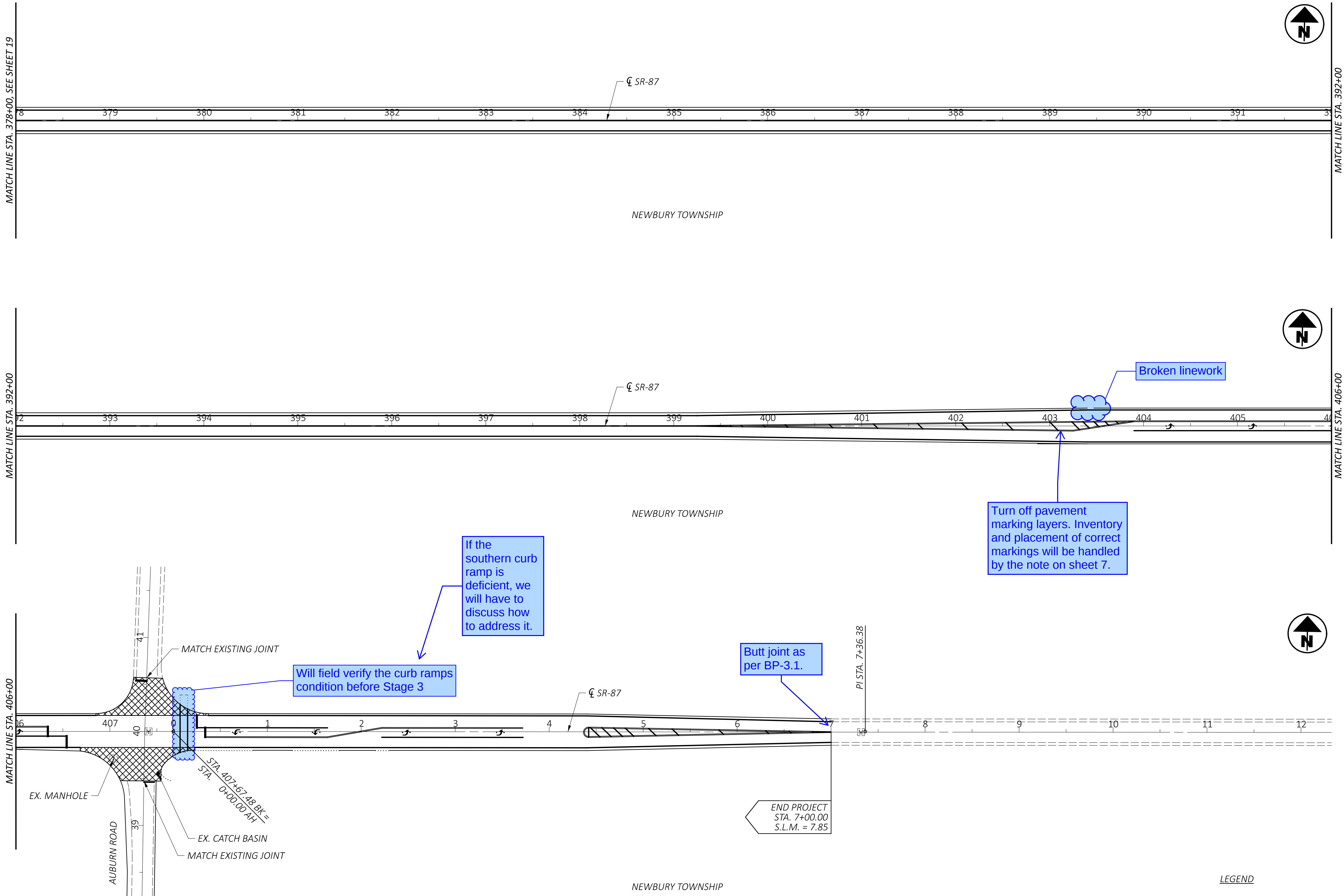
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SHEET

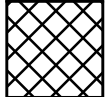
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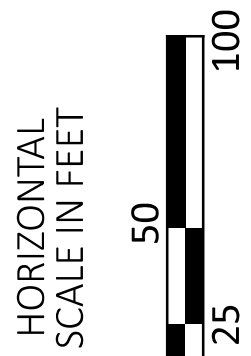
TOTAL

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LEGEND

 BUTT JOINT AS PER SHEET 21



PLAN SHEET
STA. 378+00 TO END PROJECT

DESIGN AGENCY



DESIGNER

VLN

REVIEWER

EJK 05-05-25

PROJECT ID

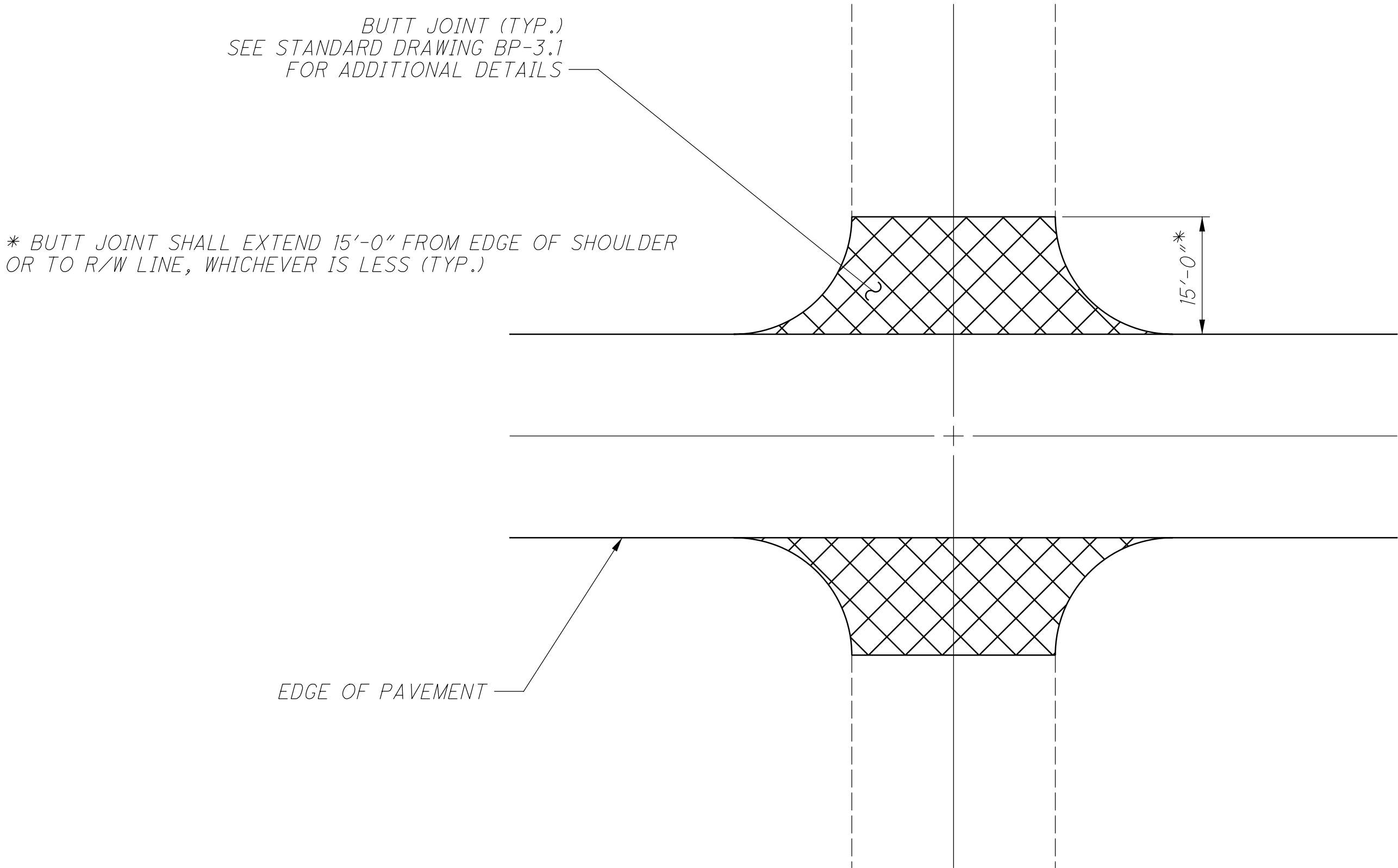
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SHEET

20

TOTAL

21



TYPICAL ASPHALT INTERSECTION DETAIL

PAVEMENT DETAILS

DESIGN AGENCY



DESIGNER

VLN

REVIEWER

EJK 05-05-25

PROJECT ID

114484

SHEET

21

TOTAL

21