CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER UNLESS AUTHORIZED BY THE ENGINEER". THE ACTUAL WORK LOCATIONS AND QUANTITIES USED AT THE ENGINEER'S DIRECTION SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THE PROJECT.

UTILITIES

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.

ITEM 623- CONSTRUCTION LAYOUT STAKES, AS PER PLAN

PRIOR TO THE START OF ROADWAY OPERATION, THE CONTRACTOR SHALL REFERENCE THE LENGTH OF THE PROJECT ON BOTH SIDES OF THE ROADWAY, IN A MANNER SATISFACTORY TO THE ENGINEER. THE PAVEMENT SHALL BE REFERENCED IN 1000' FEET INCREMENTS, OR IN INCREMENTS ACCEPTABLE TO THE ENGINEER, IN A SEMIPERMANENT CONDITION.

ITEM 646- PERMANENT PAVEMENT MARKINGS

THE CONTRACTOR SHALL REFERENCE THE EXISTING LANE AND EDGE LINE PAVEMENT MARKINGS BEFORE THE START OF THE FULL DEPTH PAVEMENT REMOVAL AND REPLACEMENT. THIS WILL BE NECESSARY TO ASSURE THE CORRECT PLACEMENT OF THE LANE AND EDGE LINE MARKINGS IN ORIGINAL LOCATION.

THE FOLLOWING PAVEMENT MARKING QUANITIES ARE TO BE USED AND HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 646- EDGE LINE, 6"..... 2 MILES
ITEM 646- LANE LINE, 6"..... 1 MILE

ITEM 621-RPM, 1-WAY/WHITE

THE FOLLOWING RPM QUANTITIES ARE TO BE USED BY THE DIRECTION OF THE ENGINEER AS A CONTENGENCY AND HAVE BEEN CARRIED TO THE GENERAL SUMMARY

ITEM 621- RPM..... 450 EA

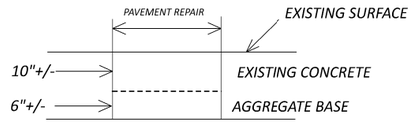
ITEM 621- RAISED PAVEMENT MARKER REMOVED..... 450 EA

ITEM 255 FULL DEPTH PAVEMENT SAWING

A QUANTITY OF 8136 FT ITEM 255 FULL DEPTH PAVEMENT SAWING HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 255- FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT , TYPE 1, CLASS QC MS

AN ESTIMATED QUANTITY OF 6509 SQ YDS OF ITEM 255- PAVEMENT REPAIR HAS BEEN CARRIED TO THE GENERAL SUMMARY AS DIRECTED BY THE ENGINEER.



UNLESS OTHERWISE DIRECTED BY THE ENGINEER,EXISTING DETERIORATED CONCRETE AND AGGREGATEBASE SHALL BE COMPLETELY REMOVED (APPROXIMATELY10" CONCRETE AND 6" AGGREGATE BASE) AND REPLACEDWITH 10" OF ITEM 452 NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1 AND A MINIMUM 6' OF ITEM 304 AGGREGATE BASE. AGGREGATE BASE THICKNESSSHALL BE INCREASED TO ADDRESS ANY DEVIATION WHERE REMOVED CONCRETE IS THICKER THAT 10".THIS WILL BE INCIDENTAL TO THE WORK. THE REPAIRS SHALL BE AS DETERMINED BY THE ENGINEER.

APPROXIMATE CONCRETE REPAIR MEASUREMENTS AND LOCATIONS
A= FULL REPLACEMENT- 16 FT X 20 FT
B= HALF SLAB 8 FT X 20 FT
X = JOINT REPAIR 4 FT X 16 FT

126EB TO 75NB

A	16	REPAIRS	576 SY
B	19	REPAIRS	342 SY
X	17	REPAIRS	119 SY

75NB TO 126WB

A	30	REPAIRS	1080 SY
B	19	REPAIRS	342 SY
X	10	REPAIRS	90 SY

GALBRAITH RD TO WB126

A	4	REPAIRS	144 SY
B	14	REPAIRS	252 SY
X	3	REPAIRS	27 SY

GALBRAITH RD TO 75S

A	15	REPAIRS	540 SY
B	15	REPAIRS	270 SY
X	3	REPAIRS	27 SY

75NB TO 126EB

A	3	REPAIRS	108 SY
B	9	REPAIRS	162 SY
X	9	REPAIRS	81 SY

126EB TO SB75

A	2	REPAIRS	72 SY
B	10	REPAIRS	180 SY
X	19	REPAIRS	171 SY

126EB TO READING RD(OFF RAMP)

A	3	REPAIRS	108 SY
B	13	REPAIRS	234 SY
X	11	REPAIRS	99 SY

GALBRAITH RD TO 126 EB

B	4	REPAIRS	72 SY
X	20	REPAIRS	180 SY

126WB TO GALBRAITH RD

B	8	REPAIRS	144 SY
X	14	REPAIRS	126 SY

126WB TO 75SB

A	8	REPAIRS	288 SY
B	32	REPAIRS	576 SY
X	11	REPAIRS	99 SY

PATCHING CONCRETE STRUCTURES

Bridge	EB Patching	WB Patching
HAM-126-1149L		16 SY
HAM-126-1149R	16 SY	
HAM-126-1279L		28 SY
HAM-126-1279R	1 SY	
HAM-126-1317L		18 SY
HAM-126-1317R		44 SY
HAM-126-1373N		12 SY
HAM-126-1406	6 SY	
HAM-126-1434L		6 SY
HAM-126-1444	2 SY	
HAM-126-1512	12 SY	14 SY

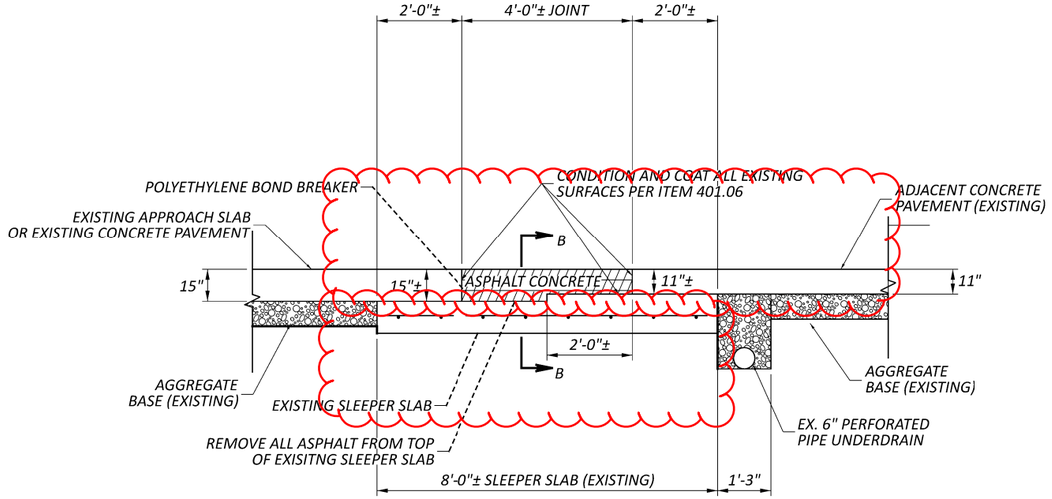
PHYSICAL INVENTORY OF MEASURED QUANTITIES OF DETERIORATION WAS PERFORMED IN JUNE OF 2023. ESTIMATED QUANTITIES HAVE BEEN INCREASED BY 100% OVER MEASURED QUANTITIES TO ALLOW FOR ADDITIONAL DETERIORATION

ITEM 451- SPECIAL PRESSURE RELIEF JOINT, TYPE A , ASPHALT REPLACEMENT

FOLLOW ALL PROVISIONS OF S.C.D. BP-2.3 EXCEPT AS SHOWN IN THE DETAIL BELOW. THE REMOVAL OF EXISTING ASPHALT SHALL BE INCLUDED WITH ITEM 451 FOR PAYMENT.

THIS PAY ITEM SHALL MEET THE REQUIREMENTS OF STANDARD DRAWING BP-2.3 EXCEPT AS FOLLOWS:

WORK SHALL INCLUDE REMOVAL OF THE EXISTING ASPHALT MATERIAL FROM THE PRESSURE RELIEF JOINT. REPLACE WITH ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM (448) PER BP-2.3. SEE DETAIL BELOW FOR FURTHER INFORMATION.



QUANTITIES ACCOUNT FOR A JOINT AT THE END OF EACH STRUCTURE AND HAVE BEEN CARRIED TO SHEET 7.

THIS ITEM INCLUDES ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS TO COMPLETE THE SPECIFIED WORK.

ITEM 451- SPECIAL PRESSURE RELIEF JOINT (CONTINUED)

THE RELIEF JOINTS WILL BE REPLACED AS SHOWN IN THE DETAIL AT THE FOLLOWING LOCATIONS:

BRIDGE	QUANTITY (FT)
HAM-126-1149L	130 FT.
HAM-126-1149R	130 FT.
HAM-126-1279L	98 FT.
HAM-126-1279R	98 FT.
HAM-126-1317L	130 FT.
HAM-126-1317R	130 FT.
HAM-126-1331L	82 FT.
HAM-126-1331R	82 FT.
HAM-126-1373L	91 FT.
HAM-126-1373R	177 FT.
HAM-126-1373N	139 FT.
HAM-126-1373S	57 FT.
HAM-126-1406	215 FT.
HAM-126-1419L	139 FT.
HAM-126-1434L	175 FT.
HAM-126-1444	82 FT.
HAM-126-1501L	84 FT.
HAM-126-1501R	84 FT.
HAM-126-1512	89 FT.
HAM-126-1530	278 FT.
HAM-126-1543	84 FT.
HAM-126-1555	80 FT.

COMPACT THE ASPHALT CONCRETE IN EQUAL LIFTS NOT EXCEEDING 3" WITH COMPACTION EQUIPMENT AS APPROVED BY THE ENGINEER. USE ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM (448).

GENERAL NOTES

DESIGN AGENCY

DESIGNER JED
REVIEWER JDO 7/10/2024
PROJECT ID 105204
SHEET 3 TOTAL 7

HAM-SR 126-11.30

MAINTENANCE OF TRAFFIC

MAINTAIN ALL EXISTING LANES AND RAMPS AT ALL TIMES, EXCEPT LANE AND RAMP CLOSURES ARE PERMITTED ACCORDING TO THE LANE VALUE CONTRACT TABLE (ON PAGE 5), BY USE OF THE EXISTING AND COMPLETED PAVEMENT.

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

CHRISTMAS FOURTH OF JULY
NEW YEARS LABOR DAY
MEMORIAL DAY THANKSGIVING

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

DAY OF HOLIDAY OR EVENT
TIME ALL LANES MUST BE OPEN TO TRAFFIC

SUNDAY 12:00N FRIDAY THROUGH 6:00AM MONDAY
MONDAY 12:00N FRIDAY THROUGH 6:00AM TUESDAY
TUESDAY 12:00N MONDAY THROUGH 6:00AM WEDNESDAY
WEDNESDAY 12:00N TUESDAY THROUGH 6:00AM THURSDAY
THURSDAY 12:00N WEDNESDAY THROUGH 6:00AM FRIDAY
THURSDAY (THANKSGIVING ONLY)
6:00AM WEDNESDAY THROUGH 6:00AM MONDAY
FRIDAY 12:00N THURSDAY THROUGH 6:00AM MONDAY
SATURDAY 12:00N FRIDAY THROUGH 6:00AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF $95 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

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

NOTICE TO OFFICE OF COMMUNICATIONS TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO OFFICE OF COMMUNICATIONS
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	2 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION TRAFFIC PATTERN CHANGES		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 NOTICE TO OFFICE OF COMMUNICATIONS TIME TABLE.

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OHIO 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 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).

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.

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. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. 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 WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE SHIFT. 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 250 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.

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.

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

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

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

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

(THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.) THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE

AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

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

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

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN ___9__ SIGN MONTH ASSUMING __3__ PCMS SIGN(S) FOR __3___ MONTH(S)

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 C&MS 614.11.

ITEM 614-WORK ZONE EDGE LINE 6", 642 PAINT -	2 MILES
ITEM 614-WORK ZONE LANE LINE, 6", 642 PAINT -	1 MILE

HAM-SR 126-11.30
MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/11/2024 TIME: 12:43:54 PM USER: jdavis4
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\105204\400-Engineering\Roadway\Sheets\105204_MT001.dgn

DESIGN AGENCY

DESIGNER JED
REVIEWER JDO 7/10/2024
PROJECT ID 105204
SHEET P.4 TOTAL 7

MAINTENANCE OF TRAFFIC CONTINUED

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.]

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE

ITEM	*DURATION OF CLOSURE*	*SIGN DISPLAYED TO PUBLIC*
RAMP &	*>=2 WEEKS*	*14 CALENDAR DAYS PRIOR TO CLOSURE*
ROAD	*> 12 HOURS & < 2 WEEKS*	*7 CALENDAR DAYS PRIOR TO CLOSURE*
CLOSURES	*<= 12 HOURS*	*2 BUSINESS DAYS PRIOR TO CLOSURE*

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

PERMITTED LANE CLOSURE SCHEDULE (PLCS)

LANE CLOSURE(S) SHALL CONFORM TO THE PLCS. PUBLISHED PLCS INFORMATION CAN BE FOUND ON THE ODOT WEBSITE AT: HTTPS://WWW.TRANSPORTATION.OHIO.GOV/WPS/PORTAL/GOV/ODOT/WORKING/DATA-TOOLS/RESOURCES/PERMITTED-LANE-CLOSURE

THE MONTHLY PUBLISHED SCHEDULES REQUIRED TO BE USED, FOR EACH PLCS SEGMENT WITHIN THE PROJECT AREA, ARE THOSE THAT COMPRISE THE CONSECUTIVE 12-MONTH PERIOD BEGINNING 15 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE AND ENDING 4 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE. THESE SAME 12 MONTHS APPLY FOR THE LIFE OF THE PROJECT AND SHALL BE APPLIED TO EACH RESPECTIVE MONTH OF CONSTRUCTION (MONTH OF LANE CLOSURE(S) SHALL MATCH MONTH OF PLCS USED). LANE CLOSURE(S) IN PLACE FOR MULTIPLE MONTHS SHALL ALWAYS COMPLY WITH THE CURRENT RESPECTIVE MONTH.

(FOR EXAMPLE: IF THE SALE DATE FOR THE PROJECT WAS MARCH OF 2021, THE MONTHLY PUBLISHED SCHEDULES FOR EACH APPLICABLE PLCS SEGMENT WOULD BE DECEMBER 2019 TO NOVEMBER 2020. IF THIS WAS A THREE-YEAR PROJECT, YEAR THREE WOULD STILL BE USING THE DECEMBER 2019 TO NOVEMBER 2020 MONTHLY SCHEDULES. IF THE PROJECT DESIRED TO CLOSE TWO LANES IN JUNE 2021, REFERENCE WOULD BE MADE TO THE JUNE 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S). IF THE SAME TWO LANES WERE DESIRED TO BE CLOSED AGAIN IN JULY 2021, REFERENCE WOULD BE MADE TO THE JULY 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S).)

MORE RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE AT THE DISCRETION OF THE ENGINEER IN ORDER TO COMPLY WITH THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

LESS RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE SUBJECT TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)) AND SHALL NOT BE IMPLEMENTED UNTIL, AND UNLESS, APPROVED BY THE PROPER ODOT AUTHORITY. [EXISTING MOT EXCEPTIONS THAT HAVE ALREADY BEEN APPROVED IN ACCORDANCE TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY AND STANDARD PROCEDURE ARE DETAILED IN THE APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S) PLAN NOTE.]

ALLOWABLE LANE CLOSURE HOURS FOR FACILITIES NOT COVERED BY THE PLCS, IF ANY, SHALL BE AS SPECIFIED ELSEWHERE IN THE PLANS.

LANE VALUE CONTRACT TABLE

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	*RESTRICTED TIME PERIOD*	*TIME UNIT*	*DISINCENTIVE $ PER LANE*
ALL LANES OPEN TO TRAFFIC	*SEE PLCS*	*1 MINUTE*	*$230*
ALL RAMPS OPEN TO TRAFFIC	*5 AM MONDAY TO 9 PM FRIDAY*	*1 MINUTE*	*$170*

1. EACH RAMP MAY BE CLOSED A MAXIMUM OF 1 TIME.

2. ONLY 1 RAMP IS PERMITTED TO BE CLOSED AT A TIME.

ITEM 614, MAINTAING TRAFFIC, MISC.: DETOUR SIGNS

ITEM 614, MAINTAING TRAFFIC, MISC.: DETOUR SIGNS

THIS ITEM OF WORK SHALL CONSIST OF FURNISHING AND INSTALLING DETOUR ROUTE SIGNS FOR TEN RAMP CLOSURES.

FOR EACH PROPOSED RAMP CLOSURE WITH DETOUR, THE CONTRACTOR SHALL:

1. PROVIDE A POSTED DETOUR USING FLAT SHEET SIGNS ASSEMBLIES. DETOUR SIGNS ALONG THE DETOUR ROUTE MAY BE INSTALLED AND UNCOVERED WITHIN 3 DAYS BEFORE THE CLOSURE AND MAY BE REMOVED WITHIN 3 DAYS AFTER THE CLOSURE.
2. PROVIDE SIGNS PER MT-98.29 AND MT-101.60 SIGNS AT THE POINT OF CLOSURE. SIGNS SHALL BE INSTALLED JUST PRIOR TO AND REMOVED IMMEDIATELY FOLLOWING THE RAMP CLOSURE. THE TYPICAL DETOUR SIGN ASSEMBLY CONSISTS OF THE APPROPRIATE ROUTE SHIELD, A M4-8 DETOUR PLAQUE ABOVE THE ROUTE SHIELD, AND A M5- OR M6 SERIES DIRECTIONAL ARROW. TYPICAL DETOUR ROUTE CONFIRMATION SIGN ASSEMBLY CONSISTS OF THE APPROPRIATE ROUTE SHIELD AND A M4-8 DETOUR PLAQUE ABOVE THE ROUTE SHIELD SHALL ALSO BE FURNISHED AND INSTALLED BY THE CONTRACTOR.

THE DETOUR MAPS WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. FOR BIDDING PURPOSES, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE DETOUR SIGNS AS LISTED BELOW FOR EACH DETOUR:

1. SR 126 EASTBOUND RAMP TO IR 75 SOUTHBOUND:
   a. DETOUR SIGNS: 15 SIGN ASSEMBLIES.
   b. DETOUR ROUTE SHALL BE SR 126 EB TO EXIT 28-US 42 READING RD/ GALBRAITH RD, NB READING RD TO GALBRAITH RD, WB GALBRAITH RD TO ENTRANCE RAMP TO WB SR 126.
2. SR 126 EASTBOUND RAMP TO IR 75 NORTHBOUND:
   a. DETOUR SIGNS: 12 SIGN ASSEMBLIES.
   b. DETOUR ROUTE SHALL BE SR 126 EB TO EXIT 28-US 42 READING RD/ GALBRAITH RD, NB READING RD TO GALBRAITH RD, WB GALBRAITH RD TO ENTRANCE RAMP TO NB IR-75.
3. SR 126 WESTBOUND RAMP TO IR 75 SOUTHBOUND:
   a. DETOUR SIGNS: 13 SIGN ASSEMBLIES.
   b. DETOUR ROUTE SHALL BE WB SR 126 TO EXIT 25-GALBRAITH RD-WINTON RD, SB GALBRAITH RD TO ENTRANCE RAMP TO EB SR 126, EB SR 126 TO EXIT 27A-IR-75 SB.
4. IR 75 NORTHBOUND RAMP TO SR 126 WESTBOUND:
   a. DETOUR SIGNS: 15 SIGN ASSEMBLIES.
   b. DETOUR ROUTE SHALL BE SR 126 EB TO EXIT 28-US 42 READING RD/ GALBRAITH RD, NB READING RD TO GALBRAITH RD, WB GALBRAITH RD TO ENTRANCE RAMP TO NB IR-75.
5. IR 75 NORTHBOUND RAMP TO SR 126 EASTBOUND:
   a. DETOUR SIGNS: 11 SIGN ASSEMBLIES.
   b. DETOUR ROUTE: DETOUR ROUTE SHALL BE WB SR 126 TO EXIT 25-GALBRAITH RD-WINTON RD, SB GALBRAITH RD TO ENTRANCE RAMP TO EB SR 126, EB SR 126 TO EXIT 27A-IR-75 SB.
6. SR 126 WESTBOUND RAMP TO GALBRAITH RD/WINTON RD:
   a. DETOUR SIGNS: 10 SIGN ASSEMBLIES.
   b. DETOUR ROUTE SHALL BE WB SR 126 TO EXIT 22-US 127 HAMILTON AVE, SB US 127 TO ENTRANCE RAMP TO EB SR 126, EB SR 126 TO EXIT 25-GALBRAITH RD/WINTON RD.
7. GALRAITH RD RAMP TO SR 126 EASTBOUND
   a. DETOUR SIGNS: 16 SIGN ASSEMBLIES.
   b. DETOUR ROUTE SHALL BE ENTRANCE RAMP TO WB SR 126, WB SR 126 TO EXIT 22-US 127 HAMILTON AVE, SB US 127 TO ENTRANCE RAMP TO EB SR 126, EB SR 126TO EXIT 25-GALBRAITH RD/WINTON RD.
8. SR 126 EASTBOUND RAMP TO US 42 READING RD/GALBRAITH RD:
   a. DETOUR SIGNS: 18 SIGN ASSEMBLIES.
   b. DETOUR ROUTE: EB SR 126 TO EXIT 29-RIDGE RD, NB RIDGE TO THE ENTRANCE RAMP TO WB SR 126, WB SR 126 TO EXIT 28-US 42 READING RD-GALRBRAITH RD, WB GALBRAITH RD TO READING RD.
9. GALBRAITH RD ENTRANCE RAMP TO IR 75 SOUTHBOUND:
   a. DETOUR SIGNS: 6 SIGN ASSEMBLIES.
   b. DETOUR ROUTE: CONTINUE EB GALBRAITH RD TO THE WB SR 126 ENTRANCE RAMP, WB SR 126 TO SB IR-75.
10. GALBRAITH RD ENTRANCE RAMP TO WB SR 126:
    a. DETOUR SIGNS: 9 SIGN ASSEMBLIES.
    b. DETOUR ROUTE: WB GALBRAITH RD TO NB WINTON RD TO ENTRANCE RAMP TO WB SR 126.

A TOTAL OF 125 SIGNS WAS CARRIED TO THE GENSUM

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY

DESIGNER JED

REVIEWER JDO 7/10/2024

PROJECT ID 105204

SHEET 5 TOTAL 7

HAM-SR 126-11.30

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/11/2024 TIME: 12:45:49 PM USER: jdavis4
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SHEET NUM. 3	SHEET NUM. 4	SHEET NUM. 5	SHEET NUM. 8	PART. 01/NHS/05	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
									PAVEMENT	
6,509				6,509	255	15000	6,509	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC MS	3
8,136				8,136	255	20000	8,136	FT	FULL DEPTH PAVEMENT SAWING	
									TRAFFIC CONTROL	
450				450	621	00100	450	EACH	RPM	
450				450	621	54000	450	EACH	RAISED PAVEMENT MARKER REMOVED	
2				2	646	10010	2	MILE	EDGE LINE, 6"	
1				1	646	10110	1	MILE	LANE LINE, 6"	
									STRUCTURE OVER 20 FOOT SPAN (HAM-126-1149L)	7
									STRUCTURE OVER 20 FOOT SPAN (HAM-126-1149R)	7
									STRUCTURE OVER 20 FOOT SPAN (HAM-126-1279L)	7
									STRUCTURE OVER 20 FOOT SPAN (HAM-126-1279R)	7
									STRUCTURE OVER 20 FOOT SPAN (HAM-126-1317L)	7
									STRUCTURE OVER 20 FOOT SPAN (HAM-126-1317R)	7
									STRUCTURE OVER 20 FOOT SPAN (HAM-126-1331L)	7
									STRUCTURE OVER 20 FOOT SPAN (HAM-126-1331R)	7
									STRUCTURE OVER 20 FOOT SPAN (HAM-126-1373L)	7
									STRUCTURE OVER 20 FOOT SPAN (HAM-126-1373R)	7
									STRUCTURE OVER 20 FOOT SPAN (HAM-126-1373N)	7
									STRUCTURE OVER 20 FOOT SPAN (HAM-126-1406)	7
									STRUCTURE OVER 20 FOOT SPAN (HAM-126-1419L)	7
									STRUCTURE OVER 20 FOOT SPAN (HAM-126-1434L)	7
									STRUCTURE OVER 20 FOOT SPAN (HAM-126-1444)	7
									STRUCTURE OVER 20 FOOT SPAN (HAM-126-1501L)	7
									STRUCTURE OVER 20 FOOT SPAN (HAM-126-1501R)	7
									STRUCTURE OVER 20 FOOT SPAN (HAM-126-1512 EB)	7
									STRUCTURE OVER 20 FOOT SPAN (HAM-126-1512 WB)	7
									STRUCTURE OVER 20 FOOT SPAN (HAM-126-1530)	7
									STRUCTURE OVER 20 FOOT SPAN (HAM-126-1543)	7
									STRUCTURE OVER 20 FOOT SPAN (HAM-126-1555)	7
									MAINTENANCE OF TRAFFIC	
	250			250	614	11110	250	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	4
		125		125	614	18000	125	EACH	MAINTAINING TRAFFIC, MISC.:, DETOUR SIGNS	5
		9		9	614	18600	9	SMMT	PORTABLE CHANGEABLE MESSAGE SIGN	
		2		2	614	20110	2	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	
		1		1	614	22110	1	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	
									INCIDENTALS	
				LS	614	11000	LS		MAINTAINING TRAFFIC	
				LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
				LS	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY

DESIGNER NCD

REVIEWER JDO 7/10/2024

PROJECT ID 105204

SHEET 6 TOTAL 7

HAM-SR 126-11.30

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