

ITEM 614, MAINTAINING TRAFFIC

THIS PROJECT IS A MAJOR REHABILITATION PROJECT TO REMOVE AND REPLACE THE EXISTING PAVEMENT ON US -6/US-24 FROM THE US -6 INTERCHANGE TO THE MAUMEE RIVER BRIDGE; INCLUDING BRIDGE REPAIR AND UPGRADES TO ALL INTERCHANGE RAMPS.

ITEM 614, MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR)

A MINIMUM OF 1 LANES OF TRAFFIC IN EACH DIRECTION ON US-6/US-24 SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT AND ITEM 615 FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 410 AND 614 UNLESS OTHERWISE NOTED.

RAMP CLOSURES SHALL BE LIMITED TO THE RESTRICTIONS SHOWN IN THE RAMP CLOSURE TABLE. ANY DISINCENTIVE IN THE AMOUNT SHOWN IN THE RAMP CLOSURE TABLE SHALL BE ASSESSED FOR EACH CALENDAR DAY THAT RAMPS REMAIN CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

ITEM 614, MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

NO WORK SHALL BE PERFORMED DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS:

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

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

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

SUNDAY 12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY 12:00N FRIDAY THROUGH 6:00 AM TUESDAY
12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY 12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY (GEN./REG. ELECTION)
5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY 12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY 12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)
6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY 12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY 12:00N FRIDAY THROUGH 6:00 AM MONDAY

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

[NEWLY CONSTRUCTED LANE ADDITIONS, ONCE COMPLETED AND INITIALLY OPENED TO TRAFFIC, SHALL BE OPEN TO TRAFFIC DURING ALL SUBSEQUENT DESIGNATED HOLIDAYS AND SPECIAL EVENTS, AND RELATED PERIODS OF TIME, SPECIFIED ABOVE.]

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

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

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.

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 SIGN DISPLAYED
OF CLOSURE TO PUBLIC

RAMP & >=2 WEEKS 14 CALENDAR DAYS
PRIOR TO CLOSURE

ROAD > 12 HOURS 7 CALENDAR DAYS
& < 2 WEEKS 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.

ITEM 614, MAINTAINING TRAFFIC (ESTIMATED QUANTITIES)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

ITEM 410, TRAFFIC COMPACTED SURFACE, TYPE A OR B 100 CU. YD.
ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 30 CU. YD.
ITEM 614 DETOUR SIGNING LS
ITEM 615 ROADS FOR MAINTAINING TRAFFIC LS

ITEMS ADJUSTED TO GRADE

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 611 - CATCH BASIN TO BE ADJUSTED TO GRADE 10 EA

MAINTAINING DRAINAGE DURING CONSTRUCTION

THE CONTRACTOR SHALL MAINTAIN DRAINAGE DURING CONSTRUCTION AT ALL TIMES. THIS SHALL BE ACHIEVED BY THE USE OF THE EXISTING DRAINAGE PIPES, DITCHES, CULVERTS, ETC. WHEN AT ALL POSSIBLE, AS WELL AS TEMPORARY AND PROPOSED DRAINAGE ITEMS.

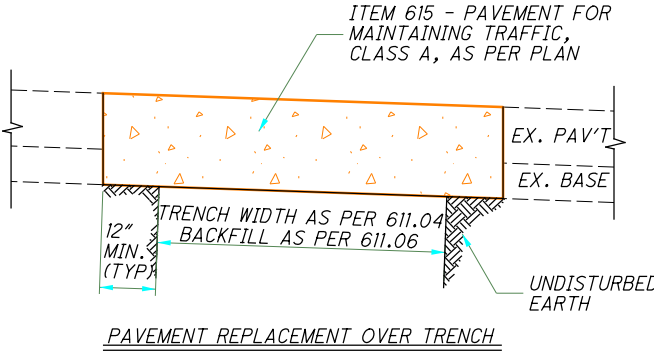
GENERALLY, THE EXISTING DRAINAGE DEVICES SHALL REMAIN IN PLACE AND IN OPERATION UNTIL THE PROPOSED FEATURES ARE CONSTRUCTED AND OPERATIONAL. WHEN EXISTING DEVICES ARE NO LONGER NEEDED THEY SHALL BE REMOVED IF POSSIBLE OR PROPERLY PLUGGED AND FILLED. AT PROPOSED CULVERT CROSSINGS AND/OR MEDIAN STORM CROSSINGS, THE CONTRACTOR MAY HAVE THE OPTION OF INSTALLING TEMPORARY SHEETING OR BORING AND JACKING A PORTION OF THE PIPE UNDER THE ACTIVE LANES AT THE PHASE CUT LINE FOR THE PART-WIDTH CONSTRUCTION PHASES.

UNLESS SEPARATELY ITEMIZED IN THE PLANS, ALL LABOR, EQUIPMENT, MATERIALS REQUIRED TO MAINTAIN DRAINAGE DURING CONSTRUCTION, INCLUDING SUBSEQUENT REMOVAL OF ANY TEMPORARY ITEMS, SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

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

CONDUIT CROSSINGS

THE CONTRACTOR SHALL CONSTRUCT CONDUIT CROSSINGS OF EXISTING PAVEMENT DURING WEEKEND CLOSURES, AS APPROVED BY THE ENGINEER, OR DURING SUBSEQUENT PHASES PER THE SEQUENCE OF TRAFFIC NOTES. AT THE CONCLUSION OF THE CONDUIT INSTALLATION, THE CONTRACTOR SHALL BACKFILL AND PLACE TEMPORARY PAVEMENT PER THE DETAIL BELOW OR PER THE TRENCH REPAIR DETAIL LOCATED IN THE PLANS.



THE FOLLOWING ESTIMATED QUANTITY OF 1250 SQ. YD. HAS BEEN INCLUDED IN THE GENERAL SUMMARY.

ITEM 614, MAINTAINING TRAFFIC (CLOSING PARAGRAPH FOR NOTE)

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.

PLACEMENT OF ASPHALT CONCRETE

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

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.

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 2 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

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.

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](https://www.transportation.ohio.gov/wps/portal/gov/odot/working/data-tools/resources/permited-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)).

DESIGN AGENCY



DESIGNER

DEK

REVIEWER

JJM MM-DD-YY

PROJECT ID

110524

SHEET

P.23

TOTAL

1108

REF NO.	SHEET NO.	STATION TO STATION			614	614	614	614	614	614	614	614	615	622	622	622	614								
					MAINTAINING TRAFFIC, MISC.:6"X8" SOLID WOOD POST, AS PER PLAN	MAINTAINING TRAFFIC, MISC.:SIGN (FLAT SHEET)	WORK ZONE EDGE LINE, CLASS I, 6" (YELLOW)	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT(YELLOW)	WORK ZONE EDGE LINE, CLASS I, 6"(WHITE)	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT(WHITE)	WORK ZONE CHANNELIZING LINE, CLASS I, 12"(WHITE)	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT(WHITE)	WORK ZONE DOTTED LINE, CLASS I	WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	PORTABLE BARRIER, 50", AS PER PLAN	DUAL PORTABLE BARRIER TRANSITION/TERMINATION	PORTABLE BARRIER, UNANCHORED	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)						
					EACH	SF	MILE	MILE	MILE	MILE	FT	FT	FT	FT	SY	FT	EACH	FT	EACH						
US 6 / 24 MAINLINE PHASE 1 CONT'D																									
WEY-6	46	716+19.00	TO	722+50.00			0.12	0.12																	
WCH-11	47	741+26.00	TO	745+68.00						442	442														
WCH-12	47	741+26.00	TO	745+68.00						442	442														
WDW-10	47	750+33.00	TO	754+12.56								380	380												
WDW-13	47	745+68.00	TO	754+13.00								845	845												
WEW-11	47-50	742+91.00	TO	822+54.00				1.51	1.51																
WEW-11	93-95	822+54.00	TO	840+05.00				0.33	0.33																
WEW-12	47-50	745+68.00	TO	822+76.41				1.46	1.46																
WEW-12	50	822+76.41	TO	835+50.00				0.24	0.24																
WEY-7	47	743+90.00	TO	750+33.00			0.12	0.12																	
TP-6	47	746+15.00	TO	754+00.00									1027												
TP-7	49,50	801+00.00	TO	822+00.00									2300												
WDW-11	49,50	799+03.00	TO	816+13.00								1710	1710												
WCH-13	50	500+50.00	TO	508+37.30						787	787														
WCH-14	50	831+29.00	TO	839+00.00						771	771														
WDW-12	50	824+00.00	TO	831+28.95								729	729												
WEW-13	50-52	508+37.30	TO	557+52.00				0.93	0.93																
WEW-14	50	816+13.22	TO	822+83.75				0.13	0.13																
WEW-14	50	1492+04.88	TO	1507+64.43				0.30	0.30																
WEW-14	50-53	507+64.43	TO	574+93.00				1.27	1.27																
WEY-8	50	816+13.22	TO	822+54.00			0.12	0.12																	
TP-8	52	549+48.49	TO	556+38.00									1271												
PHASE 1 - US 24 MAINLINE, WEST CROSSOVER																									
PB-5	68,69	2+38.00	TO	6+60.81												423									
PB-6	68,69	0+00.00	TO	3+97.00												397	1								
PHASE 1 - US 6 / 24, RAMP D CROSSOVER																									
PB-7	71	2+76.00	TO	4+12.00													136	1							
PB-8	71,72	4+22.00	TO	7+90.00													368	1							
PHASE 1 - US 6 / 24 & SR 108, RAMP B CROSSOVER																									
PB-9	75-77	14+40.00	TO	20+28.00													588	1							
PB-10	76,77	18+47.00	TO	22+92.00													445	1							
PHASE 1 - US 6 / 24 OVERLAP CROSSOVER																									
PB-18	94,95	831+82.00	TO	838+75.00													693	1							
PHASE 1 - US 24 EAST CROSSOVER																									
PB-11	96	0+00.00	TO	4+79.00													479	1							
PB-12	96,97	3+19.00	TO	8+76.00													557	1							
PHASE 1C - US 6 / 24 & INDUSTRIAL DR, RAMP B CROSSOVER																									
WDW-100	98-101	0+00.00	TO	17+10.00								1710	1710												
WEW-100	98-102	0+00.00	TO	24+25.00				0.46	0.46																
			TO																						
WEY-100	101,102	17+10.00	TO	24+25.00			0.14	0.14																	
TP-10	101,102	17+10.00	TO	21+50.00												2073									
PHASE 1C - US 6 / 24 & INDUSTRIAL DR, RAMP C CROSSOVER																									
WEW-101	103-105	0+00.00	TO	10+16.00					0.19	0.19															
WEY-101	103,104	0+00.00	TO	6+36.00			0.12	0.12	0.12	0.12															
TP-9	103,104	1+90.00	TO	6+00.00												1071									
PHASE 1C - US 6 / 24 & INDUSTRIAL DR, RAMP C CROSSOVER																									
WDW-101	104,105	6+36.00	TO	10+16.00								380	380												
SUBTOTALS CARRIED TO SHEET					135K		0.62	0.62	6.94	6.94	2442	2442	5754	5754	7742		4086	8							



HEN-6/24-11.32/4.62

MODEL: Subsummary 5 - Signs and Totals PAPERSize: 17x11 (in.) DATE: 1/27/2026 TIME: 8:05:17 AM PLTDRW: OHDOT_PDF_COLOR PENLtbl: OHDOT_PenC.tbl USER: daniel.kaseman1@dolof.no.gov WORKSPACE: OHDOTCEV02 WORKSET: 110524 PRODUCT: OpenRoadsDesigner 24.00.00.24
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MOT SUB-SUMMARY PHASE 1 & 2 SIGNS AND TOTALS(5 OF 5)

DESIGN AGENCY



DESIGNER

JRB

REVIEWER

01/06/26

PROJECT ID

110524

SHEET	TOTAL
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P.135K | 11

HEN-6/24-11.32/4.62

GENERAL SUMMARY (SHEET 4 OF 4)	
DESIGN AGENCY	
	
DESIGNER	
JRB	
REVIEWER	
XXX MM-DD-YY	
PROJECT ID	
110524	
SHEET	TOTAL
P.139	1108