

**ITEM 614. MAINTAINING TRAFFIC**

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON NORTH RIDGE ROAD (U.S. 20) BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, ITEM 615 ROADS FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 410 AND 614.

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON NARROWS ROAD, BLACKMORE ROAD, PERRY PARK ROAD, PARMLY ROAD, RED MILL VALLEY ROAD, CALL ROAD AND ANTIOCH ROAD, EXCEPT FOR A PERIOD NOT TO EXCEED 14 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS 34-40. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$300 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

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.

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

- ITEM 608 TEMPORARY ASPHALT CONCRETE WALK 45,200 SF
- ITEM 615 ROADS FOR MAINTAINING TRAFFIC LUMP SUM
- ITEM 616, WATER 100 M. GAL.

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.

**NOTICE OF CLOSURE SIGN**

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED SIDE STREET 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 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 & ROAD CLOSURES	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 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.

**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 4 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. THESE REQUIREMENTS APPLY TO ALL PERMANENT AND TEMPORARY PAVEMENT NOT PROTECTED BY BARRIER.

**EARTHWORK FOR MAINTAINING TRAFFIC**

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

- EXCAVATION FOR MAINTAINING TRAFFIC 19204 CU. YD.
- EMBANKMENT FOR MAINTAINING TRAFFIC 2681 CU. YD.

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

**WORK ZONE MARKINGS (WINTER APPLICATION)**

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. MARKINGS SHALL BE APPLIED ON ROADWAY AFFECTED BY PHASE 1, PHASE 2, PHASE 3 AND PHASE 4 CONSTRUCTION:

- WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT 11.18 MILE
- WORK ZONE CENTER LINE, CLASS I, 642 PAINT 6.62 MILE
- WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT 1.28 MILE
- WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT 3156 FT
- WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT 742 FT
- WORK ZONE STOP LINE, CLASS I, 642 PAINT 693 FT
- WORK ZONE CROSSWALK LINE, CLASS I, 12", 642 PAINT 2665 FT
- WORK ZONE ARROW, CLASS I, 642 PAINT 72 EACH

**WORK ZONE MARKINGS (PRE-FINAL APPLICATION)**

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. MARKINGS SHALL BE APPLIED AFTER PAVEMENT PLANING AND AFTER PLACEMENT OF THE SURFACE COURSE PRIOR TO THE FINAL PAVEMENT MARKINGS BEING APPLIED:

- WORK ZONE LANE LINE, CLASS III, 4" 642 PAINT 21.26 MILE
- WORK ZONE CENTER LINE, CLASS III, 642 PAINT 12.78 MILE
- WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT 5.06 MILE
- WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT 8926 FT
- WORK ZONE DOTTED LINE, CLASS III, 4", 642 PAINT 1600 FT
- WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT 1142 FT
- WORK ZONE STOP LINE, CLASS III, 642 PAINT 1144 FT
- WORK ZONE CROSSWALK LINE, CLASS III, 12", 642 PAINT 4068 FT
- WORK ZONE ARROW, CLASS III, 642 PAINT 120 EACH
- WORK ZONE ISLAND MARKING, CLASS III, 642 PAINT 74 SF
- CHEVRON MARKING, TYPE I 450 FEET

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

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

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

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

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

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

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

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

**ITEM SPECIAL. WORK ZONE TRAFFIC SIGNAL**

THE ADDITION OF TEMPORARY TRAFFIC SIGNALS AND EQUIPMENT AND MODIFICATIONS TO EXISTING TRAFFIC SIGNALS AND EQUIPMENT SHALL BE PAID FOR UNDER THE UNIT PRICE BID FOR ITEM 614 WORK ZONE TRAFFIC SIGNAL AT THE FOLLOWING INTERSECTIONS:

- PHASE 1: CENTER ROAD, TOWNLINE ROAD
- PHASE 2: CENTER ROAD, TOWNLINE ROAD
- PHASE 5: LANE ROAD
- PHASE 6: LANE ROAD

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS WORK:

- ITEM 614, WORK ZONE TRAFFIC SIGNAL 24 EACH

**DUST CONTROL**

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

- ITEM 616, WATER 1000 M. GAL.

**ITEM 614. PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN**

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

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

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET 30 OF THE PLANS. 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.

(THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 6 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.)

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 180 SIGN MONTH
- (ASSUMING 5 PCMS SIGNS FOR 36 MONTH(S))

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**MAINTAINING DRIVEWAY ACCESS**

COMMERCIAL AND HANDICAP PROPERTIES: ACCESS TO ALL COMMERCIAL AND HANDICAP PROPERTY SHALL BE MAINTAINED AT ALL TIMES, AS FOLLOWS:

FOR PROPERTIES WITH MULTIPLE DRIVEWAYS: DRIVEWAY CONSTRUCTION WILL BE SCHEDULED SO THAT AT LEAST ONE ACCESS DRIVEWAY IS OPEN AND CLEAR WHILE THE OTHER DRIVEWAY(S) ARE BEING CONSTRUCTED.

FOR PROPERTIES WITH ONLY ONE ACCESS AND PROPERTIES WITH ONE WAY DIRECTIONAL DRIVEWAYS: DRIVEWAY CONSTRUCTION SHALL BE SCHEDULED OUTSIDE OF NORMAL BUSINESS HOURS. IF THE PROPERTY CANNOT BE WITHOUT ACCESS TEMPORARILY (SUCH AS OUTSIDE OF NORMAL BUSINESS HOURS OR OVER THE WEEKEND), ACCESS TO THE PROPERTY SHALL BE MAINTAINED AS FOLLOWS:

THE PAVEMENT IN FRONT OF THE DRIVEWAY SHALL BE REMOVED AND TRAFFIC COMPACTED SURFACE FURNISHED, INSTALLED, AND COMPACTED ON TOP OF THE EXPOSED SUBGRADE. THIS WORK SHALL BE PERFORMED IN ONE OPERATION SO THAT THE DISRUPTION TO THE PROPERTY IS KEPT AT AN ABSOLUTE MINIMUM. THE CONTRACTOR WILL MAINTAIN THE RAMP AND REPLACE MATERIAL AS NECESSARY.

THE INSTALLATION OF THE PROPOSED DRIVEWAY AND THE CONCRETE PAVEMENT IN FRONT OF THE DRIVEWAY SHALL BE PERFORMED AS ONE OPERATION UNLESS APPROVED BY THE ENGINEER IN ORDER TO MINIMIZE THE DURATION OF A REQUIRED OUTAGE. IF THE DRIVEWAY IS MORE THAN 20 FEET WIDE, CONSTRUCTION ON THE DRIVEWAY AND PAVEMENT SHALL BE IN TWO (2) PHASES, WITH ONE HALF OF THE DRIVE REMAINING OPEN WHILE THE OTHER HALF IS CLOSED AND BEING CONSTRUCTED. THE CONTRACTOR SHALL PROVIDE ACCESS IMMEDIATELY AFTER ANY MINIMUM REQUIRED TIME TO PERFORM DRIVEWAY RECONSTRUCTION WORK. THE CONTRACTOR SHALL ALSO PROVIDE ACCESS TO THE PROPERTY DURING THE CURE PERIOD.

IN LOCATIONS WHERE A DRIVEWAY TO A PARKING LOT IS CLOSED TO TRAFFIC, THE DRIVE SHALL HAVE PROPER PROTECTION, SUCH AS SIGNS, FENCING, BARRICADES, AND DRUMS, PLACED AND MAINTAINED AROUND IT.

WHERE DIRECTED BY THE ENGINEER, ONE (1) BUSINESS ENTRANCE SIGN (M4-H15) SIGN SHALL BE PROVIDED, INSTALLED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR AT AFFECTED COMMERCIAL DRIVEWAYS. THE SIGN SHALL BE 36 INCH X 48 INCH IN SIZE WITH TYPE G OR TYPE H ORANGE RETROREFLECTIVE SHEETING AND BE MOUNTED ON TWO #3 POSTS OR ON TEMPORARY POSTS IN ACCORDANCE WITH ODOT STANDARD CONSTRUCTION DRAWING MT-105.10. THE SIGN SHALL HAVE THE STANDARD M4-H15 LEGEND, EXCEPT THAT THE ACTUAL BUSINESS NAME SHALL BE SUBSTITUTED FOR THE WORD "BUSINESS."

RESIDENTIAL PROPERTIES: THE CONTRACTOR SHALL MAKE REASONABLE PROVISIONS TO ALLOW RESIDENTIAL ACCESS AT ALL TIME OR OTHERWISE ALLOW RESIDENTS TO PARK SAFELY WITHIN THE PROJECT LIMITS WHEN ACCESS IS NOT POSSIBLE. THE MAXIMUM OUT OF SERVICE TIME FOR ANY RESIDENTIAL DRIVE SHALL BE ONE (1) DAY. RESIDENTIAL ACCESS SHALL BE MAINTAINED USING THE FOLLOWING PROCEDURES, AS DIRECTED BY THE ENGINEER:

AFTER THE EXISTING PAVEMENT AND CURB HAVE BEEN REMOVED, THE CONTRACTOR SHALL IMMEDIATELY MAINTAIN VEHICULAR ACCESS TO THE DRIVEWAY USING ITEM 410, TRAFFIC COMPACTED SURFACE, BETWEEN THE PAVEMENT AND THE DRIVEWAY. STEEL PLATES MAY ALSO BE USED.

WHILE THE CONCRETE PAVEMENT AND CURB IS BEING INSTALLED AND IS CURING, THE CONTRACTOR SHALL PROVIDE PARKING AREAS SAFELY WITHIN THE PROJECT WORK LIMITS OR ALONG ADJACENT SIDE STREETS. DURING THIS TIME, THE EXISTING SIDEWALKS BETWEEN THE SIDE STREETS SHALL REMAIN IN SERVICE FOR ACCESS FROM THE PARKING AREA TO THE PROPERTY.

PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT A PLAN, FOR THE APPROVAL OF THE ENGINEER, WHICH OUTLINES HIS/HER STRATEGY FOR THE MAINTENANCE OF SAFE ACCESS TO COMMERCIAL, HANDICAP AND RESIDENTIAL PROPERTY AND/OR FOR ALLOWING RESIDENTS TO PARK SAFELY WITHIN THE PROJECT LIMITS WHEN ACCESS IS NOT POSSIBLE.

THE PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED TO MAINTAIN COMMERCIAL, HANDICAP AND RESIDENTIAL ACCESS AND/OR SAFE PARKING AREAS FOR RESIDENTS, INCLUDING TRAFFIC COMPACTED SURFACE AND ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC; EXCEPT FOR THE SEPARATELY ESTIMATED ITEMS/QUANTITIES ADDITIONALLY PROVIDED IN THE PLANS FOR MAINTAINING TRAFFIC (ACCESS).

**EXISTING SIGNS**

IN ANY PHASE, WHEN A MAINTENANCE OF TRAFFIC SIGN CONTRADICTS AN EXISTING SIGN, THE EXISTING SIGN SHALL BE COVERED. ALL OTHER SIGNS SHALL BE MAINTAINED DURING CONSTRUCTION AND RELOCATED NEARBY IF NECESSARY.

**LAKETRAN BUS STOPS**

LAKETRAN BUS STOPS SHALL BE MAINTAINED DURING ALL PHASES OF CONSTRUCTION. EXISTING BUS STOP SIGNS SHALL BE MOVED TO A NEARBY LOCATION IF NECESSARY. ALL BUS STOP SIGNS SHALL BE MAINTAINED AND RELOCATED AS NECESSARY.

**MAIL BOXES**

MAIL BOXES SHALL BE CAREFULLY RELOCATED AS NECESSARY BY THE CONTRACTOR DURING CONSTRUCTION SO THAT THEY ARE ACCESSIBLE TO MAIL DELIVERY TRUCKS. ANY DAMAGE TO THE MAILBOX SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. DAMAGED MAILBOXES SHALL BE REPLACED BY THE CONTRACTOR IN KIND.

**ITEM 611 CATCH BASIN. NO. 6. AS PER PLAN**

THIS ITEM INCLUDES THE REMOVAL AND DISPOSAL OF THE CATCH BASIN AFTER THE MAINTENANCE OF TRAFFIC PHASE IN WHICH IT IS USED IS COMPLETE.

**ITEM 611 12" CONDUIT. TYPE B. AS PER PLAN  
ITEM 611 15" CONDUIT. TYPE B. AS PER PLAN  
ITEM 611 24" CONDUIT. TYPE B. AS PER PLAN**

THIS ITEM INCLUDES THE REMOVAL OF THE CONDUIT, OR ABANDONEMENT OF THE CONDUIT IF THE CONDUIT HAS BEEN PLACED UNDER PERMANENT PAVEMENT, AFTER THE MAINTENANCE OF TRAFFIC PHASE IN WHICH IT IS USED HAS BEEN COMPLETED. THE ABANDONED CONDUIT SHALL BE FILLED AND PLUGGED AS PER THE ITEM SPECIAL-FILL AND PLUG EXISTING CONDUIT NOTE SHOWN ON SHEET 24.

**ITEM 611 CATCH BASIN RECONSTRUCTED TO GRADE. AS PER PLAN  
ITEM 611 INLET RECONSTRUCTED TO GRADE. AS PER PLAN**

WHEN RECONSTRUCTING CATCH BASINS AND INLETS TO GRADE FOR THE PURPOSE OF MAINTAINING TRAFFIC, FOLLOW THE PROCEDURE BELOW.

- 1. CAREFULLY REMOVE AND CLEAN THE EXISTING CASTINGS.
- 2. REMOVE EXISTING WALLS OF CATCH BASINS AND INLETS BELOW THE GRATES TO THE DEPTH NECESSARY FOR PLACEMENT OF TEMPORARY PAVEMENT, OR ANY POINTS OF WALL FAILURE.
- 3. INSTALL A 1-1/4 INCH MINIMUM STEEL ROAD PLATE AS SHOWN IN THE TEMPORARY DRAINAGE DETAIL.
- 4. WHERE EXISTING BASINS WILL NOT BE REMOVED IN A LATER PHASE OF THE CONTRACT, REMOVE THE ROAD PLATE AND USING THE SALVAGED CASTING, RECONSTRUCT THE STRUCTURE TO THE ORIGINAL PLAN GRADE, CONFORMING AS NEARLY AS PRACTICABLE TO THE EXISTING DIMENSION AND TYPE OF CONSTRUCTION.

**ITEM 606 - GUARDRAIL. TYPE MGS. AS PER PLAN  
ITEM 606 - ANCHOR ASSEMBLY. MGS TYPE E. AS PER PLAN (MASH 2016)  
ITEM 606 - ANCHOR ASSEMBLY. MGS TYPE T. AS PER PLAN**

GUARDRAIL AND ANCHOR ASSEMBLIES INSTALLED FOR MAINTAINING TRAFFIC SHALL BE REMOVED AND DISPOSED OF AFTER COMPLETION OF THE PHASE IN WHICH THEY WERE CONSTRUCTED AND USED.

**ITEM 614 - DETOUR SIGNING**

SIZE AND PLACEMENT OF DETOUR SIGNS (M4-9) SHOULD FOLLOW THE REQUIREMENTS OF THE ODOT SECTION 6F.03, SECTION 2A.11 AND TABLE 6F.01.

DETOUR SIGNING SHALL PROVIDE DRIVERS ADEQUATE TIME TO CLEARLY READ THE SIGNS AND MAKE THE PROPER DECISIONS AT EACH REQUIRED TURNING MOVEMENT. THE DESIGNATED DETOUR ROUTE SHALL BE SIGNED IN ACCORDANCE WITH THE REQUIREMENTS BELOW:

- 1. APPROXIMATELY 1500 FEET PRIOR TO TIP OF THE PAINTED GORE AT AN INTERCHANGE WHEN EXITING A HIGH SPEED (45 MPH OR HIGHER) FACILITY.
- 2. AT OR NEAR THE EXISTING SIGN IN THE GORE OF AN INTERCHANGE RAMP.
- 3. AT OR NEAR THE FIRST EXISTING LANE ASSIGNMENT SIGN ON AN INTERCHANGE EXIT RAMP.
- 4. AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT THE END OF AN EXIT RAMP.
- 5. APPROXIMATELY 500 FEET PRIOR TO A REQUIRED TURN AT AN INTERSECTION NOT CONTROLLED BY A STOP SIGN (FOR 45 MPH OR HIGHER ONLY).
- 6. AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT AN INTERSECTION.
- 7. EVERY TWO MILES ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS OUTSIDE A CITY.
- 8. EVERY TWO BLOCKS ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS WITHIN A CITY.
- 9. AT ANY OTHER INTERSECTION OR DECISION POINT WHERE THE DETOUR ROUTE IS CONTRARY TO THE NORMAL, EXPECTED TURNING MANEUVER OR OTHERWISE UNCLEAR.

DETOUR SIGNS SHALL BE PLACED, WHEN POSSIBLE, NEXT TO BUT NOT BLOCKING EXISTING ROUTE MARKERS OR LANE ASSIGNMENT SIGNS. DETOUR SIGNS SHALL NOT OBSCURE OR BE OBSCURED BY OTHER EXISTING OR TEMPORARY SIGNS.

DETOUR SIGNS SHALL BE ERECTED AND/OR UNCOVERED PRIOR TO THE ROAD OR RAMP BEING CLOSED TO TRAFFIC BUT NO EARLIER THAN FOUR HOURS PRIOR TO THE CLOSURE. DETOUR SIGNS SHALL BE COVERED AND/OR REMOVED NO LATER THAN FOUR HOURS FOLLOWING THE ROAD OR RAMP RE-OPENING TO TRAFFIC.

PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, PROPER SIGN PLACEMENT AND SIZING, TIMELY ERECTING AND/OR UNCOVERING OF SIGNS, MAINTAINING SIGNS, AND TIMELY COVERING AND/OR REMOVING SIGNS AND SUPPORTS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.  
ITEM 614 - DETOUR SIGNING LUMP SUM

**ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC. CLASS A. AS PER PLAN**

ANY ASPHALT OR CONCRETE CURBS THAT ARE CONSTRUCTED ON TOP OF THE TEMPORARY PAVEMENT OR INTEGRAL TO THE TEMPORARY PAVEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

ANTI-SEGREGATION IS NOT REQUIRED FOR ITEM 302 USED IN THE FLEXIBLE PAVEMENT OPTION.

ADJUSTMENT OF VALVE BOXES AND SERVICE BOXES NECESSARY FOR THE PLACEMENT OF THIS ITEM SHALL BE CONSIDERED INCIDENTAL TO THIS WORK.

**690E98000 - ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC**

THIS ITEM OF WORK PROVIDES A FIXED UNIT COST OF 18 PER EACH FOR THE REPAIR OR REPLACEMENT OF PERMANENTLY DAMAGED TEMPORARY MAINTENANCE OF TRAFFIC ITEMS ELIGIBLE UNDER C&MS 614.16.C AND C&MS 107.15.

IF THE ENGINEER DETERMINES THAT THE REQUIREMENTS OF C&MS 614.16.C AND C&MS 107.15 HAVE BEEN MET, THE DEPARTMENT WILL REIMBURSE THE CONTRACTOR UPON RECEIPT AND ACCEPTANCE OF THE COSTS IN ACCORDANCE WITH C&MS 109.05. THE PAYMENT DUE WILL BE DEDUCTED FROM ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC. C&MS TABLE 104.02-2 DOES NOT APPLY TO REDUCTIONS IN THIS CONTRACT ITEM.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO COMPLETE THIS ITEM OF WORK:

ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC 250,000 EACH

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MAINTENANCE OF TRAFFIC GENERAL NOTES

LAK-US-20-19.59  
PART 1

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SHEET NUM.													PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
28	29	30	44	50	54	59	63	65	69	72	01/NHS/PV	EXT	TOTAL						
<b>MAINTENANCE OF TRAFFIC</b>																			
				1,013		613						2,214	606	15051	2,214	FT	GUARDRAIL, TYPE MGS, AS PER PLAN	30	
				1		1						5	606	26151	5	EACH	ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (MASH 2016)	30	
				3		5						9	606	26551	9	EACH	ANCHOR ASSEMBLY, MGS TYPE T, AS PER PLAN	30	
45,200												45,200	608	21200	45,200	SF	TEMPORARY ASPHALT CONCRETE WALK		
				446		889						1,483	611	04401	1,483	FT	12" CONDUIT, TYPE B, AS PER PLAN	30	
												39	611	05901	39	FT	15" CONDUIT, TYPE B, AS PER PLAN	30	
				34								34	611	10401	34	FT	24" CONDUIT, TYPE B, AS PER PLAN	30	
				36		25						68	611	98371	68	EACH	CATCH BASIN, NO. 6, AS PER PLAN	30, 32	
				35		25						65	611	98635	65	EACH	CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN	30, 32	
												2	611	99155	2	EACH	INLET RECONSTRUCTED TO GRADE, AS PER PLAN	30	
				1								1	611	99654	1	EACH	MANHOLE ADJUSTED TO GRADE		
	1,200											1,200	614	11110	1,200	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE		
24												24	SPECIAL	61411300	24	EACH	WORK ZONE TRAFFIC SIGNAL	28	
			3	78	74	47	61	12	22	26		323	614	12384	323	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)		
		LS										LS	614	12420	LS		DETOUR SIGNING		
			15	95	90	75	67	41	27	74		484	614	13310	484	EACH	BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)		
			15	95	90	75	67	41	27	74		484	614	13360	484	EACH	OBJECT MARKER, TWO WAY		
180												180	614	18601	180	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	28	
11.18				0.62	0.21	0.61	0.22	0.15	0.61	0.14		13.74	614	20100	13.74	MILE	WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT		
21.26												21.26	614	20550	21.26	MILE	WORK ZONE LANE LINE, CLASS III, 4", 642 PAINT		
6.62			1.38	3.59	3.24	3.23	2.74		1.95	1.58		24.33	614	21100	24.33	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT		
12.78												12.78	614	21550	12.78	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT		
1.28			1.09	5.53	3.2	5.2	3.01	1.82	2.85	2.95		26.93	614	22110	26.93	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT		
5.06												5.06	614	22360	5.06	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT		
3.156				894	835	775	1,258	577	619	2,742		10,856	614	23200	10,856	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT		
8,926												8,926	614	23680	8,926	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT		
			1,800	990	540	1,040	50		612	1,440		6,472	614	24200	6,472	FT	WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT		
1,600												1,600	614	24610	1,600	FT	WORK ZONE DOTTED LINE, CLASS III, 4", 642 PAINT		
742				288	304	329	379		170	216		2,428	614	25200	2,428	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT		
1,142												1,142	614	25620	1,142	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT		
693				310	203	258	150		92	73		1,779	614	26200	1,779	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT		
1,144												1,144	614	26610	1,144	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT		
2,665				623	45	1,135			517			4,985	614	27050	4,985	FT	WORK ZONE CROSSWALK LINE, CLASS I, 12", 642 PAINT		
4,068												4,068	614	27250	4,068	FT	WORK ZONE CROSSWALK LINE, CLASS III, 12", 642 PAINT		
72				18	17	19	24		5	14		169	614	30200	169	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT		
120												120	614	30650	120	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT		
74												74	614	32800	74	SF	WORK ZONE ISLAND MARKING, CLASS III, 642 PAINT		
	120											120	614	40051	120	EACH	BUSINESS ENTRANCE SIGN, AS PER PLAN	29	
	LS											LS	615	10000	LS		ROADS FOR MAINTAINING TRAFFIC		
				2,278	17,905		14,439					41,955	615	20001	41,955	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	30	
	1,100											1,100	616	10000	1,100	MGAL	WATER		
				1,080	8,090	7,921	7,621	6,179	3,952	2,459	7,169	44,471	622	41100	44,471	FT	PORTABLE BARRIER, UNANCHORED		
												450	642	00720	450	FT	CHEVRON MARKING, TYPE 1		
			250,000									250,000	SPECIAL	69098000	250,000	EACH	REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC	30	
<b>INCIDENTALS</b>																			
												97,500	100	51100	97,500	EACH	DEPARTMENT'S SHARE OF THE DISPUTE RESOLUTION BOARD		
												LS	108	10000	LS		CPM PROGRESS SCHEDULE		
	LS	LS	LS									LS	614	11000	LS		MAINTAINING TRAFFIC		
												36	619	16021	36	MNTH	FIELD OFFICE, TYPE C, AS PER PLAN	27A	
												LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING		
												LS	624	10000	LS		MOBILIZATION		
												LS	SPECIAL	69098400	LS		PRECONSTRUCTION VIDEO DOCUMENTATION	23	

**GENERAL SUMMARY**

**LAK-US-20-19.59 PART 1**

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**ITEM 614. MAINTAINING TRAFFIC**

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON NORTH RIDGE ROAD (U.S. 20) BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, ITEM 615 ROADS FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 410 AND 614.

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON HAINES ROAD AND BURNS ROAD, EXCEPT FOR A PERIOD NOT TO EXCEED 14 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS 25-26. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$800 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

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.

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

ITEM 608, TEMPORARY ASPHALT CONCRETE WALK 86000 SQ. FT.

ITEM 615, ROADS FOR MAINTAINING TRAFFIC, TYPE A LUMP

ITEM 616, WATER 50 M. GAL.

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.

**NOTICE OF CLOSURE SIGN (SIDE ROADS)**

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED SIDE ROAD 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 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 & ROAD CLOSURES	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 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.

**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 5 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. THESE REQUIREMENTS APPLY TO ALL PERMANENT AND TEMPORARY PAVEMENT NOT PROTECTED BY BARRIER.

**EARTHWORK FOR MAINTAINING TRAFFIC**

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

EXCAVATION FOR MAINTAINING TRAFFIC 7100 CU. YD.  
EMBANKMENT FOR MAINTAINING TRAFFIC 240 CU. YD.

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

**WORK ZONE MARKINGS (WINTER APPLICATION)**

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. MARKINGS SHALL BE APPLIED ON ROADWAY AFFECTED BY PHASE 1 AND PHASE 2 CONSTRUCTION:

WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT 3.61 MILE  
WORK ZONE CENTER LINE, CLASS I, 642 PAINT 2.71 MILE  
WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT 1.33 MILE  
WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT 1506 FT  
WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT 648 FT  
WORK ZONE STOP LINE, CLASS I, 642 PAINT 566 FT  
WORK ZONE CROSSWALK LINE, CLASS I, 12", 642 PAINT 1582 FT  
WORK ZONE ARROW, CLASS I, 642 PAINT 23 EACH  
WORK ZONE ISLAND MARKING, CLASS I 51 SF

**WORK ZONE MARKINGS (PRE-FINAL APPLICATION)**

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. MARKINGS SHALL BE APPLIED AFTER PAVEMENT PLANING AND AFTER PLACEMENT OF THE SURFACE COURSE PRIOR TO THE FINAL PAVEMENT MARKINGS BEING APPLIED:

WORK ZONE LANE LINE, CLASS III, 642 PAINT 12.38 MILE  
WORK ZONE CENTER LINE, CLASS III, 642 PAINT 8.66 MILE  
WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT 4.26 MILE  
WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT 4032 FT  
WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT 1676 FT  
WORK ZONE STOP LINE, CLASS III, 642 PAINT 1338 FT  
WORK ZONE CROSSWALK LINE, CLASS III, 12", 642 PAINT 3390 FT  
WORK ZONE ARROW, CLASS III, 642 PAINT 62 EACH  
WORK ZONE ISLAND MARKING, CLASS III, 642 PAINT 102 SF

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

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

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

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

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

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

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

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

**ITEM SPECIAL. WORK ZONE TRAFFIC SIGNAL**

THE ADDITION OF TEMPORARY TRAFFIC SIGNALS AND EQUIPMENT AND MODIFICATIONS TO EXISTING TRAFFIC SIGNALS AND EQUIPMENT SHALL BE PAID FOR UNDER THE UNIT PRICE BID FOR ITEM 614 WORK ZONE TRAFFIC SIGNAL AT THE FOLLOWING INTERSECTIONS:

PHASE 1: GREEN ROAD, BURNS ROAD, DERUBERTIS DRIVE, SERVICE ROADS, HUBBARD ROAD

PHASE 1A: HUBBARD ROAD  
PHASE 1B: HUBBARD ROAD

PHASE 2: GREEN ROAD, BURNS ROAD, DERUBERTIS DRIVE, SERVICE ROADS, HUBBARD ROAD

PHASE 2A: HUBBARD ROAD  
PHASE 2B: HUBBARD ROAD

PHASE 3: TOWNLINE ROAD, McMACKIN ROAD, GREEN ROAD

PHASE 4: TOWNLINE ROAD, McMACKIN ROAD, GREEN ROAD

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS WORK:

ITEM 614, WORK ZONE TRAFFIC SIGNAL 20 EACH

**DUST CONTROL**

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 500 M. GAL.

**ITEM 614. PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN**

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

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

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) 23 OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

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

(THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 6 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.)

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 21  
ASSUMING 5 PCMS SIGNS FOR 24 MONTHS 120 SIGN MONTH

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**MAINTAINING DRIVEWAY ACCESS**

COMMERCIAL AND HANDICAP PROPERTIES: ACCESS TO ALL COMMERCIAL AND HANDICAP PROPERTY SHALL BE MAINTAINED AT ALL TIMES, AS FOLLOWS:

FOR PROPERTIES WITH MULTIPLE DRIVEWAYS: DRIVEWAY CONSTRUCTION WILL BE SCHEDULED SO THAT AT LEAST ONE ACCESS DRIVEWAY IS OPEN AND CLEAR WHILE THE OTHER DRIVEWAY(S) ARE BEING CONSTRUCTED.

FOR PROPERTIES WITH ONLY ONE ACCESS AND PROPERTIES WITH ONE WAY DIRECTIONAL DRIVEWAYS: DRIVEWAY CONSTRUCTION SHALL BE SCHEDULED OUTSIDE OF NORMAL BUSINESS HOURS. IF THE PROPERTY CANNOT BE WITHOUT ACCESS TEMPORARILY (SUCH AS OUTSIDE OF NORMAL BUSINESS HOURS OR OVER THE WEEKEND), ACCESS TO THE PROPERTY SHALL BE MAINTAINED AS FOLLOWS:

THE PAVEMENT IN FRONT OF THE DRIVEWAY SHALL BE REMOVED AND TRAFFIC COMPACTED SURFACE FURNISHED, INSTALLED, AND COMPACTED ON TOP OF THE EXPOSED SUBGRADE. THIS WORK SHALL BE PERFORMED IN ONE OPERATION SO THAT THE DISRUPTION TO THE PROPERTY IS KEPT AT AN ABSOLUTE MINIMUM. THE CONTRACTOR WILL MAINTAIN THE RAMP AND REPLACE MATERIAL AS NECESSARY.

THE INSTALLATION OF THE PROPOSED DRIVEWAY AND THE CONCRETE PAVEMENT IN FRONT OF THE DRIVEWAY SHALL BE PERFORMED AS ONE OPERATION UNLESS APPROVED BY THE ENGINEER IN ORDER TO MINIMIZE THE DURATION OF A REQUIRED OUTAGE. IF THE DRIVEWAY IS MORE THAN 20 FEET WIDE, CONSTRUCTION ON THE DRIVEWAY AND PAVEMENT SHALL BE IN TWO (2) PHASES, WITH ONE HALF OF THE DRIVE REMAINING OPEN WHILE THE OTHER HALF IS CLOSED AND BEING CONSTRUCTED. THE CONTRACTOR SHALL PROVIDE ACCESS IMMEDIATELY AFTER ANY MINIMUM REQUIRED TIME TO PERFORM DRIVEWAY RECONSTRUCTION WORK. THE CONTRACTOR SHALL ALSO PROVIDE ACCESS TO THE PROPERTY DURING THE CURE PERIOD.

IN LOCATIONS WHERE A DRIVEWAY TO A PARKING LOT IS CLOSED TO TRAFFIC, THE DRIVE SHALL HAVE PROPER PROTECTION, SUCH AS SIGNS, FENCING, BARRICADES, AND DRUMS, PLACED AND MAINTAINED AROUND IT.

WHERE DIRECTED BY THE ENGINEER, ONE (1) BUSINESS ENTRANCE SIGN (M4-H15) SIGN SHALL BE PROVIDED, INSTALLED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR AT AFFECTED COMMERCIAL DRIVEWAYS. THE SIGN SHALL BE 36 INCH X 48 INCH IN SIZE WITH TYPE G OR TYPE H ORANGE RETROREFLECTIVE SHEETING AND BE MOUNTED ON TWO #3 POSTS OR ON TEMPORARY POSTS IN ACCORDANCE WITH ODOT STANDARD CONSTRUCTION DRAWING MT-105.10. THE SIGN SHALL HAVE THE STANDARD M4-H15 LEGEND, EXCEPT THAT THE ACTUAL BUSINESS NAME SHALL BE SUBSTITUTED FOR THE WORD "BUSINESS."

RESIDENTIAL PROPERTIES: THE CONTRACTOR SHALL MAKE REASONABLE PROVISIONS TO ALLOW RESIDENTIAL ACCESS AT ALL TIME OR OTHERWISE ALLOW RESIDENTS TO PARK SAFELY WITHIN THE PROJECT LIMITS WHEN ACCESS IS NOT POSSIBLE. THE MAXIMUM OUT OF SERVICE TIME FOR ANY RESIDENTIAL DRIVE SHALL BE ONE (1) DAY. RESIDENTIAL ACCESS SHALL BE MAINTAINED USING THE FOLLOWING PROCEDURES, AS DIRECTED BY THE ENGINEER:

AFTER THE EXISTING PAVEMENT AND CURB HAVE BEEN REMOVED, THE CONTRACTOR SHALL IMMEDIATELY MAINTAIN VEHICULAR ACCESS TO THE DRIVEWAY USING ITEM 410, TRAFFIC COMPACTED SURFACE, BETWEEN THE PAVEMENT AND THE DRIVEWAY. STEEL PLATES MAY ALSO BE USED.

WHILE THE CONCRETE PAVEMENT AND CURB IS BEING INSTALLED AND IS CURING, THE CONTRACTOR SHALL PROVIDE PARKING AREAS SAFELY WITHIN THE PROJECT WORK LIMITS OR ALONG ADJACENT SIDE STREETS. DURING THIS TIME, THE EXISTING SIDEWALKS BETWEEN THE SIDE STREETS SHALL REMAIN IN SERVICE FOR ACCESS FROM THE PARKING AREA TO THE PROPERTY.

PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT A PLAN, FOR THE APPROVAL OF THE ENGINEER, WHICH OUTLINES HIS/HER STRATEGY FOR THE MAINTENANCE OF SAFE ACCESS TO COMMERCIAL, HANDICAP AND RESIDENTIAL PROPERTY AND/OR FOR ALLOWING RESIDENTS TO PARK SAFELY WITHIN THE PROJECT LIMITS WHEN ACCESS IS NOT POSSIBLE. CLOSING A DRIVEWAY AND ALLOWING PARKING WITHIN THE PROJECT LIMITS SHALL BE A LAST RESORT.

THE PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED TO MAINTAIN COMMERCIAL, HANDICAP AND RESIDENTIAL ACCESS AND/OR SAFE PARKING AREAS FOR RESIDENTS, INCLUDING TRAFFIC COMPACTED SURFACE AND ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC; EXCEPT FOR THE SEPARATELY ESTIMATED ITEMS/QUANTITIES ADDITIONALLY PROVIDED IN THE PLANS FOR MAINTAINING TRAFFIC (ACCESS).

**EXISTING SIGNS**

IN ANY PHASE, WHEN A MAINTENANCE OF TRAFFIC SIGN CONTRADICTS AN EXISTING SIGN, THE EXISTING SIGN SHALL BE COVERED. ALL OTHER SIGNS SHALL BE MAINTAINED DURING CONSTRUCTION AND RELOCATED NEARBY IF NECESSARY.

**LAKETRAN BUS STOPS**

LAKETRAN BUS STOPS SHALL BE MAINTAINED DURING ALL PHASES OF CONSTRUCTION. EXISTING BUS STOP SIGNS SHALL BE MOVED TO A NEARBY LOCATION IF NECESSARY. ALL BUS STOP SIGNS SHALL BE MAINTAINED AND RELOCATED AS NECESSARY.

**MAIL BOXES**

MAIL BOXES SHALL BE CAREFULLY RELOCATED AS NECESSARY BY THE CONTRACTOR DURING CONSTRUCTION SO THAT THEY ARE ACCESSIBLE TO MAIL DELIVERY TRUCKS. ANY DAMAGE TO THE MAILBOX SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. DAMAGED MAILBOXES SHALL BE REPLACED BY THE CONTRACTOR IN KIND.

**ITEM 611 12" CONDUIT, TYPE B, AS PER PLAN**

THIS ITEM INCLUDES THE REMOVAL OF THE CONDUIT, OR ABANDONEMENT OF THE CONDUIT IF THE CONDUIT HAS BEEN PLACED UNDER PERMANENT PAVEMENT, AFTER THE MAINTENANCE OF TRAFFIC PHASE IN WHICH IT IS USED HAS BEEN COMPLETED. THE CONDUIT SHALL BE FILLED AND PLUGGED AS PER THE ITEM SPECIAL-FILL AND PLUG EXISTING CONDUIT NOTE SHOWN ON SHEET 17.

**ITEM 611 CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN**

WHEN RECONSTRUCTING CATCH BASINS TO GRADE FOR THE PURPOSE OF MAINTAINING TRAFFIC, FOLLOW THE PROCEDURE BELOW.

- CAREFULLY REMOVE AND CLEAN THE EXISTING CASTINGS.
- REMOVE EXISTING WALLS OF CATCH BASINS AND INLETS BELOW THE GRATES TO THE DEPTH NECESSARY FOR PLACEMENT OF TEMPORARY PAVEMENT, OR ANY POINTS OF WALL FAILURE.
- INSTALL A 1-1/4 INCH MINIMUM STEEL ROAD PLATE AS SHOWN IN THE TEMPORARY DRAINAGE DETAIL.
- WHERE EXISTING BASINS WILL NOT BE REMOVED IN A LATER PHASE OF THE CONTRACT, REMOVE THE ROAD PLATE AND USING THE SALVAGED CASTING, RECONSTRUCT THE STRUCTURE TO THE ORIGINAL PLAN GRADE, CONFORMING AS NEARLY AS PRACTICABLE TO THE EXISTING DIMENSION AND TYPE OF CONSTRUCTION.

**ITEM 606 - GUARDRAIL, TYPE MGS, AS PER PLAN  
ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (MASH 2016)  
ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE T, AS PER PLAN**

GUARDRAIL AND ANCHOR ASSEMBLIES INSTALLED FOR MAINTAINING TRAFFIC SHALL BE REMOVED AND DISPOSED OF AFTER COMPLETION OF THE PHASE IN WHICH THEY WERE CONSTRUCTED AND USED.

**ITEM 614 - DETOUR SIGNING**

SIZE AND PLACEMENT OF DETOUR SIGNS (M4-9) SHOULD FOLLOW THE REQUIREMENTS OF THE ODOT SECTION 6F.03, SECTION 2A.11 AND TABLE 6F.01.

DETOUR SIGNING SHALL PROVIDE DRIVERS ADEQUATE TIME TO CLEARLY READ THE SIGNS AND MAKE THE PROPER DECISIONS AT EACH REQUIRED TURNING MOVEMENT. THE DESIGNATED DETOUR ROUTE SHALL BE SIGNED IN ACCORDANCE WITH THE REQUIREMENTS BELOW:

- APPROXIMATELY 1500 FEET PRIOR TO TIP OF THE PAINTED GORE AT AN INTERCHANGE WHEN EXITING A HIGH SPEED (45 MPH OR HIGHER) FACILITY.
- AT OR NEAR THE EXISTING SIGN IN THE GORE OF AN INTERCHANGE RAMP.
- AT OR NEAR THE FIRST EXISTING LANE ASSIGNMENT SIGN ON AN INTERCHANGE EXIT RAMP.
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT THE END OF AN EXIT RAMP.
- APPROXIMATELY 500 FEET PRIOR TO A REQUIRED TURN AT AN INTERSECTION NOT CONTROLLED BY A STOP SIGN (FOR 45 MPH OR HIGHER ONLY).
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT AN INTERSECTION.
- EVERY TWO MILES ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS OUTSIDE A CITY.
- EVERY TWO BLOCKS ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS WITHIN A CITY.
- AT ANY OTHER INTERSECTION OR DECISION POINT WHERE THE DETOUR ROUTE IS CONTRARY TO THE NORMAL, EXPECTED TURNING MANEUVER OR OTHERWISE UNCLEAR.

DETOUR SIGNS SHALL BE PLACED, WHEN POSSIBLE, NEXT TO BUT NOT BLOCKING EXISTING ROUTE MARKERS OR LANE ASSIGNMENT SIGNS. DETOUR SIGNS SHALL NOT OBSCURE OR BE OBSCURED BY OTHER EXISTING OR TEMPORARY SIGNS.

DETOUR SIGNS SHALL BE ERECTED AND/OR UNCOVERED PRIOR TO THE ROAD OR RAMP BEING CLOSED TO TRAFFIC BUT NO EARLIER THAN FOUR HOURS PRIOR TO THE CLOSURE. DETOUR SIGNS SHALL BE COVERED AND/OR REMOVED NO LATER THAN FOUR HOURS FOLLOWING THE ROAD OR RAMP RE-OPENING TO TRAFFIC.

PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, PROPER SIGN PLACEMENT AND SIZING, TIMELY ERECTING AND/OR UNCOVERING OF SIGNS, MAINTAINING SIGNS, AND TIMELY COVERING AND/OR REMOVING SIGNS AND SUPPORTS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.  
ITEM 614 - DETOUR SIGNING LUMP SUM

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

ANY ASPHALT OR CONCRETE CURBS THAT ARE CONSTRUCTED ON TOP OF THE TEMPORARY PAVEMENT OR INTEGRAL TO THE TEMPORARY PAVEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

ANTI-SEGREGATION IS NOT REQUIRED FOR ITEM 302 USED IN THE FLEXIBLE PAVEMENT OPTION.

ADJUSTMENT OF VALVE BOXES AND SERVICE BOXES NECESSARY FOR THE PLACEMENT OF THIS ITEM SHALL BE CONSIDERED INCIDENTAL TO THIS WORK.

**ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN, TYPE 1**

THE PAVEMENT FOR MAINTAINING TRAFFIC ALONG DERUBERTIS DRIVE AND HUBBARD ROAD (SR 528) SHALL INCLUDE THE REPLACEMENT OF ANY EXISTING DRIVEWAYS AND CONCRETE CURB IMPACTED BY THE INSTALLATION OF THIS PAVEMENT FOR MAINTAINING TRAFFIC. THE PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED TO REPLACE EXISTING DRIVEWAYS AND CONCRETE CURB SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN, TYPE 1.

**690E98000 - ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC**

THIS ITEM OF WORK PROVIDES A FIXED UNIT COST OF 18 PER EACH FOR THE REPAIR OR REPLACEMENT OF PERMANENTLY DAMAGED TEMPORARY MAINTENANCE OF TRAFFIC ITEMS ELIGIBLE UNDER C&MS 614.16.C AND C&MS 107.15.

IF THE ENGINEER DETERMINES THAT THE REQUIREMENTS OF C&MS 614.16.C AND C&MS 107.15 HAVE BEEN MET, THE DEPARTMENT WILL REIMBURSE THE CONTRACTOR UPON RECEIPT AND ACCEPTANCE OF THE COSTS IN ACCORDANCE WITH C&MS 109.05. THE PAYMENT DUE WILL BE DEDUCTED FROM ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC. C&MS TABLE 104.02-2 DOES NOT APPLY TO REDUCTIONS IN THIS CONTRACT ITEM.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO COMPLETE THIS ITEM OF WORK:

ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC 250,000 EACH

**DRIVEWAY ACCESS TO WALMART**

PRIOR ADVANCED NOTICE TO STORE MANAGERS: THE CONTRACTOR SHALL PROVIDE WRITTEN NOTICE TO THE STORE MANAGER AT THE WALMART LOCATED IN WALTER GREENS COMMONS IN MADISON, OHIO AND WALMART'S OUTSIDE COUNSEL (GREGORY G. GUICE; 216-430-2227; GGUICE@REMINGER.COM) AT LEAST FOURTEEN (14) DAYS PRIOR TO ANY CLOSURE OF THE PRIMARY ENTRANCE ON NORTH RIDGE ROAD TO THE WALMART SUPER STORE.

MAXIMUM DURATION OF COMPLEX CLOSURE: THE CONTRACTOR SHALL NOT COMPLETELY CLOSE THE PRIMARY ENTRANCE ON NORTH RIDGE ROAD FOR MORE THAN 14-CONSECUTIVE DAYS. ADDITIONALLY, THE CONTRACTOR SHALL ONLY BE ENTITLED TO COMPLETELY CLOSE THE PRIMARY ENTRANCE ON NORTH RIDGE ROAD ONE TIME DURING THE TERM OF THE EASEMENT.

BLACK OUT PERIOD: THE CONTRACTOR AGREES NOT TO CLOSE THE PRIMARY ENTRANCE, OR REDUCE ACCESS TO ONE LANE RELATIVE TO THE PRIMARY ENTRANCE ON NORTH RIDGE ROAD, FROM OCTOBER 15 THROUGH JANUARY 15 EACH YEAR.

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MAINTENANCE OF TRAFFIC GENERAL NOTES

LAK-US-20-24.99  
PART 2

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SHEET NUM.											PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
21	22	23		37	41	46	50				02/NHS/ PV	EXT	TOTAL				
<b>MAINTENANCE OF TRAFFIC</b>																	
						325					325	606	15051	325	FT	GUARDRAIL, TYPE MGS, AS PER PLAN	23
						1					1	606	26151	1	EACH	ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (MASH 2016)	23
						1					1	606	26551	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T, AS PER PLAN	23
86,000											86,000	608	21200	86,000	SF	TEMPORARY ASPHALT CONCRETE WALK	
				451		734					1,185	611	04401	1,185	FT	12" CONDUIT, TYPE B, AS PER PLAN	23, 25
				10		24					34	611	98371	34	EACH	CATCH BASIN, NO. 6, AS PER PLAN	19, 25
				10		25					35	611	98635	35	EACH	CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN	23, 25
						10					10	611	99654	10	EACH	MANHOLE ADJUSTED TO GRADE	
	1,000										1,000	614	11110	1,000	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
20											20	SPECIAL	61411300	20	EACH	WORK ZONE TRAFFIC SIGNAL	21
				12	12	32	36				92	614	12384	92	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	
		LS									LS	614	12420	LS		DETOUR SIGNING	
				15	15	83	63				176	614	13310	176	EACH	BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	
						10					10	614	13312	10	EACH	BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL)	
				15	15	88	63				181	614	13360	181	EACH	OBJECT MARKER, TWO WAY	
120											120	614	18601	120	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	21
3.61				0.36	0.17	0.67	0.14				4.95	614	20100	4.95	MILE	WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	
12.38											12.38	614	20550	12.38	MILE	WORK ZONE LANE LINE, CLASS III, 4", 642 PAINT	
2.71				2.93	2.59	3.07	2.59				13.89	614	21100	13.89	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	
8.66											8.66	614	21550	8.66	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
1.33				4.75	3.37	4.13	2.97				16.55	614	22110	16.55	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	
4.26											4.26	614	22360	4.26	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
1.506				467	707	1,571	1,620				5.871	614	23200	5.871	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	
4.032											4.032	614	23680	4.032	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	
				1,168	500	990					2,658	614	24200	2,658	FT	WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT	
648				171	81	501	471				1,872	614	25200	1,872	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	
1,676											1,676	614	25620	1,676	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT	
566				459	357	278	190				1,850	614	26200	1,850	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
1,338											1,338	614	26610	1,338	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
				274		1,016					2,872	614	27050	2,872	FT	WORK ZONE CROSSWALK LINE, CLASS I, 12", 642 PAINT	
1,582											3,390	614	27250	3,390	FT	WORK ZONE CROSSWALK LINE, CLASS III, 12", 642 PAINT	
3,390				10	14	29	31				107	614	30200	107	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT	
23											62	614	30650	62	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
62											51	614	32700	51	SF	WORK ZONE ISLAND MARKING, CLASS I	
51											102	614	32800	102	SF	WORK ZONE ISLAND MARKING, CLASS III, 642 PAINT	
102											65	614	40051	65	EACH	BUSINESS ENTRANCE SIGN, AS PER PLAN	22
	65										LS	615	10000	LS		ROADS FOR MAINTAINING TRAFFIC	
				6,515		8,647					15,162	615	20001	15,162	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	23
				1,410	790						2,200	615	20001	2,200	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN, (TYPE 1)	23
											550	616	10000	550	MGAL	WATER	
				1,060	1,530	6,179	4,713				13,482	622	41100	13,482	FT	PORTABLE BARRIER, UNANCHORED	
			250,000								250,000	SPECIAL	69098000	250,000	EACH	REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC	23
<b>INCIDENTALS</b>																	
											97,500	100	51100	97,500	EACH	DEPARTMENT'S SHARE OF THE DISPUTE RESOLUTION BOARD	
											LS	108	10000	LS		CPM PROGRESS SCHEDULE	
											LS	614	11000	LS		MAINTAINING TRAFFIC	
											24	619	16021	24	MNTH	FIELD OFFICE, TYPE C, AS PER PLAN	20A
											LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
											LS	624	10000	LS		MOBILIZATION	
											LS	SPECIAL	69098400	LS		PRECONSTRUCTION VIDEO DOCUMENTATION	16

**GENERAL SUMMARY**

**LAK-US-20-24.99 PART 2**