

ITEM 614, MAINTAINING TRAFFIC

LOG-33-1596R

US-33: A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION AS DETAILED IN THE PLANS SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, AND ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC. REMOVE AND REINSTALL EXISTING PAVEMENT MARKINGS AND RUMBLE STRIPS USING MT-95.30 AND MT-98.10.

US-68 TO US-33 EASTBOUND RAMP: RAMP TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT DURING PHASE 2 FOR A PERIOD NOT TO EXCEED 28 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 17. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$4,000 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

SR-47: A MINIMUM OF 2 LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES

LOG-33-2080L/R

US-33: A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION AS DETAILED IN THE PLANS SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, AND ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC. REMOVE AND REINSTALL EXISTING PAVEMENT MARKINGS AND RUMBLE STRIPS USING MT-95.30.

CR-5: 1 LANE MAY BE CLOSED DURING WORK HOURS ONLY USING MT-97.10.

DETAILED PHASE SEQUENCE IS DEPENDENT UPON REVIEW OF CONDITION AT THE TIME OF CONSTRUCTION. THE PHASING MAY BE FLIPPED AT THE DIRECTION OF THE ENGINEER.

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.

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.

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 RAMP 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.

NOTIFICATION TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO D7 PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HRS & < 2 WKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HRS	2 BUSINESS DAYS PRIOR TO CLOSURE

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

AT THE ENTRANCE OF RAMP US 68 TO US 33 EASTBOUND RAMP.

RAMP WILL BE
 CLOSED XXX/XX
 FOR 28 DAYS
 INFO: 1-888-200-9919

W20-H13-60

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION AS FOLLOWS:

SIGNS FOR DETOUR AT US 68 TO US 33 EASTBOUND PER MT-101.60 LANE SHIFTS FOR MAINTENANCE OF TRAFFIC PHASES AT ALL 3 STRUCTURES PER MT-95.30, MT-95.40 OR MT-98.10.

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

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

NOTIFICATION TIME TABLE ITEM DURATION OF NOTICE DUE TO CLOSURE PERMITS & PIO

NOTIFICATION TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO D7 PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HRS & < 2 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HRS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES AND RESTRICTIONS	>= 2 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

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

WORK ZONE MARKINGS AND SIGNS

SEE SHEET 6 & 7 FOR WORKZONE MARKINGS, FOLLOW SIGN AND SPACING OF SIGNS LISTED ON SCD MT-95.40, MT-95.30, AND MT-98.10. QUANTITIES FROM SHEET 6 & 7 HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

CONFLICTING MARKINGS

BLACKOUT TAPE WILL BE USED TO COVER CONFLICTING MARKINGS DURING MOT PHASES ON THIS PROJECT TO PRESERVE PAVEMENT CONDITION AND INCLUDED IN THE LUMP SUM PAYMENT. REFER TO CMS 614.11.G.1.b FOR MORE INFORMATION.

COORDINATION OF WORK:

PID 101175, LOG-33-15.66, SALE 12/17/20, COMPLETION DATE 7/15/21.

THE CONTRACTOR IS ADVISED THAT ADJACENT CONSTRUCTION PROJECTS WITHIN OR NEAR THE WORK LIMITS OF THIS PLAN MAY IMPACT THE PROJECT SCHEDULE, SEQUENCE OF CONSTRUCTION AND/OR TRAFFIC CONTROL BETWEEN ADJACENT ZONES. THE CONTRACTOR IS REQUIRED TO COORDINATE ALL MAINTENANCE OF TRAFFIC OPERATIONS WITH ADJACENT CONSTRUCTION PROJECTS. COOPERATION WITH THE ENGINEER, INSPECTORS AND ALL OTHER CONTRACTORS ON OR ADJACENT TO THE PROJECT IS REQUIRED PER CMS 105.08.

DELAYED START DATE:

WORK SHALL NOT BEGIN UNTIL 7/15/21 OR UNTIL THE LOG-33-15.66 PROJECT IS COMPLETED, WHICHEVER OCCURS FIRST.

INTERIM COMPLETION DATE

THE INTERIM COMPLETION DATE FOR ALL WORK AT LOG-33-2080L/R SHALL BE 10/15/21.

THE INTENT IS FOR ALL WORK AT LOG-33-1596R BE COMPLETED DURING THE 2022 CONSTRUCTION SEASON. IF THE CONTRACTOR CHOOSES TO PERFORM WORK ON LOG-33-1596R WITHIN 2021, ALL WORK AT THAT LOCATION MUST BE COMPLETED BY THE ABOVE INTERIM COMPLETION DATE.

ALL EXISTING LANES, INCLUDING RAMPS SHALL BE OPEN AND AVAILABLE TO TRAFFIC BY THE INTERIM COMPLETION DATE. SHOULD THE CONTRACTOR FAIL TO MEET THE INTERIM COMPLETION DATE, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES OF \$2,500 PER EACH CALENDAR DAY.

RAISED PAVEMENT MARKERS, AS PER PLAN

EXISTING RAISED PAVEMENT MARKERS ARE TO BE REMOVED AND REPLACED WITHIN THE PAVING LIMITS OF THIS PROJECT. DO NOT INSTALL RAISED PAVEMENT MARKERS ON THE BRIDGE DECKS.

A QUANTITY OF 10 RPM'S REMOVED HAS BEEN INCLUDED IN THE PLANS FOR THE NEW PAVEMENT ADJACENT TO THE BRIDGES.

ANY RPM INSTALLED AS PART OF PID 101175, BUT CONFLICTS WITH MOT FOR BRIDGE WORK, IS TO HAVE THE REFLECTORS ONLY REMOVED. THE RPM CASTINGS ARE NOT TO BE DISTURBED. THE COST ASSOCIATED WITH REMOVING RPM REFLECTORS FOR THE MOT WORK SHALL BE INCLUDED IN THE LUMP SUM BID FOR MAINTAINING TRAFFIC, ITEM 614.

NEW REFLECTORS ARE TO BE INSTALLED WHEN THE BRIDGE WORK IS COMPLETED.

A QUANTITY OF 90 RPM REFLECTORS HAVE BEEN INCLUDED IN THE PLANS.

DESIGN AGENCY



DISTRICT 7 ENGINEERING

DESIGNER

LCG

REVIEWER

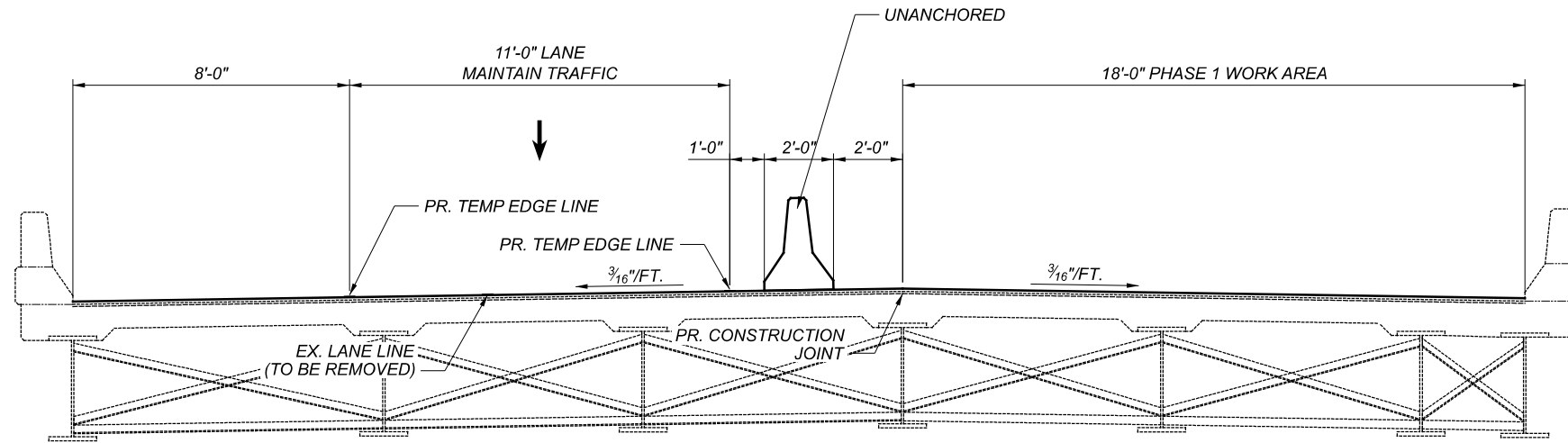
MRB 08/20/20

PROJECT ID

103822

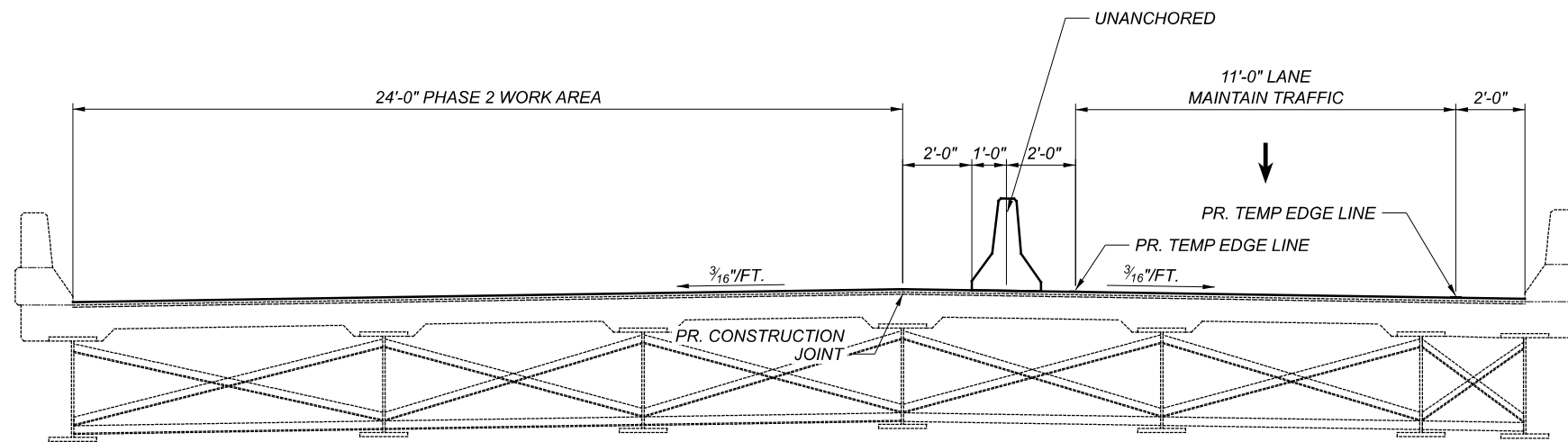
SHEET TOTAL

P.03 36



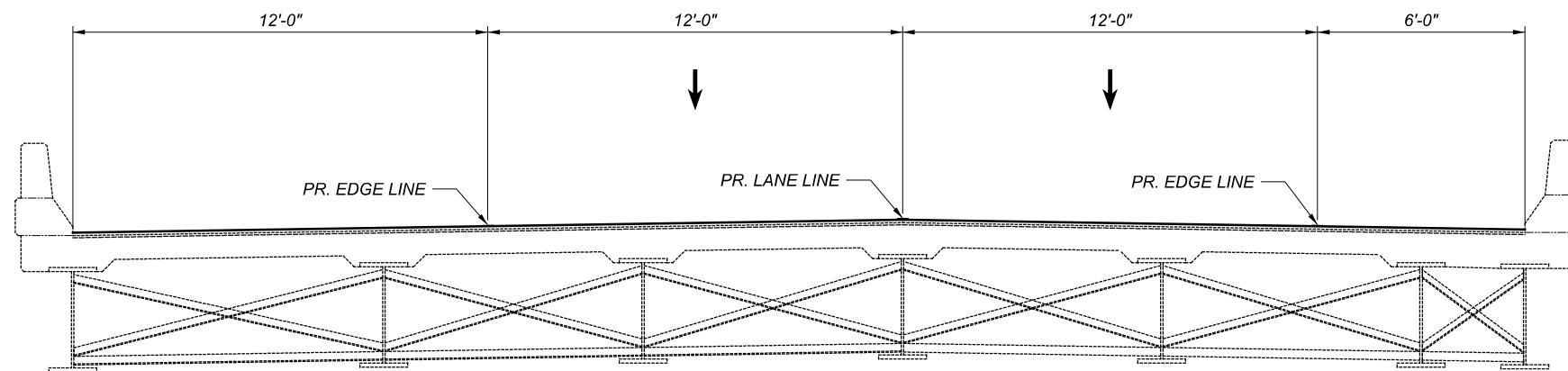
PHASE 1 TRANSVERSE SECTION

- PHASE 1 PROPOSED WORK**
1. SHIFT TRAFFIC AND SET PORTABLE BARRIER
 2. REPLACE THE EXISTING EXPANSION JOINT PER EXJ-4-87
 3. HYDRODEMOLITION EX. WEARING SURFACE AND PLACE NEW LMC OVERLAY
 4. APPROACH PAVEMENT PLANING/ASPHALT PLACEMENT
 5. PATCH & SEAL PARAPETS WITH EPOXY-URETHANE



PHASE 2 TRANSVERSE SECTION

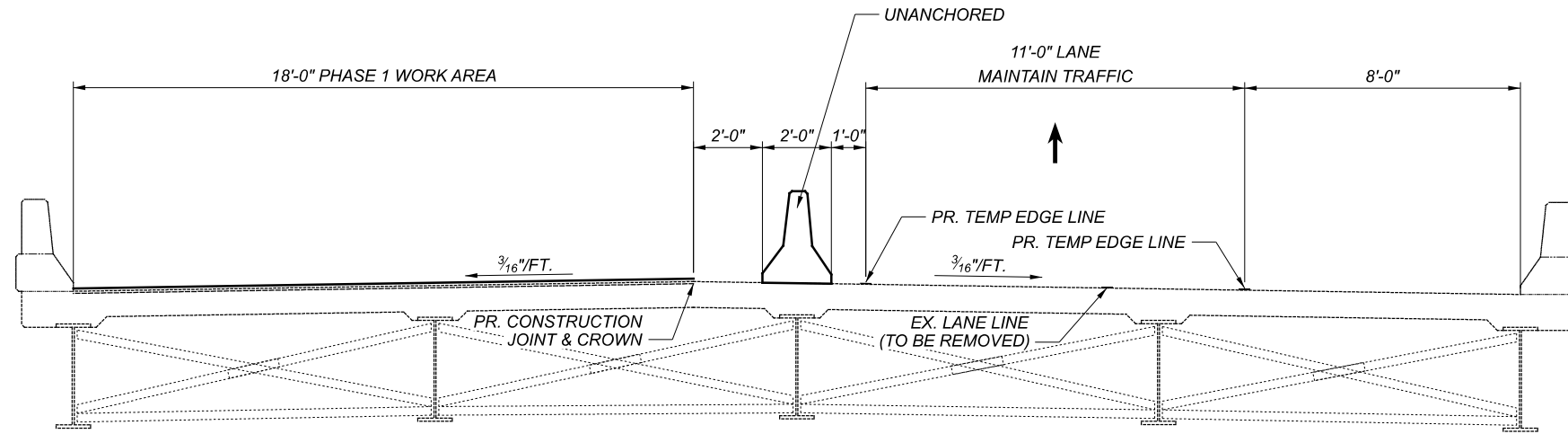
- PHASE 2 PROPOSED WORK**
1. MOVE PORTABLE BARRIER AND SHIFT TRAFFIC
 2. REPLACE THE EXISTING EXPANSION JOINTS PER EXJ-4-87
 3. HYDRODEMOLITION EX. WEARING SURFACE AND PLACE NEW LMC OVERLAY
 4. APPROACH PAVEMENT PLANING/ASPHALT PLACEMENT
 5. PATCH & SEAL PARAPETS WITH EPOXY-URETHANE
 6. SEAL CONSTRUCTION JOINT WITH HIGH MOLECULAR METHACRYLATE (HMWM), 705.15, 2'-0" WIDE CENTERED ON THE CONSTRUCTION JOINT



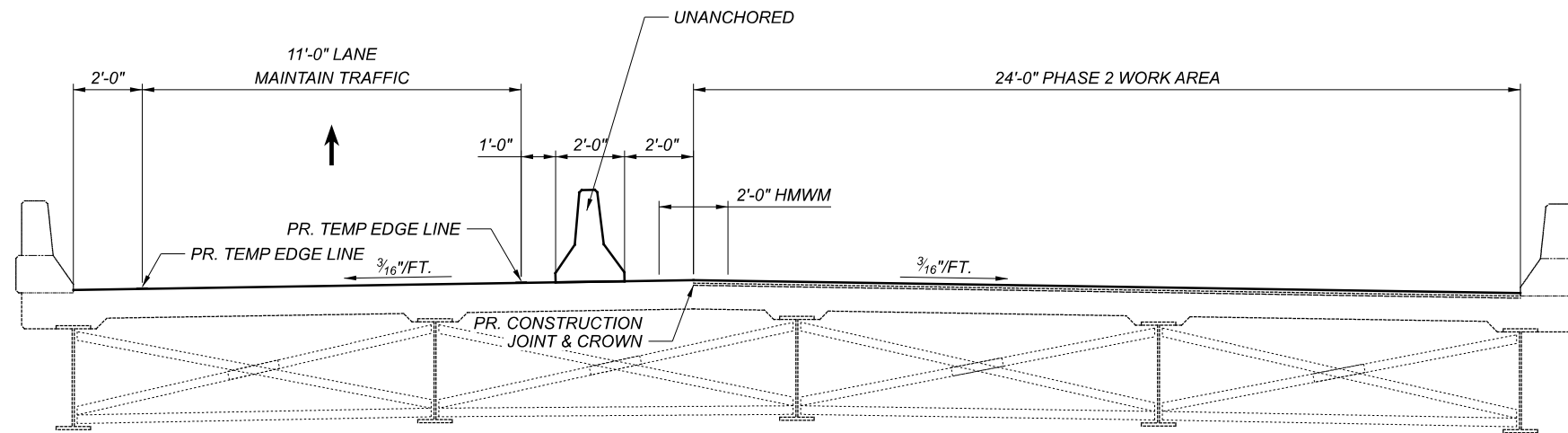
PHASE 3 TRANSVERSE SECTION

- PHASE 3 PROPOSED WORK**
1. REMOVAL OF PORTABLE BARRIER AND PLACEMENT OF PERMANENT PAVEMENT MARKINGS
 2. PLACE RUMBLE STRIPS

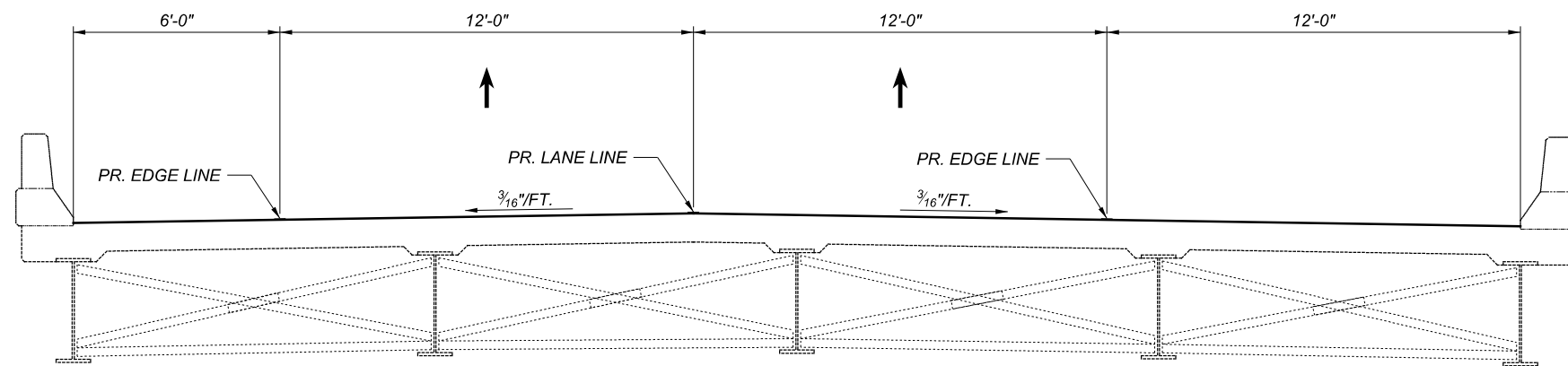
NOTES:
 DETAILED PHASE SEQUENCE IS DEPENDENT UPON REVIEW OF CONDITION AT THE TIME OF CONSTRUCTION. THE PHASING MAY BE FLIPPED AT THE DIRECTION OF THE ENGINEER.



PHASE 1 TRANSVERSE SECTION



PHASE 2 TRANSVERSE SECTION



PHASE 3 TRANSVERSE SECTION

PHASE 1 PROPOSED WORK

1. SHIFT TRAFFIC AND SET PORTABLE BARRIER
2. REPLACE THE EXISTING EXPANSION JOINTS PER EXJ-4-87
3. HYDRODEMOLITION EX. WEARING SURFACE AND PLACE NEW LMC OVERLAY
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PHASE 2 PROPOSED WORK

1. MOVE PORTABLE BARRIER AND SHIFT TRAFFIC
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PHASE 3 PROPOSED WORK

1. REMOVAL OF PORTABLE BARRIER AND PLACEMENT OF PERMANENT PAVEMENT MARKINGS
2. PLACE RUMBLE STRIPS

NOTES:

DETAILED PHASE SEQUENCE IS DEPENDENT UPON REVIEW OF CONDITION AT THE TIME OF CONSTRUCTION. THE PHASING MAY BE FLIPPED AT THE DIRECTION OF THE ENGINEER.

