

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS.

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

CABLE
WIDE OPEN WEST
105 BLAZE INDUSTRIAL PKWY
BEREA, OH 44017
866.496.9669

CABLE
CHARTER COMMUNICATIONS
5520 WHIPPLE AVENUE NW
NORTH CANTON, OH 44720
330.494.9200

CITY
CITY OF AMHERST
206 SOUTH MAIN
AMHERST, OHIO 44001
440-984-4380

CITY
CITY OF LORAIN
200 W. ERIE AVENUE
LORAIN, OH 44052
440.204.2003

COMMUNICATION
CENTURYLINK
175 ASHLAND ROAD, P.O. BOX 3555
MANSFIELD, OH 44907
419.755.7956

COMMUNICATION
EVERSTREAM SOLUTIONS
800 W ST CLAIR, 2ND FLOOR
CLEVELAND, OH 44113
216.581.7972

COMMUNICATION
LEVEL 3 COMMUNICATIONS
106 SOUTH ARLINGTON STREET
AKRON, OH 44306
740.275.1133

COMMUNICATION
VERIZON BUSINESS
120 RAVINE STREET
AKRON, OH 44303
330.253.8267

ELECTRIC
OHIO EDISON
1717 ASHLAND ROAD
MANSFIELD, OH 44905
419.521.6213

GAS
COLUMBIA GAS OF OHIO
1021 N MAIN STREET
MANSFIELD, OH 44903
419.528.1137

GAS
KNOX ENERGY
11872 WORTHINGTON RD
PATASKALA, OH 43062
740.927.6731

GAS
TC ENERGY
589 N STATE ROAD
MEDINA, OH 44256
330.721.4163

TRAFFIC
ODOT DISTRICT THREE
906 CLARK AVENUE
ASHLAND, OH 44805
419.207.7045

WATER
NORTHERN OHIO RURAL WATER
P.O. BOX 96
COLLINS, OH 44826
419.668.7213

THE AFOREMENTIONED UTILITY COMPANIES AND AGENCIES HAVE VARIOUS FACILITIES IN THE AREA THAT WILL REMAIN IN PLACE DURING CONSTRUCTION.

EXTREME CAUTION SHOULD BE EXERCISED IN AREAS WITH UTILITIES. SECTIONS 105.07 AND 107.16 OF THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIALS SPECIFICATIONS REQUIRE, AMONG OTHER THINGS, THAT THE CONTRACTOR COOPERATE WITH ALL UTILITIES LOCATED WITHIN THE LIMITS OF THIS CONSTRUCTION PROJECT AND TAKE RESPONSIBILITY FOR THE PROTECTION OF THE UTILITY PROPERTY AND SERVICES.

EXISTING PLANS

EXISTING PLANS ENTITLED LOR-254-0.00 B (LOR-2-3.31-7.97) (1964) MAY BE INSPECTED IN THE ODOT DISTRICT 3 OFFICE IN ASHLAND.

WORK LIMITS

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

ROUTINE MAINTENANCE

BETWEEN THE TIME THAT BIDS ARE TAKEN AND THE START OF CONSTRUCTION, THE MAINTAINING AGENCY MAY ENTER UPON THE PROJECT AND PERFORM ROUTINE MAINTENANCE SUCH AS CRACK SEALING, PATCHING, AND BERM AND SHOULDER REPAIR. THE EFFECTS, IF ANY, OF THE PERFORMANCE OF ROUTINE MAINTENANCE SHALL BE CONSIDERED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE PLAN AND THE RESULTING CONDITIONS SHALL NOT BE CONSIDERED AS DIFFERING MATERIALLY FROM THOSE EXISTING AT THE TIME BIDS WERE TAKEN.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. (PREVIOUS CONSTRUCTION PLANS SHOWING THE ORIGINAL ALIGNMENT AND PROFILE, ARE AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT 3 OFFICE). PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

ITEM 209 - LINEAR GRADING

THE CONTRACTOR IS REQUIRED TO PERFORM LINEAR GRADING ON THE GRADED SHOULDER. IT IS ANTICIPATED THAT THERE ARE AREAS WHERE THE GRADED SHOULDER IS AT A HIGHER ELEVATION THAN THE ADJACENT PROPOSED PAVEMENT. A 10:1 SLOPE SHALL BE ESTABLISHED, OR AS DIRECTED BY THE ENGINEER, WHEN PERFORMING ITEM 209 LINEAR GRADING. THE INTENT IS TO PROVIDE AN UNOBSTRUCTED AND POSITIVE FLOW OF STORM WATER FROM THE PAVEMENT TO THE DITCH. THE LINEAR GRADING SHALL BE PERFORMED AFTER THE INTERMEDIATE COURSE HAS BEEN COMPLETED AND BEFORE THE SURFACE COURSE IS PLACED. ALL LABOR AND EQUIPMENT NECESSARY TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER MILE FOR ITEM 209 - LINEAR GRADING.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE)

ITEM 253 - PAVEMENT REPAIR

THESE ITEMS OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING ASPHALT CONCRETE PAVEMENT IN AREAS OF EXISTING PAVEMENT FAILURE. CORING HAS BEEN PERFORMED TO HELP DETERMINE THE COMPONENTS THAT MAY BE ENCOUNTERED DURING THIS ITEM OF WORK. THE PAVEMENT CORING INFORMATION IS SHOWN ON THIS SHEET.

PAVEMENT REPAIR SHALL BE PERFORMED BEFORE PAVEMENT PLANING AND PLACEMENT OF THE INTERMEDIATE AND SURFACE COURSES. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH AN AVERAGE DEPTH OF 6" FOR ESTIMATING PURPOSES.

THE CONTRACTOR SHALL BE CAPABLE OF PERFORMING PAVEMENT REPAIRS 4 FEET WIDE FOR TRANSVERSE REPAIRS AND 2 FEET WIDE FOR LONGITUDINAL REPAIRS.

REPLACEMENT MATERIAL SHALL BE ITEM 301 AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) IS TO BE A MAXIMUM OF 6" DEEP AND ITEM 253 PAVEMENT REPAIR IS FOR DEPTHS GREATER THAN 6". PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) OR ITEM 253 - PAVEMENT REPAIR.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE): SEE SHEET 19 FOR ESTIMATED QUANTITIES AND LOCATIONS. THE FINAL LOCATION AND SIZE OF THE REPAIRS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER. IN ADDITION TO THE QUANTITIES PROVIDED ON SHEET 19, THE FOLLOWING ADDITIONAL ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (LONGITUDINAL): 325 CY
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (TRANSVERSE): 100 CY

ITEM 253 - PAVEMENT REPAIR:
THE FOLLOWING ESTIMATED QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:
ITEM 253 - PAVEMENT REPAIR: 100 CY

PAVEMENT CORING INFORMATION

COUNTY	ROUTE	SLM	ASPHALT	CONCRETE	BRICK	LOCATION	DIRECTION	YEAR CORED
LOR	2	4.0	9.0	8.0	0.0	LT. WHEEL PATH	EB	2019
LOR	2	4.0	7.5	9.0	0.0	RT. WHEEL PATH	EB	2019
LOR	2	4.0	13.0	0.0	0.0	SHOULDER	EB	2019
LOR	2	4.6	8.0	8.5	0.0	CENTER OF LANE	EB	2019
LOR	2	4.6	9.0	9.0	0.0	RT. WHEEL PATH	EB	2019
LOR	2	4.6	12.0	0.0	0.0	SHOULDER	EB	2019
LOR	2	5.0	8.0	9.0	0.0	CENTER OF LANE	EB	2019
LOR	2	5.0	10.0	6.0	0.0	RT. WHEEL PATH	EB	2019
LOR	2	5.0	10.0	0.0	0.0	SHOULDER	EB	2019
LOR	2	5.7	7.0	9.0	0.0	CENTER OF LANE	EB	2019
LOR	2	5.7	7.0	9.0	0.0	RT. WHEEL PATH	EB	2019
LOR	2	5.7	13.0	0.0	0.0	SHOULDER	EB	2019
LOR	2	6.0	7.5	8.0	0.0	CENTER OF LANE	EB	2019
LOR	2	6.0	6.0	8.0	0.0	RT. WHEEL PATH	EB	2019
LOR	2	6.0	13.0	0.0	0.0	SHOULDER	EB	2019
LOR	2	6.5	8.0	10.5	0.0	CENTER OF LANE	EB	2019
LOR	2	6.5	8.0	10.0	0.0	RT. WHEEL PATH	EB	2019
LOR	2	6.5	15.0	0.0	0.0	SHOULDER	EB	2019
LOR	2	7.1	7.0	8.5	0.0	CENTER OF LANE	EB	2019
LOR	2	7.1	6.5	9.0	0.0	RT. WHEEL PATH	EB	2019
LOR	2	7.1	9.0	0.0	0.0	SHOULDER	EB	2019
LOR	2	8.0	5.0	8.5	0.0	CENTER OF LANE	EB	2019
LOR	2	8.0	5.0	9.0	0.0	RT. WHEEL PATH	EB	2019
LOR	2	8.0	6.0	2.5	0.0	SHOULDER	EB	2019

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, AS PER PLAN

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, AS PER PLAN IS TO BE USED FOR FULL DEPTH RIGID PAVEMENT REPAIRS. PAVEMENT REPAIRS SHALL BE PERFORMED BEFORE PAVEMENT PLANING AND PLACEMENT OF THE INTERMEDIATE AND SURFACE COURSES. CLASS QC MS (OPTION A) OR CLASS RRCM (OPTION B) WILL BE ALLOWED FOR THE REPAIRS.

CONCRETE SHALL BE PLACED IN THE REPAIR AREA THE SAME DAY THAT THE EXISTING PAVEMENT IS REMOVED FROM THE REPAIR AREA.

SEAL THE PERIMETER SURFACE OF THE REPAIRED AREAS BY APPLYING A 2 TO 4 INCH WIDE STRIP OF APPROVED 705.04 MATERIAL OR 702.01 APPROVED PG BINDER.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER SQUARE YARD FOR THE ABOVE ITEM, AND WILL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

SEE SHEET 19 FOR ESTIMATED QUANTITIES AND LOCATIONS. THE FINAL LOCATION AND SIZE OF THE REPAIRS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER. IN ADDITION TO THE QUANTITIES PROVIDED ON SHEET 19, THE FOLLOWING ADDITIONAL ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN (OPTION A):
160 SY

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN (OPTION B):
160 SY

ITEM 255 - FULL DEPTH PAVEMENT SAWING:
600 SY

CALCULATED
KRB
CHECKED
ACM

GENERAL NOTES

LOR-2-3.86

7
3.7

ITEM 614 - WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A PREQUALIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE TRAINED IN ACCORDANCE WITH CMS 614.03, SHALL HAVE SUCCESSFULLY COMPLETED ODOT ADMINISTERED WTS TESTING (AND RE-TESTING WHEN APPLICABLE) AND BE LISTED ON THE ODOT PREQUALIFIED WTS ROSTER. PREQUALIFICATION EXPIRES EVERY 5 YEARS. RE-TESTING SHALL BE SUCCESSFULLY REPEATED EVERY 5 YEARS TO REMAIN PREQUALIFIED.

THE NAME OF THE PREQUALIFIED WTS AND RELATED 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7), THE CONTRACTOR MAY DESIGNATE AN ALTERNATE (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY; HOWEVER THE PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRAINING, PREQUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR ENGINEER'S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.

THE WTS POSITION HAS THE PRIMARY RESPONSIBILITY OF IMPLEMENTING THE TRAFFIC MANAGEMENT PLAN (TMP), MONITORING THE SAFETY AND MOBILITY OF THE ENTIRE WORK ZONE, AND CORRECTING TEMPORARY TRAFFIC CONTROL (TTC) DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE WTS, AND ALTERNATE WTS WHEN ON DUTY, SHALL HAVE SUFFICIENT AUTHORITY TO EFFECTIVELY CARRY OUT THE IDENTIFIED WTS RESPONSIBILITIES AND DUTIES. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS.
2. BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF, AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES.
3. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.
4. BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.
5. BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL.
6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS ARE ON THE PROJECT.
7. COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING.
8. BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03.
9. ON A CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.
10. ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER.
11. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:
 - A. INITIAL TTC SETUP (DAY AND NIGHT REVIEW).
 - B. DAILY TTC SETUP AND REMOVAL.
 - C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP.
 - D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK ZONE.
 - E. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT.
 - F. ALL OTHER EMERGENCY TTC NEEDS.

ITEM 614 - WORKSITE TRAFFIC SUPERVISOR (CONTINUED)

12. COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (CA-D-8) AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORKDAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. ANY DEFICIENCIES OBSERVED SHALL BE NOTED, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION'S INSPECTION FORMS WEBSITE.

13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

THE DEPARTMENT WILL DEDUCT:

- A. THE PRORATED DAILY AMOUNT OF ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY IN WHICH THE WTS FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. THE PRORATED DAILY AMOUNT WILL BE EQUAL TO THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC DIVIDED BY THE DIFFERENCE BETWEEN THE ORIGINAL COMPLETION DATE AND THE FIRST DAY OF WORK, IN CALENDAR DAYS.
- B. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A TTC ISSUE IS IDENTIFIED IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIMEFRAME PER THE ENGINEER. DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION C.
- C. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A LANE OR RAMP IS BLOCKED (FULLY OR PARTIALLY) WITHOUT TTC, AS DETERMINED BY THE ENGINEER. THIS DEDUCTION SHALL BE IN ADDITION TO ANY OTHER DISINCENTIVES ESTABLISHED FOR UNAUTHORIZED LANE USE.

FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR, THE HIGHEST DEDUCTION AMOUNT WILL APPLY.

IF THREE OR MORE TOTAL DAYS RESULT IN TTC ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS. THREE REMOVALS SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY PREVIOUSLY PREQUALIFIED WTS.

PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

INTERIM COMPLETION DATE (FOR FULL DEPTH RIGID REPAIRS EAST OF OAK POINT RD)

THE CONTRACTOR SHALL PERFORM ALL FULL-DEPTH CONCRETE JOINT REPAIRS EAST OF THE OAK POINT/LAKE RD INTERCHANGE PRIOR TO NOVEMBER 23, 2020. THIS DATE SHALL CONSTITUTE AN INTERIM COMPLETION DATE ON THE PROJECT. IF ALL FULL-DEPTH CONCRETE JOINT REPAIRS EAST OF OAK POINT/LAKE RD ARE NOT COMPLETED BY NOVEMBER 23, 2020, A DISINCENTIVE OF \$1,000 PER DAY SHALL BE ASSESSED FOR EACH DAY AFTER NOVEMBER 23, 2020 THAT FULL-DEPTH CONCRETE JOINT REPAIRS ARE NOT COMPLETE. BECAUSE THE CONCRETE JOINT REPAIRS REQUIRE CURE TIME TO ACHIEVE STRENGTH PRIOR TO OPENING THE REPAIRS TO TRAFFIC, THE LANE CLOSURE SCHEDULE BELOW CAN BE USED FOR CONCRETE JOINT REPAIR WORK PERFORMED IN 2020 ONLY.

LOCATION	DIRECTION	ALLOWABLE LANE CLOSURE TIMES	
		WEEKNIGHT	WEEKEND
OAK POINT TO SR 58	EASTBOUND	4 PM - 7 AM	4 PM FRIDAY - 7 AM MONDAY
	WESTBOUND	7 PM - 3 PM	7 PM FRIDAY - 3 PM MONDAY
SR 58 TO MIDDLE RIDGE	EASTBOUND	6 PM - 6 AM	6 PM FRIDAY - 6 AM MONDAY
	WESTBOUND	7 PM - 2 PM	7 PM FRIDAY - 2 PM MONDAY

HOURLY DISINCENTIVES FOR LANE CLOSURE VIOLATIONS OF \$235 PER MINUTE SHALL BE ASSESSED FOR EACH MINUTE ALL LANES ARE NOT OPEN TO TRAFFIC. THE ABOVE SCHEDULE ALSO APPLIES TO RAMP CLOSURE AND DETOUR TIMES FOR CONCRETE JOINT REPAIR WORK. JOINT REPAIRS MAY BE PERFORMED USING QC MS (OPTION A) OR RRCM (OPTION B) CONCRETE, BUT IN EITHER CASE, ADEQUATE STRENGTH AND/OR CURE TIME SHALL BE ACHIEVED PER THE REQUIREMENTS OF THE CMS PRIOR TO OPENING A CLOSED LANE TO TRAFFIC.

APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION

PORTIONS OF THE MOT PLANS AS DESCRIBED BELOW HAVE BEEN APPROVED BY THE MOT EXCEPTION COMMITTEE (MOTEC) PER TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

APPROVED MOT EXCEPTION(S) INCLUDE:
ALLOWABLE LANE CLOSURE TIMES AS DETAILED IN THE INTERIM COMPLETION DATE (FOR FULL DEPTH RIGID REPAIRS EAST OF OAK POINT RD) PLAN NOTE ON THIS SHEET.

A MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD A MINIMUM OF 7 CALENDAR DAYS PRIOR TO IMPLEMENTATION OF EACH APPROVED MOT EXCEPTION. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER AS WELL AS THE CONTRACTOR, WORKSITE TRAFFIC SUPERVISOR (WTS) AND ANY SUBCONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL.

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE. REFERENCE "EXCEPTION REQUEST APPROVAL DATED 08/27/2020 FOR PID 77537" IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

ANY CHANGES TO THE MOT THAT IMPACT THE PREVIOUSLY APPROVED MOT EXCEPTION(S) LISTED ABOVE SHALL BE APPROVED IN WRITING BY THE APPLICABLE ODOT CENTRAL OFFICE COMMITTEE (MOTEC). IN THE EVENT THAT SUCH CHANGES ARE PROPOSED, THE REQUEST SHALL BE COORDINATED THROUGH THE DISTRICT WORK ZONE TRAFFIC MANAGER (DWZTM) A MINIMUM OF 30 CALENDAR DAYS PRIOR TO THE DESIRED IMPLEMENTATION DATE. IF THE DISTRICT AGREES WITH THE PROPOSED CHANGES THE DWZTM SHALL SEEK APPROVAL FROM THE APPLICABLE ODOT CENTRAL OFFICE COMMITTEE. IN THE EVENT THE PROPOSED CHANGES ARE APPROVED IN WRITING, THE CLOSURES ARE STILL SUBJECT TO NOTIFICATION REQUIREMENTS WITHIN THIS NOTE PRIOR TO IMPLEMENTATION.

WORK ZONE QUEUE DETECTION WARNING SYSTEM

IF THE CONTRACTOR ELECTS TO USE CLASS QC MS (OPTION A) FOR THE FULL DEPTH RIGID REPAIRS WITH A WEEKEND CLOSURE, THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN AN APPROVED WORK ZONE QUEUE DETECTION WARNING SYSTEM (WZQDWS) AS PER SUPPLEMENTAL SPECIFICATION 896.

IT IS EXPECTED THAT THE LOCATIONS OF THE WZQDWS DEVICES WILL VARY BASED ON PLANNED OR UNPLANNED PHASE AND TRAFFIC PATTERN CHANGES. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE DEVICES BY THE CONTRACTOR SHALL BE DIRECTED BY THE ENGINEER.

THE FOLLOWING TRAFFIC SENSOR THRESHOLDS AND PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) MESSAGES SHALL BE USED:

- GREATER THAN OR EQUAL TO 50 MPH - USE FOUR CORNER FLASHING CAUTION MODE
- BETWEEN 50 MPH AND 25 MPH - TRAFFIC AHEAD XX MPH / SLOW DOWN
- BELOW OR EQUAL TO 25 MPH - TRAFFIC AHEAD XX MPH / PREPARE TO STOP
- FOUR CORNER FLASHING CAUTION MODE SHALL CONSIST OF THE USE OF ONE ASTERISK IN EACH CORNER OF THE PCMS DISPLAY (4 TOTAL ASTERISKS).

XX SHALL BE ROUNDED UP TO THE NEAREST MULTIPLE OF 5 MPH MINUS 1. OCCUPANCY MAY BE DIRECTED TO BE USED BASED ON CERTAIN TRAFFIC CONDITIONS AND SCENARIOS. ODOT WILL DIRECT THE CONTRACTOR OF THE THRESHOLDS TO BE USED FOR THOSE AREAS WHERE OCCUPANCY IS DIRECTED TO BE USED.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR PAVEMENT OPTION A: QC MS FULL DEPTH REPAIRS:

- ITEM 896 - PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS II 10 SIGN MONTHS (ASSUMING 5 SENSORS PER DIRECTION FOR 1 MONTH)
- ITEM 896 - PORTABLE CHANGEABLE MESSAGE SIGN 4 SIGN MONTHS (ASSUMING 2 PCMS SIGNS PER DIRECTION FOR 1 MONTH)

SHEET NUM.												PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED	KRB	CHECKED	ACM
7	8	10	11	12	16	17	19	20	30	31	32	01/NHS/P V	02/NHS/B R	03/SAF/O T										
								12,556				12,556			202	38000	12,556	FT	ROADWAY					
								1,531				1,531			202	38300	1,531	FT	GUARDRAIL REMOVED, BARRIER DESIGN					
								16				16			202	42010	16	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E					
								20				20			202	42040	20	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T					
								21				21			202	47000	21	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED					
								11				11			202	47800	11	EACH	IMPACT ATTENUATOR REMOVED					
								220				220			203	20001	220	CY	EMBANKMENT, AS PER PLAN				9	
								154.95				154.95			209	15001	154.95	STA	RESHAPING UNDER GUARDRAIL, AS PER PLAN				9	
					9.48	9.39						18.87			209	60500	18.87	MILE	LINEAR GRADING					
								12,556				12,556			606	15050	12,556	FT	GUARDRAIL, TYPE MGS					
								1,531				1,531			606	15550	1,531	FT	GUARDRAIL, BARRIER DESIGN, TYPE MGS					
								16				16			606	26150	16	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)					
								20				20			606	26550	20	EACH	ANCHOR ASSEMBLY, MGS TYPE T					
								14				14			606	35002	14	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1					
								7				7			606	35102	7	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2					
								10				10			606	60012	10	EACH	IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL)					
								1				1			606	60028	1	EACH	IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL) (65 MPH/24" WIDE)					
												1,000			832	30000	1,000	EACH	EROSION CONTROL					
																			EROSION CONTROL					
																			DRAINAGE					
	18											18			611	98630	18	EACH	CATCH BASIN ADJUSTED TO GRADE					
	1											1			611	99150	1	EACH	INLET ADJUSTED TO GRADE					
	2											2			611	99654	2	EACH	MANHOLE ADJUSTED TO GRADE					
																			PAVEMENT					
325								517				842			251	01042	842	CY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (LONGITUDINAL)					
100								250				350			251	01042	350	CY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (TRANSVERSE)					
100												100			253	02000	100	CY	PAVEMENT REPAIR					
					100,483	100,353						200,836			254	01000	200,836	SY	PAVEMENT PLANING, ASPHALT CONCRETE (2")					
					2,997	3,044						6,041			254	01000	6,041	SY	PAVEMENT PLANING, ASPHALT CONCRETE (TAPER 2" TO 3.25")					
					2,572	2,422						4,994			254	01000	4,994	SY	PAVEMENT PLANING, ASPHALT CONCRETE (3.25")					
					530	529						1,059			254	01600	1,059	SY	PATCHING PLANED SURFACE					
600								5,640				6,240			255	20000	6,240	FT	FULL DEPTH PAVEMENT SAWING					
					13,789	13,759						27,548			407	20000	27,548	GAL	NON-TRACKING TACK COAT					
					4,449	4,410						8,859			408	10001	8,859	GAL	PRIME COAT, AS PER PLAN					
					6,630	6,618						13,248			442	00100	13,248	CY	ANTI-SEGREGATION EQUIPMENT					
					5,157	5,146						10,303			442	10101	10,303	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN (PG 64-28)				8	
					4,416	4,404						8,820			442	10300	8,820	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) (PG 70-22)					
					614	610						1,224			617	10100	1,224	CY	COMPACTED AGGREGATE					
					11,114	11,015						22,129			617	20000	22,129	SY	SHOULDER PREPARATION					
					7.99	7.99						15.98			618	40600	15.98	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)					
	160							1,504				1,664			255	10161	1,664	SY	PAVEMENT OPTION A: OC MS FULL DEPTH REPAIRS					
				10								10			896	00012	10	SNMT	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS OC MS, AS PER PLAN				7	
				4								4			896	00020	4	SNMT	PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS II					
																			PORTABLE CHANGEABLE MESSAGE SIGN					
	160							1,504				1,664			255	10501	1,664	SY	PAVEMENT OPTION B: RRCM FULL DEPTH REPAIRS					
																			FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN				7	
																			TRAFFIC CONTROL					
											709	709			621	00100	709	EACH	RPM					
												16			621	00300	16	EACH	RPM REFLECTOR					
											709	709			621	54000	709	EACH	RAISED PAVEMENT MARKER REMOVED					
								201				201			626	00110	201	EACH	BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL)					
									240			240			644	00500	240	FT	STOP LINE					
												683			644	00600	683	FT	CROSSWALK LINE					
											1,250	1,250			644	00700	1,250	FT	TRANSVERSE/DIAGONAL LINE					
											21	21			644	01300	21	EACH	LANE ARROW					
											0.56				807	12010	0.56	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6"					
											0.28				807	12110	0.28	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"					
											19.64				807	14010	19.64	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"					

GENERAL SUMMARY

LOR-2-3.86

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ITEM 407 - TACK COAT, 702.13,
ITEM 442 - ASPHALT CONCRETE
INTERMEDIATE COURSE, 19 MM,
TYPE A (448) AND
ITEM 255 - FULL DEPTH PAVEMENT
REMOVAL AND RIGID REPLACEMENT,
CLASS RRCM
HAVE BEEN REMOVED

THREE TRAFFIC CONTROL
ITEMS HAVE BEEN MOVED
TO SHEET 14

LOR-2 EASTBOUND PAVEMENT REPAIRS

SLM	LANE	WIDTH FT	LENGTH FT	INDIVIDUAL REPAIR AREA SY	TYPE OF REPAIR	DEPTH INCH	NUMBER OF REPAIRS	251	251	255	255	255
								PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (LONGITUDINAL) CY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (TRANSVERSE) CY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS OC MS, AS PER PLAN (15" CONCRETE) (OPTION A) SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN (15" CONCRETE) (OPTION B) SY	FULL DEPTH PAVEMENT SAWING FT
BEGIN	END											
3.86	4.00	LT, RT	24	6	16.00	TRANS	15	1		16	16	60
		LT, RT	24	4	10.67	TRANS	6	4	7			
		LANE LINE	2	100	22.22	LONG	6	2	7			
4.00	5.00	LT, RT	24	6	16.00	TRANS	15	6		96	96	360
		LT, RT	24	4	10.67	TRANS	6	13	23			
		RT	4	20	8.89	LONG	6	3	4			
		RT	4	50	22.22	LONG	6	5	19			
		RT SHOULDER	4	50	22.22	LONG	6	2	7			
5.00	6.00	LT, RT	24	6	16.00	TRANS	15	15		240	240	900
		LT, RT	24	4	10.67	TRANS	6	21	37			
		RT	4	50	22.22	LONG	6	8	30			
		RT	12	20	26.67	LONG	6	1	4			
		LT	4	50	22.22	LONG	6	3	11			
		RT SHOULDER	4	50	22.22	LONG	6	2	7			
6.00	7.00	LT, RT	24	6	16.00	TRANS	15	10		160	160	600
		LT, RT	24	4	10.67	TRANS	6	19	34			
		LANE LINE	2	20	4.44	LONG	6	3	2			
		RT	4	20	8.89	LONG	6	5	7			
		RT	12	20	26.67	LONG	6	2	9			
		LT	4	20	8.89	LONG	6	2	3			
		LT	12	20	26.67	LONG	6	2	9			
		RT SHOULDER	4	50	22.22	LONG	6	4	15			
7.00	7.97	LT, RT	24	6	16.00	TRANS	15	15		240	240	900
		LT, RT	24	4	10.67	TRANS	6	16	28			
		LANE LINE	2	100	22.22	LONG	6	8	30			
		RT	4	50	22.22	LONG	6	6	22			
		RT	12	20	26.67	LONG	6	2	9			
		LT	12	20	26.67	LONG	6	2	9			
		RT SHOULDER	4	50	22.22	LONG	6	4	15			
OAK POINT ROAD RAMP X										10		
OAK POINT ROAD RAMP Z										10		
S. R. 58 RAMP D									8	8		
S. R. 58 RAMP F									12	8		
EASTBOUND SUB-TOTAL								259	145	752	752	2,820

NOTE: QUANTITIES ARE FOR ESTIMATING PURPOSES ONLY. EXACT LOCATIONS AND QUANTITIES TO BE DETERMINED BY THE PROJECT ENGINEER.

LOR-2 WESTBOUND PAVEMENT REPAIRS

SLM	LANE	WIDTH FT	LENGTH FT	INDIVIDUAL REPAIR AREA SY	TYPE OF REPAIR	DEPTH INCH	NUMBER OF REPAIRS	251	251	255	255	255
								PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (LONGITUDINAL) CY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (TRANSVERSE) CY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS OC MS, AS PER PLAN (15" CONCRETE) (OPTION A) SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN (15" CONCRETE) (OPTION B) SY	FULL DEPTH PAVEMENT SAWING FT
BEGIN	END											
3.86	4.00	LT, RT	24	4	10.67	TRANS	6	4	7			
		LANE LINE	2	50	11.11	LONG	6	2	4			
4.00	5.00	LT, RT	24	6	16.00	TRANS	15	9		144	144	540
		LT, RT	24	4	10.67	TRANS	6	8	14			
		LANE LINE	2	50	11.11	LONG	6	5	9			
		LANE LINE	2	100	22.22	LONG	6	3	11			
		RT	4	20	8.89	LONG	6	6	9			
		RT	12	20	26.67	LONG	6	2	9			
		LT	12	20	26.67	LONG	6	2	9			
		RT SHOULDER	4	50	22.22	LONG	6	5	19			
5.00	6.00	LT, RT	24	6	16.00	TRANS	15	8		128	128	480
		LT, RT	24	4	10.67	TRANS	6	9	16			
		LANE LINE	2	50	11.11	LONG	6	3	6			
		RT	4	50	22.22	LONG	6	5	19			
		RT SHOULDER	4	50	22.22	LONG	6	2				
6.00	7.00	LT, RT	24	6	16.00	TRANS	15	14		224	224	840
		LT, RT	24	4	10.67	TRANS	6	11	20			
		LANE LINE	2	50	11.11	LONG	6	3	6			
		RT	4	50	22.22	LONG	6	4	15			
		RT	12	20	26.67	LONG	6	2	9			
		LT	12	20	26.67	LONG	6	2	9			
		RT SHOULDER	4	50	22.22	LONG	6	4	15			
7.00	7.97	LT, RT	24	6	16.00	TRANS	15	16		256	256	960
		LT, RT	24	4	10.67	TRANS	6	17	30			
		LANE LINE	2	50	11.11	LONG	6	4	7			
		LANE LINE	2	100	22.22	LONG	6	6	22			
		RT	4	50	22.22	LONG	6	5	19			
		RT	12	20	26.67	LONG	6	2	9			
		LT	12	20	26.67	LONG	6	2	9			
		RT SHOULDER	4	50	22.22	LONG	6	2	7			
OAK POINT ROAD RAMP W										10		
OAK POINT ROAD RAMP Y										10		
S. R. 58 RAMP C									8	8		
S. R. 58 RAMP E									8	10		
WESTBOUND SUB-TOTAL								258	105	752	752	2820
TOTALS CARRIED TO GENERAL SUMMARY								517	250	1,504	1,504	5,640

ITEM 407 - TACK COAT, 702.13 HAS BEEN REMOVED
ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448) HAS BEEN REMOVED
ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM HAS BEEN REMOVED

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