

ITEM 442 - ASPHALT CONCRETE, SURFACE COURSE, 12.5MM, TYPE A, PG76-22M (447), AS PER PLAN

3

FOLLOW 403, EXCEPT AS FOLLOWS:

- OFFSET THE AC GAUGE FOR EACH JMF FOR THE PROJECT PRIOR TO THE PROJECT'S START USING 403.06.A. AND THE MODIFIED SUPPLEMENT 1043 PROCEDURE BELOW.
- DURING S-1043.07 PROCESS, A RAP SAMPLE OBTAINED FROM THE JMF-DESIGNATED RAP PILE WILL BE EXTRACTED IN THE ASPHALT LEVEL 3 LAB TO VERIFY THE RAP AC %. THE RAP AC % WILL BE WITHIN 0.3% OF THE AVERAGE RAP AC % FROM THE JMF. IF RAP AC % IS OUTSIDE OF THE 0.3%, THE VERIFICATION PAN PROCESS WILL STOP, AND DISTRICT TESTING WILL ALLOW ONE OPPORTUNITY TO REWORK THE RAP PILE AT THE MIX PLANT AND RESAMPLE. RESAMPLING REQUIRES DISTRICT TESTING TO BE PRESENT. IF THE RESAMPLE IS STILL OUTSIDE OF THE 0.3%, THE JMF WILL BE RESCINDED AND NEED TO BE REDESIGNED.

FOLLOW 403.06 EXCEPT AS FOLLOWS:

- ENSURE ASPHALT BINDER CONTENT DOES NOT EXCEED TABLE 403.06.G-1. ADJUSTMENTS TO MIX PLANT CONTROL SETTINGS MUST BE SUBMITTED TO AND APPROVED BY DISTRICT TESTING PRIOR TO MAKING THE ADJUSTMENT. THE ADJUSTMENT CANNOT EXCEED +/- 0.2% FROM DESIGN AC % FROM JMF. DO NOT LOWER VIRGIN BINDER CONTENT OR INCREASE RAP PERCENT. ENSURE PLANT TICKET SHOWS THE ADJUSTMENT AND IS SET TO THE ADJUSTED TOTAL AC % AT ALL TIMES AFTERWARDS.
- RECORD THE DAILY VERIFICATION PAN RESULTS IN A SEPARATE WORKSHEET AND MAKE SURE IT'S POSTED IN THE PLANT FACILITY AND AVAILABLE TO THE MONITORS. INCLUDE THE DATE, PAN, VERIFICATION PAN RESULT, AND INITIALS OF WHO RAN IT. ENSURE A PRINTOUT OF THE DAILY VERIFICATION PAN IS ALSO INCLUDED WITH THE TE-199.

FOLLOW SUPPLEMENT 1043 FOR AC GAUGE OFFSET, EXCEPT AS MODIFIED BELOW:

- FOLLOW 1043.07 EXCEPT AS FOLLOWS:
 - NOTIFY DISTRICT TESTING A MINIMUM OF ONE WEEK PRIOR TO MAKING VERIFICATION PANS.
 - DISTRICT TESTING WILL WITNESS A SOLVENT EXTRACTION FROM A SAMPLE FROM THE RAP PILE THAT IS TO BE USED IN THE JMF TO VERIFY THE RAP AC %. RAP AC % WILL BE WITHIN 0.3% OF RAP AC % DETERMINED IN JMF. IF OUTSIDE OF 0.3%, DO NOT PROCEED AND THE JMF WILL NEED TO BE REDESIGNED.
 - DISTRICT TESTING WILL WITNESS THE VERIFICATION PANS BEING BLENDED, MIXED, AND COMPACTED.
 - MAKE A MINIMUM OF THREE VERIFICATION PANS FOR THE JMF THAT ARE AT THE JMF ASPHALT BINDER CONTENT. MAKE ONE ADDITIONAL VERIFICATION PAN FOR EACH ADDITIONAL DISTRICT THE JMF WILL BE USED IN.
 - IN ADDITION, TURN POSSESSION OVER OF THE CALIBRATION AC GAUGE PANS USED TO DETERMINE THE FIT COEFFICIENT TO DISTRICT TESTING.
- FOR AC CONTENT PAY ACCEPTANCE, REPLACE 1043.08 WITH THE FOLLOWING:

CALCULATE AN AC GAUGE OFFSET AMOUNT FOR EACH JMF AND MIX PLANT IN ACCORDANCE WITH THE FOLLOWING PROCEDURE PRIOR TO START OF ANY PRODUCTION FOR THE JMF. NOTIFY DISTRICT TESTING 24 HOURS PRIOR TO OFFSETTING GAUGE.

1. ENSURE PRINTER IS ON AND PLACE THE FIRST VERIFICATION PAN IN THE AC GAUGE AND RUN.
2. AFTER THE 16-MINUTE TEST, TAKE THE VERIFICATION PAN OUT AND TURN 180 DEGREES AND PLACE BACK IN AC GAUGE AND RUN.
3. REPEAT STEPS 1 AND 2 WITH SECOND AND THIRD VERIFICATION PANS.
4. FOR EACH RUN, TAKE THE JMF ASPHALT BINDER CONTENT MINUS THE AC GAUGE AC % TO OBTAIN THE OFFSET FOR THAT RUN.
5. AVERAGE ALL OFFSETS FOR A FINAL OFFSET.
6. RETAIN ALL OF THE VERIFICATION PANS. AFTER THE FINAL OFFSET IS DETERMINED, DISTRICT TESTING WILL CHOOSE TWO OF THE VERIFICATION PANS AND SEND ONE OF THESE TWO TO OMM TO EXTRACT AND REFLUX.
7. DISTRICT TESTING WILL USE THE TWO VERIFICATION PANS TO OFFSET THEIR AC GAUGE.

BEFORE THE BEGINNING OF A PRODUCTION DAY, RUN THE VERIFICATION PAN IN THE AC GAUGE AND ENSURE THE OFFSET AC GAUGE AMOUNT IS WITHIN 0.14% OF THE JMF ASPHALT BINDER CONTENT. DURING THE START OF PRODUCTION FOR THE JMF, SOLVENT EXTRACT THE FIRST TWO QC SAMPLES AND COMPARE TO THE OFFSET AC GAUGE. ENSURE SOLVENT EXTRACTION IS WITHIN 0.3% OF OFFSET AC GAUGE. IF MORE THAN 0.3% OFF, IMMEDIATELY RESAMPLE AND RUN AC GAUGE AND SOLVENT EXTRACT IMMEDIATELY. IF TWO CONSECUTIVE SAMPLES ARE MORE THAN 0.3% OFF, IMMEDIATELY STOP PRODUCTION, CONTACT MONITORING TEAM, AND INVESTIGATE THE REASON FOR THE PROBLEM. ONCE TWO CONSECUTIVE QC SAMPLES ARE WITHIN 0.3% OF OFFSET AC GAUGE, THE FINAL OFFSET GAUGE IS CONFIRMED.

AFTER CONFIRMING THE AC GAUGE OFFSET AMOUNT PROCEED WITH DETERMINING AC CONTENTS OF PRODUCTION SAMPLES BY THE AC GAUGE ACCORDING TO 1043.09.

ONLY DETERMINE ONE AC GAUGE OFFSET AMOUNT PER JMF. IF MORE THAN 30 DAYS HAS LAPSED SINCE THE JMF WAS LAST TESTED, RE-DO THE OFFSET PROCEDURE ABOVE WITH TWO VERIFICATION PANS (ONE FROM THE CONTRACTOR AND ONE FROM THE DISTRICT). IF AN AC GAUGE OFFSET AMOUNT IS LATER DETERMINED, BY AN INVESTIGATION OF BOTH THE CONTRACTOR AND THE DISTRICT, TO BE INCORRECT RE-DO THE OFFSET PROCEDURE.

IN ADDITION, ALSO DETERMINE THE AC GAUGE OFFSET FOLLOWING THE CURRENT PROCEDURE AS OUTLINED IN SUPPLEMENT 1043 DATED JANUARY 21, 2022 AND PROVIDE THE INFORMATION TO THE DEPARTMENT. THIS AC GAUGE OFFSET NUMBER WILL NOT BE USED DURING QC TESTING.

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT

THIS ITEM SHALL CONSIST OF THE CONSTRUCTION OF BULKHEADS IN EXISTING 12" - 18" DIAMETER CONDUIT AND FILLING THE AREA THUS SEALED OFF WITH ITEM 613, SAND OR OTHER MATERIAL APPROVED BY THE ENGINEER.

BULKHEADS SHALL BE LOCATED AT THE LIMITS OF THE AREA TO BE FILLED AS INDICATED ON THE PLANS. THE BULKHEADS SHALL CONSIST OF BRICK OR CONCRETE MASONRY WITH A MINIMUM THICKNESS OF 12 INCHES.

THE FILL MATERIAL SHALL BE PUMPED INTO PLACE, OR PLACED BY OTHER MEANS APPROVED BY THE ENGINEER, SO THAT, AFTER SETTLEMENT, AT LEAST 90 PERCENT OF THE CROSS-SECTIONAL AREA OF THE CONDUIT, FOR ITS ENTIRE LENGTH, SHALL BE FILLED. THE LENGTH OF FILLED AND PLUGGED CONDUIT TO BE PAID FOR SHALL BE THE ACTUAL NUMBER OF FEET (MEASURED ALONG THE CENTERLINE OF EACH CONDUIT FROM OUTER FACE TO OUTER FACE OF BULKHEADS) FILLED AND PLUGGED AS DESCRIBED ABOVE.

IN LIEU OF FILLING AND PLUGGING THE EXISTING CONDUIT, THE PIPE MAY BE CRUSHED AND BACKFILLED IN ACCORDANCE WITH THE PROVISIONS OF 203, OR IT MAY BE REMOVED. THE LENGTH, MEASURED AS PROVIDED ABOVE, SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR, ITEM SPECIAL, FILL AND PLUG EXISTING CONDUIT.

ITEM 611 - CONDUIT BORED OR JACKED

WHERE IT IS SPECIFIED THAT A CONDUIT BE INSTALLED BY THE METHOD OF BORING OR JACKING, NO TRENCH EXCAVATION SHALL BE CLOSER THAN 6 FEET TO THE (EDGE OF PAVEMENT, PROVIDE A STEEL CASING PIPE CONFORMING TO 748.06. JOINTS WITH A CIRCUMFERENTIAL FULLY PENETRATING B-U4B WELD THAT IS PERFORMED BY AN ODOT APPROVED FIELD WELDER OR MACHINED INTERLOCKING JOINTS ARE PERMITTED. THE INSTALLED CASING PIPE IS THE STORM WATER CONVEYANCE CARRIER UNLESS OTHERWISE SPECIFIED IN THE PLANS. HYDROSTATIC TESTING IS NOT REQUIRED FOR THE CASING PIPE.

EXISTING SUBSURFACE DRAINAGE

PROVIDE UNOBSTRUCTED OUTLETS FOR ALL EXISTING UNDERDRAINS OR AGGREGATE DRAINS ENCOUNTERED DURING CONSTRUCTION.

PROVIDE AN OUTLET PER STANDARD CONSTRUCTION DRAWING DM-1.1 FOR ALL UNDERDRAINS THAT OUTLET TO A SLOPE. UNDERDRAINS THAT CAN BE CONNECTED TO THE NEW OR EXISTING UNDERDRAINS AT THE END OF THE PROJECT LIMITS AS WELL AS ALL NECESSARY BENDS OR BRANCHES REQUIRED FOR CONNECTION ARE INCLUDED IN THE BASIS OF PAYMENT FOR UNCLASSIFIED PIPE UNDERDRAINS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

601, TIED CONCRETE BLOCK MAT, TYPE 1	7 SQ. YD.
611, 6" CONDUIT, TYPE F	100 FT.
611, PRECAST REINFORCED CONCRETE OUTLET	4 EACH

FARM DRAINS

PROVIDE UNOBSTRUCTED OUTLETS TO ALL FARM DRAINS ENCOUNTERED DURING CONSTRUCTION. REPLACE EXISTING COLLECTORS WHICH ARE LOCATED BELOW THE ROADWAY DITCH ELEVATIONS, AND WHICH CROSS THE ROADWAY WITHIN THE CONSTRUCTION LIMITS WITH ITEM 611, CONDUIT, TYPE B, ONE COMMERCIAL SIZE LARGER THAN THE EXISTING CONDUIT.

OUTLET EXISTING COLLECTORS AND ISOLATED FARM DRAINS, WHICH ARE ENCOUNTERED ABOVE THE ELEVATION OF ROADWAY DITCHES INTO THE ROADWAY DITCH USING ITEM 611, TYPE F CONDUIT. THE OPTIMUM OUTLET ELEVATION IS ONE FOOT ABOVE THE FLOWLINE ELEVATION OF THE DITCH. INTERCEPT LATERAL FIELD TILES WHICH CROSS THE ROADWAY WITH ITEM 611, TYPE E CONDUIT, AND CARRY IN A LONGITUDINAL DIRECTION TO AN ADEQUATE OUTLET OR ROADWAY CROSSING.

THE LOCATION, TYPE, SIZE AND GRADE OF REPLACEMENTS IS DETERMINED BY THE ENGINEER AND PAYMENT MADE ON FINAL MEASUREMENTS.

PROVIDE EROSION CONTROL PADS AT THE OUTLET END OF ALL FARM DRAINS PER STANDARD CONSTRUCTION DRAWING DM-1.1, EXCEPT WHEN THEY OUTLET INTO A DRAINAGE STRUCTURE.

PAYMENT FOR THE EROSION CONTROL PADS AND ANY NECESSARY BENDS OR BRANCHES IS INCLUDED FOR PAYMENT IN THE PERTINENT CONDUIT ITEMS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

ITEM 611, 6" CONDUIT, TYPE B	100 FT.
ITEM 611, 6" CONDUIT, TYPE E	100 FT.
ITEM 611, 6" CONDUIT, TYPE F	100 FT.

MEDIAN CROSSOVER RESTORATION

WHEN THE NORTHERN CROSSOVER IS NO LONGER NEEDED FOR PHASE CONSTRUCTION, THE MEDIAN SHALL BE RESTORED TO A PERMANENT CONDITION. THE CONTRACTOR IS TO CONSTRUCT NEW MEDIAN BARRIER, TYPE B1 BETWEEN STA. 238+30 AND STA. 242+30. QUANTITIES FOR THE NEW BARRIER HAVE BEEN PROVIDED ON THE ROADWAY SUBSUMMARY SHEET 187.

IN ADDITION TO THE WORK TO CONSTRUCT NEW MEDIAN BARRIER, TWO LIGHT POLES AND ONE INLET ARE TO BE RE-ESTABLISHED AS DESCRIBED BELOW.

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED IN THE GENERAL SUMMARY FOR INSTALLATION OF LIGHT POLES AT STA. 238+97 AND STA. 240+81. THE REMOVAL OF EXISTING CIRCUITRY, CONDUIT, AND REQUIRED CONNECTIONS TO EXISTING LIGHTING SHALL BE INCIDENTAL TO THIS WORK.

ITEM 625 - LIGHT POLE, LOW MAST ALM50	2 EACH
ITEM 625 - LUMINAIRE, LOW MAST, SOLID STATE (LED), AS PER PLAN	2 EACH
ITEM 625 - MEDIAN LIGHT POLE FOUNDATION, 10' DEEP	2 EACH
ITEM 625 - GROUND ROD	2 EACH
ITEM 625 - CONNECTION, FUSED PULL APART	4 EACH
ITEM 625 - CONNECTION, UNFUSED PULL APART	2 EACH
ITEM 625 - NO. 10 AWG POLE AND BRACKET CABLE	200 FT
ITEM 625 - NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	520 FT
ITEM 625 - LIGHT POLE FOUNDATION REMOVED	2 EACH

THE FOLLOWING QUANTITY HAS BEEN PROVIDED IN THE GENERAL SUMMARY FOR RESTORING THE EXISTING BARRIER INLET AT STA. 239+47.65. THE CONTRACTOR IS TO REMOVE THE STEEL PLATING COVERING THE EXISTING INLET AND RECONSTRUCT THE INLET NO.3, TYPE B1, BARRIER INLET PER STD. I-3B1. THE REMOVAL AND DISPOSAL OF STEEL PLATING SHALL BE INCIDENTAL TO THIS WORK.

ITEM 611 - INLET RECONSTRUCTED TO GRADE, AS PER PLAN 1 EACH

POST CONSTRUCTION STORM WATER TREATMENT

THIS PLAN UTILIZES STRUCTURAL BEST MANAGEMENT PRACTICES (BMP'S) FOR POST CONSTRUCTION STORM WATER TREATMENT.

VEGETATED FILTER STRIP

THIS PLAN UTILIZES VEGETATED FILTER STRIP(S) FOR POST CONSTRUCTION STORM WATER TREATMENT. PLACE EITHER ITEM 660 SODDING OR ITEM 659 SEEDING AND MULCHING WITH A 4-INCH LIFT OF TOPSOIL AND ITEM 670, SLOPE EROSION PROTECTION TO ALL DISTURBED AREAS DESIGNATED AS VEGETATED FILTER STRIPS, THE EDGE OF SHOULDER, AND THE FORESLOPE AS SPECIFIED IN THE PLANS.

DIGITAL DATA FOR MATERIAL TICKETING UTILIZING E-TICKETING PORTAL

THIS WORK CONSISTS OF PROVIDING DIGITAL DATA FOR PILOTING DIGITAL INFORMATION TRANSFER FOR MATERIAL WEIGHT TICKET INFORMATION FOR THE FOLLOWING:

- AGGREGATE
- ASPHALT CONCRETE
- PORTLAND CONCRETE

PROVIDE MATERIAL TICKET INFORMATION IN A DIGITAL FORMAT DIRECTLY RECORDED FROM THE MATERIAL LOADING SOURCE AS DESCRIBED BELOW.

THIS NOTE IN NO WAY SUPERSEDES ANY OTHER COMMERCIAL REGULATIONS OR ANY OTHER LEGAL REQUIREMENTS REGULATING THE TRANSPORTATION OF COMMERCIAL MATERIALS. THIS DOES NOT PRECLUDE OR DISMISS ANY REQUIREMENT FOR PAPER TICKETS REQUIRED BY OTHER RULES AND REGULATIONS.

REQUIREMENTS: SEND DIGITAL TICKET INFORMATION TO THE DEPARTMENT'S DIGITAL TICKETING PORTAL AS THE INDIVIDUAL MATERIAL LOADS ARE GENERATED AND SHIPPED TO THE PROJECT. THE DIGITAL MATERIAL TICKET SHALL CONTAIN INFORMATION AS REQUIRED PER THE APPLICABLE MATERIAL SPECIFICATION FOR WEIGHT MEASUREMENT AND OTHER MATERIAL CHARACTERISTICS.

THE DEPARTMENT WILL REJECT ANY LOAD THAT DOES NOT HAVE A CORRESPONDING ETICKET UNLESS THE CAUSE IS BEYOND THE CONTRACTOR'S CONTROL. IN SUCH CIRCUMSTANCES, PAPER TICKETS MAY BE PERMITTED.

SETUP, CALIBRATION, AND DATA INTEGRATION: SUPPLIERS SHALL COOPERATE WITH THE DEPARTMENT AND THE DEPARTMENT'S ETICKETING VENDOR TO ESTABLISH DIGITAL INFORMATION TRANSFER FROM THE SUPPLIERS TICKETING SYSTEM TO THE DEPARTMENT'S ETICKETING PORTAL. NO EARLIER THAN 14 DAYS AFTER PROJECT EXECUTION BUT NOT LATER THAN 30 DAYS PRIOR TO INITIATING WORK, IDENTIFY IN WRITING THE MATERIAL SOURCE LOAD READ-OUT WEIGHING SYSTEM THE SUPPLIER UTILIZES.

THE MATERIAL SUPPLIER SHALL COOPERATE WITH ODOT'S ETICKETING PORTAL VENDOR IN THE CREATION OF AN APPLICATION PROGRAMMING INTERFACE (API) TO INTEGRATE MATERIAL SOURCE LOAD READ-OUT DATA WITH THE DEPARTMENT'S ETICKETING PORTAL. THE DEPARTMENT'S ETICKETING PORTAL VENDOR SHALL BE RESPONSIBLE FOR LEADING THE API CREATION. UPON API CREATION, UTILIZE THE API TO PROVIDE DIGITAL MATERIAL SOURCE LOAD READ-OUT DATA FROM THE MATERIAL SOURCE LOAD READ-OUT WEIGHING SYSTEM TO THE DEPARTMENT'S ETICKETING PORTAL.

CONDUCT A TEST OF EACH SUPPLIER'S INTEGRATION WITH THE DEPARTMENT'S ETICKETING PORTAL PRIOR TO SHIPPING MATERIAL TO THE PROJECT. COMPLETE TEST AT LEAST 14 DAYS PRIOR TO SHIPPING MATERIAL UNLESS OTHERWISE APPROVED BY THE ENGINEER. THE TEST MUST INVOLVE AT LEAST FOUR TEST ETICKETS FROM EACH SUPPLIER APPROVED FOR USED ON THE PROJECT FOR MATERIALS TO BE USED ON THE PROJECT. THE TEST ETICKETS MUST ACCURATELY REFLECT THE PROPER NOMENCLATURE AND ACCURACY DEFINED; ALL OTHER CATEGORIES SHALL BE MARKED "TEST". AFTER THE ENGINEER CONFIRMS THE TEST ETICKETS HAVE BEEN ENTERED INTO THE DEPARTMENT'S ETICKET PORTAL, VOID THE TEST ETICKETS WITH THE REASON "SETUP TESTING". IF ANY LOAD READ-OUT WEIGHING SYSTEM CHANGES ARE INTENDED BY THE SUPPLIER AFTER THE CREATION OF THE SUPPLIER SPECIFIC API, COORDINATE WITH THE ODOT TO ENSURE API COMPATIBILITY.

ENSURE CONTINUED INTERNET CONNECTIVITY DURING THE API USAGE TO MAINTAIN CONNECTION THE DEPARTMENT'S ETICKETING PORTAL DURING MATERIAL PRODUCTION AND DELIVERY TO THE PROJECT. ENSURE DELIVERY OF ETICKET PRIOR TO THE MATERIAL ARRIVING ON THE PROJECT, BUT NOT PRIOR TO THE LOADING OF MATERIAL AT THE SOURCE.

UPON SUCCESSFUL TESTING OF THE DATA INTEGRATION, PHYSICAL MATERIAL TICKETS FOR THE DEPARTMENT WILL NOT BE REQUIRED.

PAYMENT: FOR INITIAL SETUP OF THE API INTEGRATION, THE MATERIAL VENDORS SHALL ASSUME APPROXIMATELY 16 PERSON HOURS AND SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE MATERIAL. FOR EXTREME SITUATIONS INVOLVING EXCESSIVE ESTABLISHMENT OF THE API AND DIGITAL INFORMATION TRANSFER, NOTIFY THE ENGINEER PER CMS 104.02.

THE COST ASSOCIATED WITH CREATING AND MAINTAINING AN API AND PROVIDING DIGITAL TICKETING DATA IS INCIDENTAL TO THE COST OF THE ITEM UTILIZING THE MATERIAL BEING PLACED.

DESIGN AGENCY ARCADIS	
222 SOUTH MAIN STREET SUITE 200 ARLINGTON, VA 22201 PHONE: (703) 434-1950 WWW.ARCADIS.COM	
DESIGNER	MAL
REVIEWER	KDK
PROJECT ID	107375
SHEET	21
TOTAL	517

ITEM 614, MAINTAINING TRAFFIC

THIS ITEM SHALL CONSIST OF MAINTENANCE OF TRAFFIC ON EXISTING ROADWAYS AND RAMPS IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION, LATEST REVISION, THE SPECIFICATIONS AND THE FOLLOWING:

1. THE CONTRACTOR SHALL INFORM THE ODOT DISTRICT 7 PUBLIC INFORMATION OFFICE AT (937) 497-6820 A MINIMUM OF TWENTY ONE (21) DAYS PRIOR TO THE BEGINNING OF WORK.

2. A MINIMUM OF THREE LANES OF TRAFFIC IN EACH DIRECTION ON IR-75 SHALL BE MAINTAINED BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT OR ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC. A REDUCTION IN THE NUMBER OF LANES ON IR-75 IS PERMITTED AS LONG AS IT IS IN COMPLIANCE WITH THE NOTES AND LANE VALUE CONTRACT TABLE. THE CONTRACTOR SHALL NOTIFY THE ENGINEER NOT LESS THAN THE TIME DETAILED IN THE NOTIFICATION OF TRAFFIC RESTRICTION TIME TABLE SHOWN ON THIS SHEET.

3. ALL SIGNS, BARRICADES, SIGN SUPPORTS, CONES, DRUMS, FLAGGERS, AND INCIDENTALS SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. INTERFERENCE WITH VEHICULAR TRAFFIC SHALL BE KEPT TO A MINIMUM AT ALL TIMES.

4. PRIOR TO OPENING TO TRAFFIC, EACH LANE SHALL BE IN A SAFE, PASSABLE CONDITION. ALL TRANSVERSE JOINTS SHALL EXTEND ACROSS THE FULL LANE AND SHOULDER WIDTH AND EACH LANE SHALL BE FREE FROM UNEVEN LONGITUDINAL JOINTS. THE CONTRACTOR SHALL PROVIDE ASPHALT WEDGES FOR TRANSVERSE JOINTS WHEREVER THERE ARE PAVEMENT ELEVATION DIFFERENCES AS PER SCD MT-101.90.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ALL CONFLICTING PAVEMENT MARKINGS AND COVERING ALL CONFLICTING TRAFFIC CONTROL SIGNS DURING EACH CONSTRUCTION PHASE. AT THE CONCLUSION OF EACH PHASE, THE CONTRACTOR SHALL RESTORE ALL EXISTING PAVEMENT MARKINGS NEEDED TO MAINTAIN THE REQUIRED TRAFFIC CONTROL SHOWN ON THE PLAN SHEETS. PAYMENT FOR THIS ITEM OF WORK SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614, MAINTAINING TRAFFIC UNLESS OTHERWISE ITEMIZED IN THE PLAN.

6. 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.

7. 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 LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC AS SHOWN ON THE PLANS.

8. 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 SHOWN ON THE PLANS.

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

3	ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC (A) 40 CU. YD. ITEM 615, ROADS FOR MAINTAINING TRAFFIC LS
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10. 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 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. THE FOLLOWING PHONE NUMBER FOR ODOT DISTRICT 7 SHALL BE USED: (888) 200-9919.

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

CHRISTMAS	FOURTH OF JULY
NEW YEAR'S	LABOR DAY
MEMORIAL DAY	THANKSGIVING

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

DAY OF HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

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

12. ONE LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON IR-75 RAMPS EXCEPT DURING PERIODS APPROVED BY THE ENGINEER OR AS PERMITTED BY THE NOTES HERE IN. SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT TABLE IF THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

13. WINTER TIME LIMITATIONS: ALL EXISTING LANES, INCLUDING RAMPS, SHALL BE OPEN AND AVAILABLE TO TRAFFIC IN THE ORIGINAL OR PROPOSED FINAL ALIGNMENT BETWEEN OCTOBER 15TH AND APRIL 1ST. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED PER THE LANE VALUE CONTRACT TABLE.

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

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE 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 OF TRAFFIC RESTRICTION TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO OFFICE OF COMMUNICATIONS
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONST. & 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.

PLACEMENT OF ASPHALT CONCRETE

ALL LANES OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT FOR PERMITTED LANE CLOSURES FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES AS PER ITEM 614, MAINTAINING TRAFFIC ON THIS SHEET.

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 THREE 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.

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	220 M. GAL.
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ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN

THIS WORK SHALL CONSIST OF FURNISHING, MAINTAINING, AND SUBSEQUENTLY REMOVING A 50-INCH PORTABLE BARRIER AT THE LOCATIONS SHOWN ON THE PLANS. FOR DETAILS, SEE SCD RM-4.1.

PORTABLE STEEL BARRIER IS AN APPROVED ALTERNATIVE TO PORTABLE CONCRETE BARRIER. FOR INFORMATION ON APPROVED VENDORS, SEE THE APPROVED PRODUCTS LIST MAINTAINED BY THE OFFICE OF ROADWAY ENGINEERING.

PORTABLE BARRIER, 32 INCHES HIGH WITH AN 18-INCH MINIMUM HEIGHT GLARE SCREEN MAY BE USED AT THE OPTION OF THE CONTRACTOR. THE GLARE SCREEN SHALL BE CONSTRUCTED USING ONE OF THE SCREENS PROVIDED ON THE APPROVED LIST, AVAILABLE ON THE OFFICE OF ROADWAY ENGINEERING WEBSITE.

PADDLE OR INTERMITTENT TYPE GLARE SCREENS SHALL BE DESIGNED USING A 20 DEGREE CUT-OFF ANGLE BASED ON TANGENT ALIGNMENT. THAT SPACING SHALL BE USED THROUGHOUT THE BARRIER LENGTH WITHOUT REGARD TO BARRIER CURVATURE.

THE GLARE SCREEN SYSTEM SHALL BE SECURELY FASTENED TO THE 32-INCH PORTABLE BARRIER USING THE HARDWARE AND PROCEDURES SPECIFIED BY THE MANUFACTURER.

FOR DIRECTIONS ON HOW TO INSTALL THE GLARE SCREEN AND THE BARRIER, SEE THE MANUFACTURER'S INSTRUCTIONS.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN.

WORK ZONE MARKINGS AND SIGNS

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 TO ASSIST IN CONSTRUCTION OF THE PROJECT. DURING ALL CONSTRUCTION PHASES, WORK ZONE PAVEMENT MARKINGS SHALL BE WET REFLECTIVE PAINT PER SS 807. IN ACCORDANCE OF C&MS 614.11.B, THE CONTRACTOR SHALL NOT USE WET REFLECTIVE OPTICS SPECIFIED IN SS 807 FOR COLD WEATHER APPLICATIONS.

ITEM 614, WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	3.66 MILE
ITEM 614, WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT	9.56 MILE
ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	5,260 FT
ITEM 614, WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT	6,985 FT

ITEM 614, WORK ZONE PAVEMENT MARKING, MISC.: DOTTED LINE, CLASS I, 12", 807 PAINT

THE FOLLOWING SHALL BE USED AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF C&MS 614.11 TO ASSIST IN CONSTRUCTION OF THE PROJECT. DURING ALL CONSTRUCTION PHASES, WORK ZONE PAVEMENT MARKINGS SHALL BE WET REFLECTIVE PAINT PER SS 807. IN ACCORDANCE OF C&MS 614.11.B, THE CONTRACTOR SHALL NOT USE WET REFLECTIVE OPTICS SPECIFIED IN SS 807 FOR COLD WEATHER APPLICATIONS.

THE PAVEMENT MARKING SHALL BE 12" WIDE AND ARE WHITE DOTTED LINE SEGMENTS 3' IN LENGTH SEPERATED BY 9' GAPS.

PAYMENT FOR THIS WORK WILL BE MADE AT THE UNIT PRICE BID FOR ITEM 614, WORK ZONE PAVEMENT MARKING, MISC.: DOTTED LINES, CLASS I, 12", 807 PAINT PER FOOT AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK COMPLETE IN PLACE.

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TRAFFIC SIGNAL/FLASHER INSTALLATIONS WITHIN THE PROJECT UNDER THE FOLLOWING CONDITIONS:

1. EXISTING SIGNAL/FLASHER INSTALLATIONS WHICH THE PLANS REQUIRE THE CONTRACTOR TO ADJUST, MODIFY, ADD ONTO OR REMOVE, OR WHICH THE CONTRACTOR ACTUALLY ADJUSTS, MODIFIES OR OTHERWISE DISTURBS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ENTIRE INSTALLATION (AT AN INTERSECTION) FROM THE TIME HIS OPERATIONS FIRST DISTURB THE INSTALLATION UNTIL THE INSTALLATION HAS BEEN SUBSEQUENTLY REMOVED OR MODIFIED AND THE WORK IS ACCEPTED.
2. NEW OR REUSED SIGNAL/FLASHER INSTALLATIONS OR DEVICES, INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THESE FROM THE TIME OF INSTALLATION UNTIL THE WORK IS ACCEPTED.

THE CONTRACTOR SHALL CORRECT AS QUICKLY AS POSSIBLE ALL OUTAGES OR MALFUNCTIONS. HE SHALL PROVIDE THE MAINTAINING AGENCY AND THE ENGINEER SUCH ADDRESSES AND PHONE NUMBERS WHERE HIS MAINTENANCE FORCES CAN BE CONTACTED. THE CONTRACTOR SHALL PROVIDE ONE OR MORE PERSONS TO RECEIVE ALL CALLS AND DISPATCH THE NECESSARY MAINTENANCE FORCES TO CORRECT OUTAGES. SUCH A PERSON OR PERSONS MAY BE USED TO PERFORM OTHER DUTIES AS LONG AS PROMPT ATTENTION IS GIVEN TO THESE CALLS AND A PERSON IS READILY AVAILABLE CONTINUOUSLY 24 HOURS A DAY, 7 DAYS A WEEK. ALL LAMP OUTAGES, CABLE OUTAGES, ELECTRICAL FAILURES, EQUIPMENT MALFUNCTIONS AND MISALIGNED SIGNAL HEADS SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK TO SERVICE WITHIN FOUR HOURS AFTER THE CONTRACTOR HAS BEEN NOTIFIED OF THE OUTAGE.

IN THE EVENT NEW SIGNALS ARE DAMAGED PRIOR TO ACCEPTANCE, ALL DAMAGED EQUIPMENT EXCEPT POLES AND CONTROL EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK IN SERVICE WITHIN 8 HOURS AFTER THE CONTRACTOR'S NOTIFICATION OF THE OUTAGE. THE CONTRACTOR SHALL ARRANGE FOR FULL TRAFFIC CONTROL UNTIL THE SIGNAL IS BACK IN OPERATION.

IF POLES AND/OR CONTROL EQUIPMENT ARE DAMAGED AND MUST BE REPLACED, THE CONTRACTOR SHALL MAKE TEMPORARY REPAIRS AS NECESSARY TO BRING THE SIGNAL BACK INTO FULL OPERATION WITHIN THE ALLOWED 8-HOUR PERIOD, AND SHALL MAKE PERMANENT REPAIRS OR REPLACEMENT AS SOON THEREAFTER AS POSSIBLE.

NONE OF THE ABOVE SHALL BE CONSTRUED AS COLLECTIVE OR CONSECUTIVE OUTAGE TIME PERIODS AT ANY ONE LOCATION. THAT IS, WHERE MORE THAN ONE OUTAGE OCCURS AT ANY ONE LOCATION THEN THE ALLOTTED TIME LIMIT SHALL BE FOR THE WORST SINGLE OUTAGE.

WHERE OUTAGES ARE THE DIRECT RESULT OF A VEHICLE ACCIDENT THE RESPONSE OF THE CONTRACTOR SHALL BE AS OUTLINED ABOVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTION OF ANY COMPENSATION FOR THIS WORK FROM THOSE PARTIES RESPONSIBLE FOR THE DAMAGE.

WHERE THE CONTRACTOR HAS FAILED TO, OR CANNOT RESPOND TO, AN OUTAGE OR SIGNAL EQUIPMENT MALFUNCTION, AT THESE LOCATIONS WITHIN HIS RESPONSIBILITY, WITHIN PERIODS AS SPECIFIED ABOVE, THE ENGINEER MAY INVOKE THE PROVISIONS OF SECTION 105.15 AND ANY SUBSEQUENT BILLINGS TO THE STATE OR THE APPLICABLE CITY FOR POLICE SERVICES AND MAINTENANCE SERVICES BY CITY FORCES SHALL BE DEDUCTED FROM MONIES DUE OR TO BECOME DUE THE CONTRACTOR IN ACCORDANCE WITH PROVISIONS OF SECTION 105.15.

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION (CONT)

THE CONTRACTOR SHALL PROVIDE THE MAINTENANCE SERVICE ENTIRELY WITH HIS FORCES OR HE MAY CHOOSE TO ENTER INTO A COOPERATIVE UNDERSTANDING WITH THE LOCAL MAINTAINING AGENCY TO PROVIDE THE MAINTENANCE. THE CONTRACTOR SHALL INFORM THE ENGINEER, IN WRITING, OF THE MAINTENANCE METHOD SELECTED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY TRAFFIC SIGNAL COMPONENTS REQUIRED TO BE HANDLED DURING THE RELOCATION OF POLES AND REVISIONS TO THE SIGNAL SYSTEM. WHEN A TRAFFIC SIGNAL MUST BE TAKEN OUT OF SERVICE BY THE CONTRACTOR, DUE TO CONSTRUCTION PROCEDURES, THIS OUTAGE SHALL NOT EXCEED 4 HOURS AND SHALL NOT INCLUDE THE HOURS OF 7 TO 9AM AND 4 TO 6PM. ANY SIGNALIZED INTERSECTION, WHERE THE SIGNAL IS OUT OF SERVICE DUE TO CONSTRUCTION PROCEDURES, OR DUE TO AN OUTAGE OR MALFUNCTION OF EQUIPMENT AS DESCRIBED ABOVE, SHALL BE PROTECTED, BY THE CONTRACTOR, BY THE INSTALLATION OF TEMPORARY "STOP" SIGNS, EXCEPT FOR THE FOLLOWING INTERSECTIONS WHICH SHALL BE PROTECTED BY OFF-DUTY POLICE, HIRED BY THE CONTRACTOR:

1. DRYDEN ROAD AND IR-75 EXIT RAMP
2. DRYDEN ROAD AND IR -75 ENTRANCE RAMP

ANY VEHICULAR TRAFFIC SIGNAL HEAD, EITHER NEW OR EXISTING WHICH WILL BE OUT OF OPERATION SHALL BE COVERED IN THE MANNER DESCRIBED IN 632.25.

THE CONTRACTOR SHALL MAINTAIN COMPLETE RECORDS OF MALFUNCTIONS INCLUDING:

1. TIME OF NOTIFICATION OF MALFUNCTION;
2. TIME OF WORK CREWS ARRIVAL TO CORRECT THE MALFUNCTION;
3. ACTIONS TAKEN TO CORRECT THE MALFUNCTION, INCLUDING A LIST OF PARTS REPAIRED OR REPLACED;
4. A DIAGNOSIS OF REASON FOR THE MALFUNCTION AND PROBABILITY OF REOCCURRENCE;
5. TIME OF COMPLETION OF THE REPAIR AND SYSTEM RESTORED TO FULL SERVICE.

A COPY OF THESE RECORDS SHALL BE PROVIDED TO THE ENGINEER WITHIN THREE (3) WORKING DAYS FOLLOWING COMPLETION OF EACH REPAIR.

ALL COSTS RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614, WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN

WORK ZONE RAISED PAVEMENT MARKERS, AS PER PLAN, AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614 OR C&MS 621 AS SPECIFIED HEREIN.

RAISED PAVEMENT MARKERS IN USE DURING THE SNOW-PLOWING SEASON SHALL CONFORM TO 621.

RAISED PAVEMENT MARKERS IN USE DURING THE NON-SNOW-PLOW SEASON SHALL CONFORM TO EITHER 614 OR TO 621.

THE SNOW-PLOWING SEASON SHALL RUN FROM OCTOBER 15TH THROUGH APRIL 1ST.

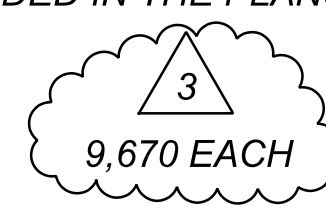
IF PROJECT DELAYS, NOT THE FAULT OF ODOT, CAUSE THE WORK TO EXTEND INTO THE SNOW-PLOWING SEASON, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING WORK ZONE RAISED PAVEMENT MARKERS (WZRPMS) CONFORMING TO C&MS 614, WITH RAISED PAVEMENT MARKERS CONFORMING TO 621, AS DETERMINED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

THIS ITEM SHALL INCLUDE PURCHASE, INSTALLATION AND REMOVAL OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN, INCLUDING FILLING OF ANY DEPRESSIONS CREATED IN THE PAVEMENT AS PER C&MS 621.08.

RESURFACING OF THE TRANSITION AREAS SHALL BE PERFORMED AT THE TIME THAT THE SURFACE COURSE IS BEING APPLIED TO THE ENTIRE PROJECT. PRIOR TO APPLICATION OF THE SURFACE COURSE ON THE PROJECT, THE EXISTING PAVEMENT WITHIN THE TRANSITION AREA SHALL BE REMOVED TO A DEPTH NECESSARY TO REACH THE LEVEL OF THE INTERMEDIATE COURSE OF THE PAVEMENT, AS DETERMINED BY THE ENGINEER.

THE FOLLOWING BID ITEM SHOULD BE INCLUDED IN THE PLANS:

ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN



PAYMENT FOR RESURFACING WITHIN THE TRANSITION AREA SHALL BE PAID FOR UNDER THE APPROPRIATE BID ITEMS FOR THE WORK REQUIRED, AS PROVIDED FOR IN THE PLANS.

DELINEATION OF TEMPORARY AND PERMANENT GUARDRAIL

BARRIER REFLECTORS SHALL BE INSTALLED ON ALL TEMPORARY GUARDRAIL USED FOR TRAFFIC CONTROL; AND, ON ALL PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. BARRIER REFLECTORS SHALL CONFORM TO C&MS 626 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET.

OBJECT MARKERS SHALL BE INSTALLED ON ALL TEMPORARY AND PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. GUARDRAIL-MOUNTING OF OBJECT MARKERS SHALL BE MADE BY INSTALLING THE OBJECT MARKERS ON THE EXTENSION BLOCKS RATHER THAN DIRECTLY ONTO THE GUARDRAIL ITSELF. OBJECT MARKERS SHALL CONFORM TO C&MS 614.03 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET WITH A 25 FOOT OFFSET FROM THE BARRIER REFLECTORS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 5 (BI-DIRECTIONAL)	708 EACH
ITEM 614, OBJECT MARKER, TWO-WAY	708 EACH

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE ABOVE ITEM(S).

DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

INCREASED BARRIER DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL PB AND PERMANENT CONCRETE BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE UNDER EITHER OF THE FOLLOWING CONDITIONS: ALONG TAPERS AND TRANSITION AREAS; OR ALONG CURVES (OUTSIDE ONLY) WITH DEGREE OF CURVATURE GREATER THAN OR EQUAL TO 3 DEGREES.

THE INCREASED BARRIER DELINEATION SHALL CONSIST OF THE TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.

DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED." PANELS SHALL BE INSTALLED AND SPACED PER TRAFFIC SCD MT-101.70.

TRIPLE-STACKED BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTOR WOULD BE OTHERWISE ATTACHED. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TRIPLE-STACKED BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THEY SHALL BE SPACED AND ALIGNED PER TRAFFIC SCD MT-101.70.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 1 (BI-DIRECTIONAL)	3,395 EACH
ITEM 614, OBJECT MARKER, TWO-WAY	3,395 EACH
ITEM 614, INCREASED BARRIER DELINEATION	34,000 FEET

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

ALONG RUNS OF INCREASED BARRIER DELINEATION WHERE THIS ITEM IS PROVIDED, THE QUANTITY SHALL BE MEASURED AS THE ENTIRE LENGTH OF THE RUN OF INCREASED BARRIER DELINEATION, INCLUDING THE SPACES BETWEEN THE INDIVIDUAL DELINEATION PANELS OR STACKS OF BARRIER REFLECTORS.

CONSTRUCTION ACCESS POINTS

WITHIN THE PROJECT WORK AREA, THE CONTRACTOR SHALL RECOMMEND WHERE THE ACCESS POINTS ARE LOCATED THROUGHOUT THE PROJECT BASED ON SCD MT-103.10. ACCESS POINTS DESIGNATED BY THE CONTRACTOR SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO SET UP AND TEAR DOWN THE APPROVED ACCESS LOCATION POINTS SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

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.

WORKSITE TRAFFIC SUPERVISOR (CONT)

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.
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.

WORKSITE TRAFFIC SUPERVISOR (CONT)

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.

LONGITUDINAL AND TRANSVERSE BUTT JOINTS

LONGITUDINAL BUTT JOINTS ARE REQUIRED ALONG AREAS WHERE TRAFFIC WILL CROSS FROM SURFACES (APPROACH SLABS AND/OR PAVEMENT) OF DIFFERENT ELEVATIONS AS DETAILED IN SCD MT-101.90. TRANSVERSE BUTT JOINTS AT BRIDGES AND AT THE RESURFACING LIMITS SHALL NOT BE LEFT OPEN TO TRAFFIC. BEFORE OPENING TO TRAFFIC, A TEMPORARY ASPHALT CONCRETE WEDGE OF SUFFICIENT LENGTH SHALL BE CONSTRUCTED AT THE LONGITUDINAL OR TRANSVERSE BUTT JOINT. ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL MEET THE REQUIREMENTS OF ITEM 441, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) AND SHALL BE USED FOR THE WEDGE CONSTRUCTION. IT SHALL BE PLACED WHILE TRAFFIC IS PROHIBITED (DURING PLCM TIMES OR DURING EACH PHASE). BEFORE THE NEW PAVEMENT IS PLACED, THE WEDGE SHALL BE REMOVED PRIOR TO PLACING THE SURFACE COURSE. ALL WEDGES SHALL HAVE A TAPER RATE PER MT-101.90.

3 THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE BY THE ENGINEER FOR LONGITUDINAL AND TRANSVERSE BUTT JOINTS, AND OTHER AREAS OF UNEVEN PAVEMENT.
ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC (B) 400 CU .YD.

FOR TRANSVERSE BUTT JOINTS, "BUMP" (W8-11) AND "ADVISORY SPEED" (W13-1) SIGNS AND SUPPORTS SHALL BE ERECTED AND MAINTAINED AT THE BUTT JOINT UNTIL THE SURFACE COURSE IS COMPLETED. THE COSTS OF PROVIDING, ERECTING, MAINTAINING AND SUBSEQUENTLY REMOVING THESE SIGNS AND SUPPORTS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

MINIMIZING SPREAD DURING CONSTRUCTION

THE CONTRACTOR SHALL INSTALL ADDITIONAL INLETS TO MINIMIZE THE SPREAD DURING CONSTRUCTION. THE FOLLOWING LOCATIONS ARE LOCATIONS FOR ADDITIONAL INLETS IN THE MEDIAN BARRIER: STA. 470+50, STA. 474+50, STA. 516+85, AND STA. 520+25

THE INLETS SHALL BE CONSTRUCTED PRIOR TO THE START OF PHASE 1. THE CONTRACTOR SHALL PLACE TWO SECTIONS OF PORTABLE BARRIER AS PER MT-101.80 AT THESE LOCATIONS UNTIL THE BARRIER IS CONSTRUCTED. QUANTITIES FOR THIS WORK ARE SHOWN ELSEWHERE IN THE PLANS.

TEMPORARY DRAINAGE ITEMS

THE FOLLOWING TEMPORARY DRAINAGE ITEMS FOR THE SOUTHERN CROSSOVER HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 611 - 18" CONDUIT, TYPE A,	706.02	162 FT.
ITEM 611 - 12" CONDUIT, TYPE A		324 FT.

THE FOLLOWING TEMPORARY DRAINAGE HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 611 - 15" CONDUIT, TYPE B		100 FT.
ITEM 611 - 15" CONDUIT, TYPE C		100 FT.

MAINTAINING DRAINAGE DURING CONSTRUCTION

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

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

DURING PHASE CONSTRUCTION SOME LATERALS ARE REQUIRED TO BE BORED OR JACKED FROM BORING PIT TO BORING PIT OR BORING PIT UNTIL THE CONDUIT DAYLIGHTS FROM AN EXISTING SLOPE. THESE OPERATIONS MAY REQUIRE THE NEED FOR ADDITIONAL LENGTH OF CONDUIT TO BE BORED OR JACKED FROM THE PLAN QUANTITIES. THE ADDITIONAL LENGTH SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

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

EXISTING GUIDE SIGNS (OVERHEAD AND GROUND MOUNTED)

THE CONTRACTOR SHALL MAINTAIN EXISTING GUIDE SIGNS THROUGHOUT EACH PHASE OF CONSTRUCTION AS APPLICABLE. EXISTING OVERHEAD GUIDE SIGNS MAY BE REMOVED AND RE-ERECTED ON GROUND MOUNTS/POSTS. EXISTING GROUND MOUNTED GUIDE SIGNS MAY ALSO BE MOVED AND RE-ERECTED AS NECESSARY AND AS APPROVED BY THE ENGINEER.

TEMPORARY SIGN OVERLAYS NOT OTHERWISE DETAILED IN THE PLANS SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

WHERE AN EXISTING GUIDE SIGN CANNOT BE USED OR RE-USED, THEN AN APPROPRIATE TEMPORARY REPLACEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

UNLESS SEPARATELY ITEMIZED IN THE PLANS, ALL LABOR, EQUIPMENT, MATERIALS REQUIRED TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614, SPECIAL - WORK ZONE GUARDRAIL

WORK ZONE GUARDRAIL SHALL BE TYPE 5 OR MGS TO MATCH EXISTING AND BE AS PER ITEM 606. PAYMENT FOR THE GUARDRAIL SHALL BE MADE AT THE CONTRACT PRICE PER FOOT FOR ITEM 614, SPECIAL, WORK ZONE GUARDRAIL, AND SHALL INCLUDE THE COST OF ALL ANCHOR ASSEMBLIES AND BRIDGE TERMINAL ASSEMBLIES WITH THEIR LOCATION AS REQUIRED BY THE ODOT LOCATION AND DESIGN MANUAL. PAYMENT FOR THIS ITEM SHALL ALSO INCLUDE THE COST OF REMOVING THE WORK ZONE GUARDRAIL.

TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT

OHIO TIM IS OHIO'S TRAFFIC INCIDENT MANAGEMENT PROGRAM WHICH IS COMMITTED TO MAINTAINING THE SAFE AND EFFECTIVE FLOW OF TRAFFIC DURING EMERGENCIES AS TO PREVENT FURTHER DAMAGE, INJURY OR UNDUE DELAY OF THE MOTORING PUBLIC. IN ADDITION TO COMPLYING WITH THE PROVISION OF OMUTCD CHAPTER 6I, CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT MANAGEMENT AREAS, THE CONTRACTOR SHALL ACTIVELY PARTICIPATE IN TIM PLANNING AND IMPLEMENTATION AS OUTLINED BELOW.

1. SUPERINTENDENT SHALL IDENTIFY THE INDIVIDUAL PERSONS ON THE PROJECT WHO WILL, OR MAY NEED TO, PERFORM THE DUTIES HEREIN. AT A MINIMUM, INCLUDE THE SUPERINTENDENT, FOREMEN AND SUPERVISORS (OR EQUIVALENT) AS WELL AS THE WORKSITE TRAFFIC SUPERVISOR (WTS; IF APPLICABLE TO THE PROJECT). THESE INDIVIDUALLY IDENTIFIED PERSONS SHALL COLLECTIVELY BE KNOWN AS CONTRACTOR TRAFFIC INCIDENT MANAGEMENT (TIM) CONTACTS. NOTIFY THE PROJECT ENGINEER OF THE CONTRACTOR TIM CONTACTS (ALONG WITH CONTACT INFORMATION FOR EACH) AT OR BEFORE THE PRECONSTRUCTION MEETING.
2. SUPERINTENDENT SHALL NOTIFY THE ENGINEER IMMEDIATELY IF ANY CONTRACTOR TIM CONTACT IS ADDED, REMOVED OR THE CONTACT INFORMATION CHANGES OVER THE COURSE OF THE PROJECT.
3. PRIOR THE FIRST DAY OF WORK IN THE FIELD, EACH CONTRACTOR TIM CONTACT ON THE PROJECT SHALL HAVE ATTENDED AND SUCCESSFULLY COMPLETED OHIO TIM TRAINING PROVIDED BY THE DEPARTMENT OR DESIGNEE. TRAINING INFORMATION CAN BE FOUND AT WWW.OHIOTIM.COM.
4. SUPERINTENDENT, AT A MINIMUM, SHALL ATTEND AND ACTIVELY PARTICIPATE IN A DEPARTMENT SCHEDULED TIM MEETING BEFORE CONSTRUCTION WORK BEGINS AND BEFORE EACH PHASE CHANGE. THESE MEETINGS WILL RESULT IN A DEPARTMENT ISSUED PROJECT SPECIFIC TRAFFIC INCIDENT MANAGEMENT PLAN (TIMP). AT THE TIM MEETINGS THE ATTENDING CONTRACTOR TIM CONTACTS SHALL:
 - A. COLLABORATE WITH ODOT AND SAFETY FORCES;
 - B. SHARE PROJECT SPECIFIC DETAILS THAT IMPACT TIM RESPONDERS; AND
 - C. RECOMMEND WAYS TO INCORPORATE NECESSARY EMERGENCY ACCESS AND OTHER TIM ELEMENTS FOR TIM RESPONDERS GIVEN PROJECT SPECIFIC WORK BEING COMPLETED AND PROJECT SPECIFIC PHASING.
5. CONTRACTOR TIM CONTACTS SHALL IMPLEMENT COMPONENTS OF THE RESULTING TIMP (SUCH AS APPROVED EMERGENCY INGRESS/EGRESS POINTS, ETC), AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.

TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT

6. CONTRACTOR TIM CONTACTS SHALL PERFORM, AT A MINIMUM, THE FOLLOWING FUNCTIONS WHEN AN INCIDENT/CRASH OCCURS:

- A. IF OBSERVED OR PRESENT WHEN OCCURS, CALL 911 AND THEN NOTIFY THE TRAFFIC MANAGEMENT CENTER (TMC) TO PROVIDE THE FOLLOWING:
 - I. LOCATION, INCLUDING MILEPOST NUMBER AND DIRECTION OF TRAVEL
 - II. NUMBER AND TYPE OF VEHICLES INVOLVED, IF KNOWN
 - III. ESTIMATED EXTENT OF DAMAGE OR INJURY, IF KNOWN
 - IV. ESTIMATED NUMBER OF PATIENTS INVOLVED, IF KNOWN
 - V. ANY POTENTIAL HAZARDOUS CONDITIONS, IF KNOWN
 - VI. THE PLACARD NUMBER ON ANY HAZARDOUS MATERIALS PLACARD FROM A SAFE DISTANCE, IF APPLICABLE AND VISIBLE
- B. FOLLOWING AN INCIDENT/CRASH:
 - I. INITIATE TRAFFIC MANAGEMENT/PROVIDE TEMPORARY TRAFFIC CONTROL AS INDICATED IN THE TIMP, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
 - II. RECOMMEND ROADWAY REPAIR NEEDS.
 - III. PROVIDE REPAIR RESOURCES AND INITIATE REPAIRS, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
 - IV. ATTEND AND PARTICIPATE IN AN AFTER ACTION REVIEW (AAR).

ALL COSTS, UNLESS OTHERWISE SPECIFIED, RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614, MAINTAINING TRAFFIC. FAILURE TO PERFORM THE REQUIREMENTS OF THIS PLAN NOTE WILL RESULT IN A DAILY FINE OF 2% OF ITEM 614, MAINTAINING TRAFFIC AND MAY RESULT IN ONE OR MORE CONTRACTOR TIM CONTACTS BEING REMOVED FROM THE LIST OF OHIO TIM TRAINED INDIVIDUALS (AT THE SOLE DISCRETION OF THE OHIO TIM EXECUTIVE COMMITTEE). IN THE EVENT AN INDIVIDUAL IS REMOVED FROM THE OHIO TIM TRAINED LIST, THE INDIVIDUAL WILL BE REMOVED FROM CONTRACTOR TIM CONTACT RESPONSIBILITIES ON ALL PROJECTS.

TEMPORARY BARRIER PROTECTION

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED FOR USE BY THE ENGINEERING FOR PROVIDING TEMPORARY PROTECTION DURING CONSTRUCTION OF PRE-PHASE 1 DRAINAGE ITEMS DESCRIBED IN THE PLANS, IN ADDITION TO OTHER AREAS DEEMED NECESSARY BY THE ENGINEER WHERE CONSTRUCTION EFFORTS MAY REQUIRE THE REMOVAL OF EXISTING BARRIER PROTECTION.

THE FOLLOWING QUANTITY HAS BEEN CARRIED FORWARD TO THE GENERAL SUMMARY FOR USE BY THE ENGINEER:

ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN 2500 LF

LUMP SUM MINUS INCENTIVE

THE CONTRACTOR WILL BE PAID A LUMP SUM INCENTIVE FOR COMPLETING THE CRITICAL WORK BEFORE THE LUMP SUM MINUS INCENTIVE DATE. THE LUMP SUM INCENTIVE WILL BE DECREASED BY THE DAILY DEDUCTION AMOUNT FOR EACH DAY THE CONTRACTOR DOES NOT HAVE THE CRITICAL WORK ITEMS COMPLETED UNTIL THE LUMP SUM INCENTIVE REACHES ZERO. THE CONTRACTOR WILL NOT BE ACCESSED DISINCENTIVES FOR NOT MEETING THE LUMP SUM MINUS INCENTIVE DATE.

CRITICAL WORK IS DEFINED AS HAVING ALL LANES OF TRAFFIC IN THE FINAL CONFIGURATION AND OPEN TO UNRESTRICTED TRAFFIC. UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAVEL LANES BEING AVAILABLE FOR USE AT THEIR FINAL DESIGN WIDTH AND LOCATION, FINAL SURFACE COURSE, WITH ALL FINAL MARKINGS, RPM'S, SIGNAGE, AND SAFETY FEATURES INSTALLED, THE CONTRACTOR MAY PERFORM LANE CLOSURES DURING OFF-PEAK HOURS AFTER THE LUMP SUM MINUS INCENTIVE DATE FOR MINOR WORK.

EXTENSIONS OF TIME FOR THE WORK ITEMS ON THE LONGEST PATH OF ACTIVITIES DRIVING THE LUMP SUM MINUS INCENTIVE DATE WILL BE CALCULATED IN ACCORDANCE WITH C&MS 108.06 EXCEPT ONLY EXCUSABLE DELAYS WHICH OCCUR DURING 2024 WILL BE RECOGNIZED AS IMPACTING THE LUMP SUM MINUS INCENTIVE DATE. THE CONTRACTOR IS TO ANTICIPATE WEATHER AND SEASONAL CONDITIONS.

LUMP SUM MINUS INCENTIVE CONTRACT TABLE			
DESCRIPTION OF CRITICAL WORK	LUMP SUM MINUS INCENTIVE DATE	LUMP SUM INCENTIVE	DAILY DEDUCTION PER DAY
AS DEFINED IN THE LUMP SUM MINUS INCENTIVE NOTE	10/1/24	\$300,000	\$10,000

LANE VALUE CONTRACT (PN 127)

THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVES AS DESIGNATED IN THE LANE VALUE CONTRACT TABLES/TIME LIMITATION NOTES FOR EACH UNIT OF TIME THE DESCRIBED CRITICAL LANE/RAMP IS RESTRICTED FROM FULL USE BY THE TRAVELING PUBLIC WITHIN THE RESTRICTED TIME PERIOD. THE LANE VALUE CONTRACT AMOUNT IS LOCATED IN THE TIME LIMITATION AND GENERAL MOT NOTES. THE DISINCENTIVES WILL BE ASSESSED FOR ALL RESTRICTIONS OF THE CRITICAL WORK.

CRITICAL WORK IS SHOWN IN THE LANE VALUE CONTRACT TABLE.

CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED SECTIONS OPEN TO UNRESTRICTED TRAFFIC AS SHOWN IN THE TABLE, OR THE ENTIRE PROJECT IF NOT OTHERWISE LISTED.

UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAFFIC LANES BEING AVAILABLE FOR USE WITH SPECIFIED STRIPING AND SAFETY FEATURES IN PLACE.

LANE VALUE CONTRACT TABLE:

CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT
IR-75 MAINLINE LANES	OCT. 15TH - APRIL 1ST	DAY	\$5000 (PER DAY)
	DESIGNATED HOLIDAYS (SEE SHEET 22)	MINUTE	\$200 (PER LANE/PER MIN)
	APRIL 2ND - OCTOBER 14TH, 7AM - 7PM		
RAMPS	OCT. 15TH - APRIL 1ST		
NB EXIT RAMP TO DRYDEN ROAD SB EXIT RAMP TO DRYDEN ROAD SB ENTRANCE RAMP FROM DRYDEN ROAD	CLOSURE BEYOND THE ALLOTTED 60TH DAY	DAY	\$1500 (PER DAY)
RAMPS (CLOSURES DURING MAINLINE WORK - LIMITED NIGHT CLOSURE WITH APPROVAL FROM THE ENGINEER)	APRIL 2ND - OCTOBER 14TH, 7AM - 7PM	MINUTE	\$25 (PER MIN)

ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM

THIS WORK SHALL CONSIST OF FURNISHING, ERECTING, OPERATING, MAINTAINING, AND REMOVING A WORK ZONE LIGHTING SYSTEM FOR A SINGLE CROSSOVER, OR OVERLAPPING A PAIR OF CROSSOVERS. THE SYSTEM SHALL BE AS SHOWN ON TRAFFIC SCD MT-100.00. THE CONTRACTOR SHALL ARRANGE FOR AND PAY FOR POWER. ALL MATERIALS AND CONSTRUCTION SHALL COMPLY WITH APPLICABLE PORTIONS OF 625 AND 725 EXCEPT: THE PERFORMANCE TEST OF 625.19F, AND CERTIFIED DRAWING REQUIREMENT OF 625.06, ARE WAIVED AND USED MATERIALS IN GOOD CONDITION ARE ACCEPTABLE.

POLES WHICH ARE NOT PROTECTED BY GUARDRAIL OR PORTABLE BARRIER SHALL BE LOCATED OUTSIDE THE CLEAR ZONE, AND SHOULD BE LOCATED AT LEAST 30 FEET (PREFERABLY 40 FEET) FROM THE EDGE OF PAVEMENT WHEN POSSIBLE. ADDITIONAL POLE LINES, CABLES AND APPURTENANCES NECESSARY TO FURNISH POWER TO THE LIGHTING SYSTEM SHALL BE INCLUDED IN THIS ITEM. SERVICE POLES SHALL BE POSITIONED WITH THE SAME CONSTRAINTS AS THE LIGHTING POLES AS A MINIMUM.

PAYMENT WILL BE MADE AT THE UNIT PRICE PER EACH FOR ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM THROUGHOUT ALL PHASES OF WORK WHEN THE CROSSOVER ROADWAYS ARE USED.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR CROSS OVER LIGHTING:

ITEM 614, WORK ZONE CROSS OVER LIGHTING SYTEM 4 EACH

ITEM 618, RUMBLE STRIPS (ASPHALT CONCRETE), AS PER PLAN

THIS ITEM IS FOR REMOVAL OF EXISTING RUMBLE STRIPS FOR MAINTENANCE OF TRAFFIC PURPOSES ONLY.

THE CONTRACTOR SHALL MILL 2 INCHES BY 2 FEET WIDE OF THE EXISTING ASPHALT SHOULDER IN ORDER TO REMOVE THE EXISTING RUMBLE STRIPS ALONG IR 75 IN THE AREA WHERE TRAFFIC IS SHIFTED. THE CONTRACTOR SHALL THEN COAT ALL MILLED SURFACES HORIZONTAL AND VERTICAL WITH APPROVED AC LIQUID. NEXT THE CONTRACTOR SHALL PLACE 2 INCHES OF ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-28. THE COST OF THE REMOVAL OF THE EXISTING PAVEMENT, AND PLACEMENT OF THE SURFACE COURSE SHALL BE INCLUDED IN UNIT PRICE PER FOOT OF ITEM 618 - RUMBLE STRIPS (ASPHALT CONCRETE), AS PER PLAN.

AN ESTIMATED QUANTITY OF 89,680 FEET HAS BEEN CARRIED TO THE GENERAL SUMMARY.

PERMITTED NIGHTLY LANE CLOSURES

DURING PHASED CONSTRUCTION AND FINAL SURFACE COURSE, RPM'S AND PAVEMENT MARKINGS, NIGHTLY SINGLE LANE CLOSURES WILL BE PERMITTED BETWEEN 7PM AND 7AM WITH A DISINCENTIVE PER THE LANE VALUE CONTRACT TABLE ON THIS SHEET. NIGHTLY RAMP CLOSURES DUE TO MAINLINE WORK MAY BE PERMITTED BETWEEN 7PM AND 7AM BUT SHALL BE MINIMIZED WHENEVER POSSIBLE AND AT THE APPROVAL OF THE ENGINEER.

WINTER TIME LIMITATIONS

CONDUCT ALL WORK SUBJECT TO THE FOLLOWING LIMITATIONS:

1. THE OVER WINTER WORK ZONE CONFIGURATION DESCRIBED BELOW SHALL BE IMPLEMENTED BY OCTOBER 15 OF EACH YEAR. OCTOBER 15 OF EACH YEAR SHALL BE CONSIDERED AN INTERIM COMPLETION DATE IN WHICH THE RESURFACING AND CROSSOVER CONSTRUCTION SHALL BE COMPLETE. ALL EXISTING LANES, INCLUDING RAMPS, SHALL BE OPEN AND AVAILABLE TO TRAFFIC IN THE ORIGINAL OR PROPOSED FINAL ALIGNMENT BETWEEN OCTOBER 15TH AND APRIL 1ST. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED PER THE LANE VALUE CONTRACT TABLE.
2. THE NORTHERN CROSSEOVERS SHALL BE CLOSED WITH PORTABLE BARRIER USING SCD MT-101.80. PORTABLE BARRIER USED TO CLOSE THE CROSSEOVERS SHALL BE CONCRETE AND INCLUDE ALL COST TO CONNECT TO THE EXISTING CONCRETE BARRIER. ALL REMAINING PB SHALL BE STORED AT A LOCATION APPROVED BY THE ENGINEER. SOUTHERN CROSSEOVERS SHALL BE CLOSED WITH DRUMS SPACED AT 10 FOOT CENTERS AND TYPE III BARRICADES.
3. FROM OCTOBER 15 TO APRIL 1, COORDINATE ANY PROPOSED WORK REQUIRING LANE CLOSURES WITH ODOT. NO SHORT TERM LANE CLOSURES ARE PERMITTED DURING PERIODS WHEN ODOT IS CONDUCTING SNOW AND ICE OPERATIONS (INCLUDING PRE-TREATMENT) OR WHEN TEMPERATURES ARE BELOW 40 DEGREES AND SNOW IS IN THE FORECAST.
4. THE CONTRACTOR SHALL PLACE WORK ZONE MARKINGS TO REMAIN IN PLACE OVER WINTER BY OCTOBER 15, IN ACCORDANCE WITH THE TRAFFIC CONTROL SHEETS, MAINTAINING THREE LANES IN EACH DIRECTION AS DETAILED IN THE FINAL CONFIGURATION.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR WORK ZONE WINTER TRAFFIC CONDITIONS:

ITEM 622 PORTABLE BARRIER, 50", AS PER PLAN	2,000 FT
ITEM 648 LANE LINE, 6"	22.55 MI
ITEM 648 EDGE LINE, 6"	24.63 MI
ITEM 648 CHANNELIZING LINE, 12"	8,985 FT
ITEM 648 DOTTED LINE, 6"	9,825 FT
ITEM 648 DOTTED LINE, 12"	1,760 FT
ITEM 614 WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	36.95 MI
ITEM 614 WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	33.85 MI
ITEM 614 WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	13,480 FT
ITEM 614 WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	14,740 FT
ITEM 614 WORK ZONE DOTTED LINE, CLASS III, 12" 642 PAINT	2,640 FT

3RD WINTER OVER PHASE WORK ZONE PAVEMENT MARKINGS
 THE CONTRACTOR SHALL UTILIZE THE PROPOSED TRAFFIC CONTROL PLANS FOR MARKING LAYOUT FOR THE 3RD WINTER OVER ZONE. PAVEMENT MARKINGS SHALL BE PER THE REQUIREMENTS OF C&MS 648.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 648 LANE LINE, 6" , AS PER PLAN	11.30 MI
ITEM 648 CHANNELIZING LINE, 12", AS PER PLAN	4,495 FT
ITEM 648 DOTTED LINE, 6", AS PER PLAN	4,915 FT
ITEM 648 DOTTED LINE, 12", AS PER PLAN	880 FT

ITEM SPECIAL - EDGE LINE, 6", 648
 THIS ITEM OF WORK SHALL CONSIST OF MARKING THE EDGE LINES PER THE PROPOSED TRAFFIC CONTROL PLANS FOR THE 3RD WINTER OVER ZONE. EDGE LINES SHALL BE 6" WIDE AND BE SPRAY THERMOPLASTIC PAVEMENT MARKING PER C&MS 648 AND 740.10.

PAYMENT FOR THIS WORK WILL BE MADE AT THE UNIT PRICE BID FOR ITEM SPECIAL - EDGE LINE, 6", 648, PER MILE AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK COMPLETE IN PLACE.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM SPECIAL - EDGE LINE, 6", 648	12.32 MI
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SEQUENCE OF CONSTRUCTION

THE PROJECT SHALL BE CONSTRUCTED IN EIGHT MAIN PHASES.

THE CONTRACTOR HAS THE ABILITY TO DO ANY WORK CONCURRENTLY THAT WILL NOT EFFECT THE MAINLINE AT ANY TIME UNLESS OTHERWISE STATED IN THE NOTES. DURING COMPLETE SHORT-TERM CLOSURE OF THE FREEWAY FOR SIGN TRUSS INSTALLATION TRAFFIC SHALL BE MAINTAINED PER MT-99.60.

RAMPS

ALL RAMPS WITHIN THE PROJECT LIMITS SHALL HAVE A ROAD WORK AHEAD SIGN AND END WORK SIGN PLACED IN ACCORDANCE WITH APPLICABLE ODOT STANDARDS.

DRYDEN ROAD ENTRANCE RAMPS SHALL BE CLOSED AND DETOURED IN ACCORDANCE WITH THE DETOUR PLANS AND CLOSURES SHALL BE AS PER MT-101.60.

DRYDEN ROAD EXIT RAMPS SHALL BE CLOSED AND DETOURED IN ACCORDANCE WITH THE DETOUR PLANS AND THE RAMP CLOSURES SHALL BE AS PER MT-98.29.

DURING THE TIME PERIOD OF THE RAMP CLOSURE, IF APPLICABLE, THE CONTRACTOR SHALL PLACE THE PAVEMENT TO TIE THE RAMP TO THE EXISTING PAVEMENT AS SHOWN IN THE PLANS.

DRYDEN ROAD

TWO-WAY TRAFFIC ON DRYDEN ROAD SHALL BE MAINTAINED AT ALL TIMES WITH THE EXCEPTION OF LEFT TURN LANE CLOSURES DURING RAMP CLOSURES. TRAFFIC SHALL BE MAINTAINED PER MT-98.30 DURING THOSE PERIODS.

PRE-PHASE 1

PRE-PHASE 1 SHALL CONSIST OF THE CONSTRUCTION OF THE SOUTHERN CROSSEOVERS, OPENING THE NORTHERN CROSSEOVER, REMOVING THE STORM SEWER FROM THE EXISTING SHOULDER FROM APPROXIMATELY STA. 408+00 TO STA. 412+00 LT, CONSTRUCTING ADDITIONAL INLETS AND LATERALS IN THE MEDIAN SECTION PER THE DRAINAGE DETAILS AND CONSTRUCTING PAVEMENT FOR MAINTAINING TRAFFIC ALONG THE INSIDE SOUTHBOUND SHOULDER. TRAFFIC SHALL BE MAINTAINED PER MT-95.31 AND MT-95.45 DURING ACCEPTABLE PERMITTED LANE CLOSURE MAP (PLCM) TIMES.

PHASE 1

INSTALL ALL TEMPORARY TRAFFIC CONTROL DEVICES NECESSARY TO MAINTAIN TRAFFIC IN THE PHASE 1 CONFIGURATION. SHIFT NORTHBOUND AND SOUTHBOUND TRAFFIC ONTO THE OUTSIDE LANES AND SHOULDER WHILE CROSSING OVER ONE NORTHBOUND LANE TO THE SOUTHBOUND SIDE AS SHOWN IN THE PLANS.

PHASE 1 SHALL CONSIST OF THE CONSTRUCTION OF THE INSIDE LANE AND SHOULDER UP TO AND INCLUDING THE INTERMEDIATE COURSE OF THE NORTHBOUND DIRECTION AND PLACE PAVEMENT FOR MAINTAINING TRAFFIC ON THE INSIDE NORTHBOUND PROPOSED SHOULDER IN THE GRASS MEDIAN SECTION. THE BARRIER SECTION SHALL REPLACE THE INSIDE NORTHBOUND LANE AND SHOULDER. PAVEMENT FOR MAINTAINING TRAFFIC SHALL BE PLACED FROM THE INSIDE LANE TO THE EXISTING BARRIER. ALL DRAINAGE AND MISCELLANEOUS ITEMS SHALL BE CONSTRUCTED WITHIN THE LIMITS OF THE WORK AREA. ALL RAMPS SHALL REMAIN OPEN DURING THIS PHASE WITH THE EXCEPTION OF THE DRYDEN NORTHBOUND ENTRANCE RAMP WHICH IS CLOSED DURING THE ENTIRETY OF THIS PHASE.

PHASE 2

REMOVE EXISTING SIGNING IN CONFLICT WITH PROPOSED MOT SETUP. INSTALL MOT SIGNING AS PER STANDARD CONSTRUCTION DRAWINGS LISTED AND AS SHOWN IN THE PLANS. INSTALL ALL TEMPORARY TRAFFIC CONTROL DEVICES NECESSARY TO MAINTAIN TRAFFIC IN THE PHASE 2 CONFIGURATION.

PHASE 2 (CONTINUED)

ALL LANES WILL REMAIN THE SAME AS PHASE 1 FOR THE GRASS MEDIAN SECTION. THE SOUTHBOUND LANES AND THE NORTHBOUND CROSS OVER LANE WILL REMAIN AS IN PHASE 1 IN THE CONCRETE BARRIER SECTION. THE OUTSIDE NORTHBOUND LANE WILL REMAIN WHILE THE INSIDE LANE WILL BE SHIFTED TO THE MEDIAN ON THE NORTHBOUND SIDE.

PHASE 2 SHALL CONSIST OF COMPLETING THE PAVEMENT UP TO AND INCLUDING THE INTERMEDIATE COURSE FOR THE INSIDE LANE AND SHOULDER IN THE GRASS MEDIAN SECTION FROM PHASE 1 AND SHALL CONSTRUCT THE MIDDLE LANE OF THE CONCRETE BARRIER SECTION. ALL DRAINAGE AND MISCELLANEOUS ITEMS SHALL BE CONSTRUCTED WITHIN THE LIMITS OF THE WORK AREA. ALL RAMPS SHALL REMAIN OPEN DURING THIS PHASE WITH THE EXCEPTION OF THE DRYDEN NORTHBOUND ENTRANCE RAMP WHICH IS CLOSED DURING ENTIRETY OF THIS PHASE.

PHASE 3

REMOVE EXISTING SIGNING IN CONFLICT WITH PROPOSED MOT SETUP. INSTALL MOT SIGNING AS PER STANDARD CONSTRUCTION DRAWINGS LISTED AND AS SHOWN IN THE PLANS. INSTALL ALL TEMPORARY TRAFFIC CONTROL DEVICES NECESSARY TO MAINTAIN TRAFFIC IN THE PHASE 3 CONFIGURATION. THE SOUTHBOUND LANES AND THE NORTHBOUND CROSS OVER LANE WILL REMAIN AS IN PHASES 1&2. THE NORTHBOUND LANES WILL BE SHIFTED TO THE MEDIAN ON THE NORTHBOUND SIDE.

PHASE 3 SHALL CONSIST OF THE CONSTRUCTION OF THE PAVEMENT UP TO AND INCLUDING THE INTERMEDIATE COURSE FOR THE NORTHBOUND OUTSIDE LANE AND SHOULDER. ALL DRAINAGE AND MISCELLANEOUS ITEMS SHALL BE CONSTRUCTED WITHIN THE LIMITS OF THE WORK AREA. THE NORTHBOUND DRYDEN ROAD EXIT RAMP WILL BE DETOURED FOR 60 CALENDAR DAYS PER THE PLANS DURING PHASE 3. ALL OTHER RAMPS SHALL REMAIN OPEN DURING THIS PHASE WITH THE EXCEPTION OF THE DRYDEN NORTHBOUND ENTRANCE RAMP WHICH IS CLOSED AND DETOURED DURING ENTIRETY OF THIS PHASE.

PHASE 4

REMOVE EXISTING SIGNING IN CONFLICT WITH PROPOSED MOT SETUP. INSTALL MOT SIGNING AS PER STANDARD CONSTRUCTION DRAWINGS LISTED AND AS SHOWN IN THE PLANS. INSTALL ALL TEMPORARY TRAFFIC CONTROL DEVICES NECESSARY TO MAINTAIN TRAFFIC IN THE PHASE 4 CONFIGURATION. ALL OF THE NORTHBOUND AND SOUTHBOUND LANES SHALL BE SHIFTED TO THE OUTSIDE IN EACH DIRECTION.

PHASE 4 SHALL CONSIST OF THE CONSTRUCTION OF THE CONCRETE BARRIER AND INSIDE SHOULDERS UP TO AND INCLUDING THE INTERMEDIATE COURSE OF THE CONCRETE BARRIER SECTION. ALL MEDIAN DRAINAGE INCLUDING THE JACKING OR BORING OF CONDUIT SHALL BE CONSTRUCTED IN THIS PHASE. ALL LIGHTING, AND OTHER MISCELLANEOUS ITEMS SHALL BE CONSTRUCTED WITHIN THE LIMITS OF THE WORK AREA. ALL RAMPS SHALL REMAIN OPEN DURING THIS PHASE WITH THE EXCEPTION OF THE DRYDEN NORTHBOUND ENTRANCE RAMP WHICH IS CLOSED DURING ENTIRETY OF THIS PHASE.

PHASE 5

REMOVE EXISTING SIGNING IN CONFLICT WITH PROPOSED MOT SETUP. INSTALL MOT SIGNING AS PER STANDARD CONSTRUCTION DRAWINGS LISTED AND AS SHOWN IN THE PLANS. INSTALL ALL TEMPORARY TRAFFIC CONTROL DEVICES NECESSARY TO MAINTAIN TRAFFIC IN THE PHASE 5 CONFIGURATION. SHIFT NORTHBOUND AND SOUTHBOUND TRAFFIC ONTO THE OUTSIDE LANES AND SHOULDER WHILE CROSSING OVER ONE SOUTHBOUND LANE TO THE NORTHBOUND SIDE AS SHOWN IN THE PLANS.

PHASE 5 (CONTINUED)

PHASE 5 SHALL CONSIST OF THE CONSTRUCTION OF THE INSIDE LANE AND SHOULDER UP TO AND INCLUDING THE INTERMEDIATE COURSE OF THE SOUTHBOUND DIRECTION AND PLACE PAVEMENT FOR MAINTAINING TRAFFIC ON THE INSIDE SOUTHBOUND PROPOSED SHOULDER IN THE GRASS MEDIAN SECTION. THE CONCRETE BARRIER SECTION SHALL REPLACE THE INSIDE SOUTHBOUND LANE. ALL DRAINAGE AND MISCELLANEOUS ITEMS SHALL BE CONSTRUCTED WITHIN THE LIMITS OF THE WORK AREA. ALL RAMPS SHALL REMAIN OPEN DURING THIS PHASE WITH THE EXCEPTION OF THE DRYDEN NORTHBOUND ENTRANCE RAMP WHICH IS CLOSED DURING ENTIRETY OF THIS PHASE.

PHASE 6

REMOVE EXISTING SIGNING IN CONFLICT WITH PROPOSED MOT SETUP. INSTALL MOT SIGNING AS PER STANDARD CONSTRUCTION DRAWINGS LISTED AND AS SHOWN IN THE PLANS. INSTALL ALL TEMPORARY TRAFFIC CONTROL DEVICES NECESSARY TO MAINTAIN TRAFFIC IN THE PHASE 6 CONFIGURATION. ALL LANES WILL REMAIN THE SAME AS PHASE 5 FOR THE GRASS MEDIAN SECTION. THE NORTHBOUND LANES AND THE SOUTHBOUND CROSS OVER LANE WILL REMAIN AS IN PHASE 5 IN THE CONCRETE BARRIER SECTION. THE OUTSIDE SOUTHBOUND LANE WILL REMAIN WHILE THE INSIDE LANE WILL BE SHIFTED TO THE MEDIAN ON THE SOUTHBOUND SIDE.

PHASE 6 SHALL CONSIST OF COMPLETING THE PAVEMENT FOR THE INSIDE LANE AND SHOULDER UP TO AND INCLUDING THE INTERMEDIATE COURSE IN THE GRASS MEDIAN SECTION FROM PHASE 5 AND SHALL CONSTRUCT THE MIDDLE LANE OF THE CONCRETE BARRIER SECTION. ALL DRAINAGE AND MISCELLANEOUS ITEMS SHALL BE CONSTRUCTED WITHIN THE LIMITS OF THE WORK AREA. ALL RAMPS SHALL REMAIN OPEN DURING THIS PHASE WITH THE EXCEPTION OF THE DRYDEN NORTHBOUND ENTRANCE RAMP WHICH IS CLOSED DURING ENTIRETY OF THIS PHASE.

PHASE 7

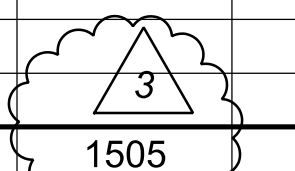
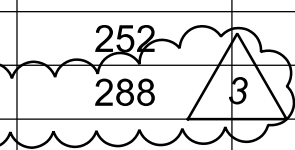
REMOVE EXISTING SIGNING IN CONFLICT WITH PROPOSED MOT SETUP. INSTALL MOT SIGNING AS PER STANDARD CONSTRUCTION DRAWINGS LISTED AND AS SHOWN IN THE PLANS. INSTALL ALL TEMPORARY TRAFFIC CONTROL DEVICES NECESSARY TO MAINTAIN TRAFFIC IN THE PHASE 7 CONFIGURATION. THE NORTHBOUND LANES AND THE SOUTHBOUND CROSS OVER LANE WILL REMAIN AS IN PHASES 5&6. THE SOUTHBOUND LANES WILL BE SHIFTED TO THE MEDIAN ON THE SOUTHBOUND SIDE.

PHASE 7 SHALL CONSIST OF THE CONSTRUCTION OF THE PAVEMENT FOR THE SOUTHBOUND OUTSIDE LANE AND SHOULDER UP TO AND INCLUDING THE INTERMEDIATE COURSE. ALL DRAINAGE AND MISCELLANEOUS ITEMS SHALL BE CONSTRUCTED WITHIN THE LIMITS OF THE WORK AREA. THE SOUTHBOUND DRYDEN ROAD ENTRANCE AND EXIT RAMPS WILL BE DETOURED EACH FOR 60 CALENDAR DAYS PER THE PLANS DURING PHASE 7. ALL OTHER RAMPS SHALL REMAIN OPEN DURING THIS PHASE WITH THE EXCEPTION OF THE DRYDEN NORTHBOUND ENTRANCE RAMP WHICH IS CLOSED AND DETOURED DURING ENTIRETY OF THIS PHASE.

PHASE 8

PHASE 8 SHALL CONSIST OF COMPLETING ALL REMAINING WORK ITEMS INCLUDING THE PLACEMENT OF THE FINAL SURFACE COURSE, INSTALLING CABLE RAIL AND PLACEMENT OF THE PERMANENT PAVEMENT MARKINGS. THIS PHASE SHALL ALSO REMOVE THE NORTHERN AND SOUTHERN CROSSEOVERS, MEDIAN TEMPORARY PAVEMENT AND RESTORE THE AREAS. THE NORTHERN CROSSEOVER SHALL PLACE PERMANENT BARRIER IN THE MEDIAN. 3 LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED PER THE LANE VALUE CONTRACT TABLE TIMES. TRAFFIC SHALL BE MAINTAINED PER MT-95.30, OMITCD FIGURE 6H-37 AND MT-99.20 DURING SURFACE COURSE AND PAVEMENT MARKING INSTALLATION. ALL RAMPS SHALL REMAIN OPEN DURING THIS PHASE.

REF NO.	SHEET NO.	STATION		SIDE	ITEM DESCRIPTIONS															
		FROM	TO		614			614	614	614	614	614	614	614	614	615	622	622		
		FT	FT		FT			FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	
PHASE 5 CONTINUED																				
WEY-100	111	331+00.00	356+00.00	LT																
WEY-101	111	331+00.00	356+00.00	RT																
WEY-102	111	331+00.00	356+00.00	RT																
WL-81	111	331+00.00	356+00.00	RT						2500										
WL-82	111	331+00.00	356+00.00	RT						2500										
WL-83	111	350+00.00	354+00.00	LT						400										
WEW-97	111	331+00.00	356+00.00	RT							2500									
WEW-98	111	331+00.00	344+67.00	RT							1367									
WEW-99	111	344+67.00	356+00.00	RT							1133									
WEW-100	111	353+00.00	356+00.00	LT							300									
PB-60	111	331+00.00	356+00.00	RT											2500					
TP-21	111	331+00.00	336+97.00	RT										265						
TP-22	111	340+38.00	346+07.00	RT										200						
WCH-96	111	342+81.00	344+67.00	RT							186									
WCH-97	111	342+81.00	344+67.00	RT							186									
WCH-98	111	354+00.00	356+00.00	LT							200									
WGR-8	111	354+55.53	357+07.49	RT																
WGR-8A	111	340+23.40	343+12.78	RT																
WEW-101	112	356+00.00	358+50.00	LT							250									
WEW-102	112	356+00.00	381+00.00	RT							2500									
WEW-103	112	356+00.00	359+20.00	RT							320									
WEW-104	112	357+15.00	368+75.00	LT							1160									
PB-61	112	356+00.00	359+20.00	RT											320					
PB-62	112	357+55.00	381+00.00	LT											2345					
WL-84	112	356+00.00	359+20.00	RT							320									
WL-85	112	356+00.00	359+20.00	RT							320									
WEY-103	112	356+00.00	359+20.00	RT								320								
WEY-104	112	356+00.00	381+00.00	RT							2500									
WEY-105	112	357+15.00	358+50.00	LT							135									
WEY-106	112	356+00.00	381+00.00	LT							2500									
WCH-99	112	358+50.00	359+50.00	LT								100								
WCH-100	112	358+50.00	359+50.00	LT								100								
WCH-101	112	356+00.00	371+60.00	LT								1560								
WDL-34	112	359+50.00	362+92.00	LT										342						
WGR-9	112	364+17.30	366+81.67	RT							264									
WGR-10	112	374+99.50	378+61.98	RT							362									
WEW-105	113	381+00.00	406+00.00	RT							2500									
WEY-107	113	381+00.00	406+00.00	RT								2500								
WEY-108	113	381+00.00	406+00.00	LT								2500								
PB-63	113	381+00.00	406+00.00	LT											2500					
WGR-11	114	408+67.50	412+04.98	RT							337									
WEW-106	114	406+00.00	431+00.00	RT								2500								
WEY-109	114	406+00.00	431+00.00	RT								2500								
WEY-110	114	406+00.00	431+00.00	LT								2500								
PB-64	114	406+00.00	431+00.00	LT											2500					
WEW-107	115	431+00.00	456+00.00	RT							2500									
WEY-111	115	431+00.00	456+00.00	RT								2500								
WEY-112	115	431+00.00	456+00.00	LT								2500								
PB-65	115	431+00.00	456+00.00	LT											2500					
WEW-108	116	456+00.00	481+00.00	RT							2500									
WEY-113	116	456+00.00	481+00.00	RT								2500								
WEY-114	116	456+00.00	481+00.00	LT								2500								
PB-66	116	456+00.00	481+00.00	LT											2500					
SUBTOTALS CARRIED TO SHEET				50							6040	19530	32955	2332	342	465	15165			



MAINTENANCE OF TRAFFIC
SUBSUMMARY

DESIGN AGENCY
ARCADIS
 222 SOUTH MAIN STREET SUITE 200
 ANTON, LA 70309
 (504) 885-1955
 www.arcadis.com

DESIGNER
 TB

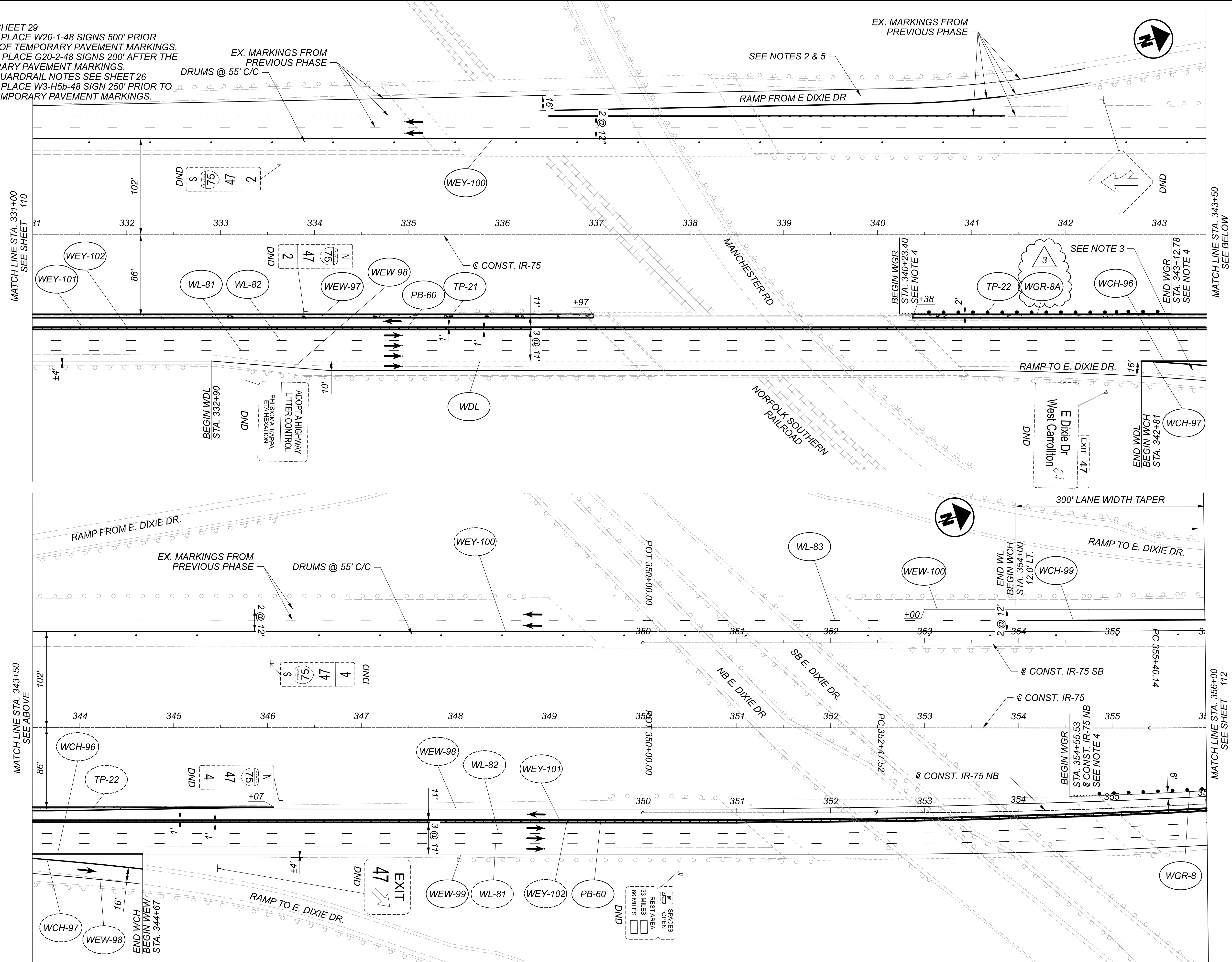
REVIEWER
 BRO 12/30/21

PROJECT ID
 107375

SHEET TOTAL
 46 517

NOTES:

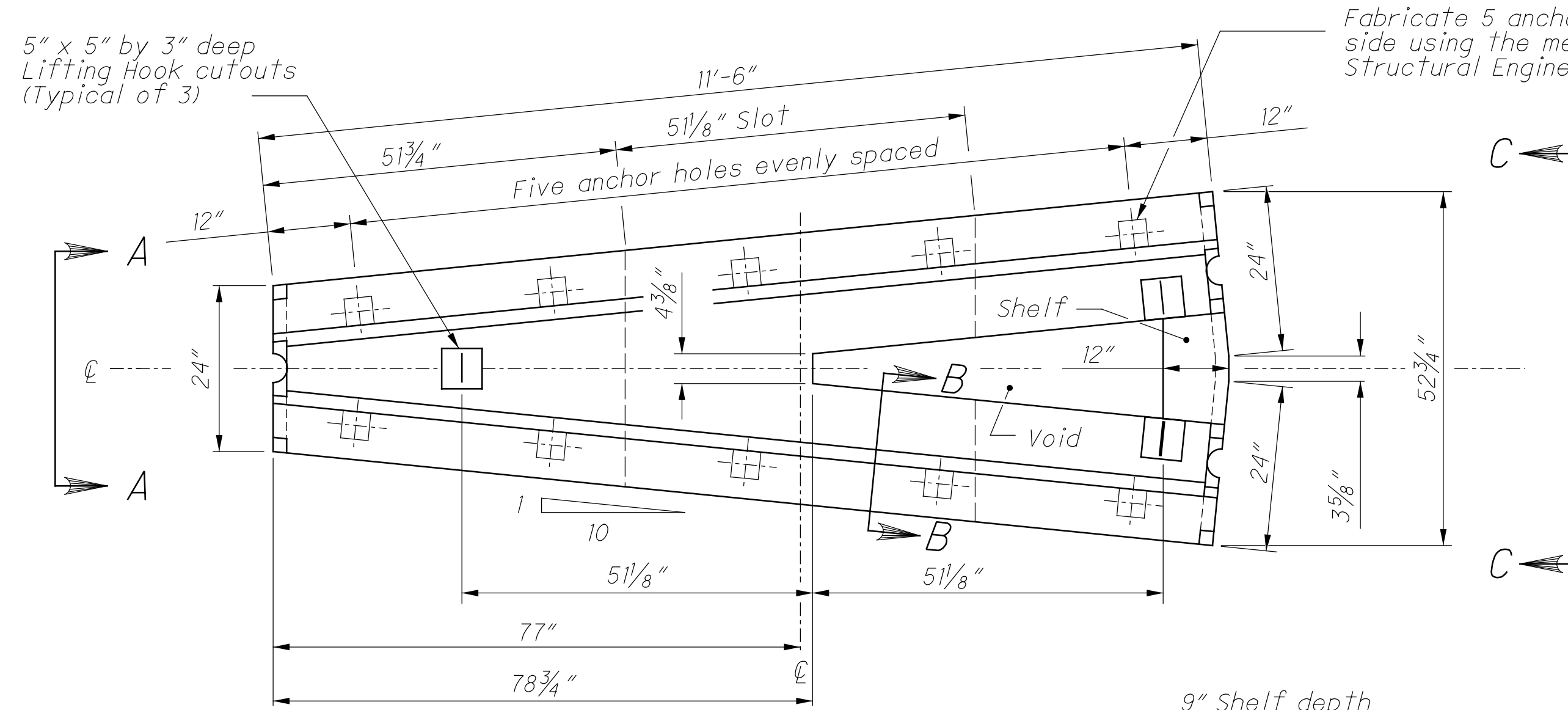
- 1.) FOR LEGEND SEE SHEET 29
- 2.) ALONG ON-RAMPS, PLACE W20-1-48 SIGNS 500' PRIOR TO THE BEGINNING OF TEMPORARY PAVEMENT MARKINGS.
- 3.) ALONG OFF-RAMP, PLACE G20-2-48 SIGNS 200' AFTER THE ENDING OF TEMPORARY PAVEMENT MARKINGS.
- 4.) FOR WORK ZONE GUARDRAIL NOTES SEE SHEET 26
- 5.) ALONG ON-RAMPS, PLACE W3-H5b-48 SIGN 250' PRIOR TO THE BEGINNING OF TEMPORARY PAVEMENT MARKINGS.



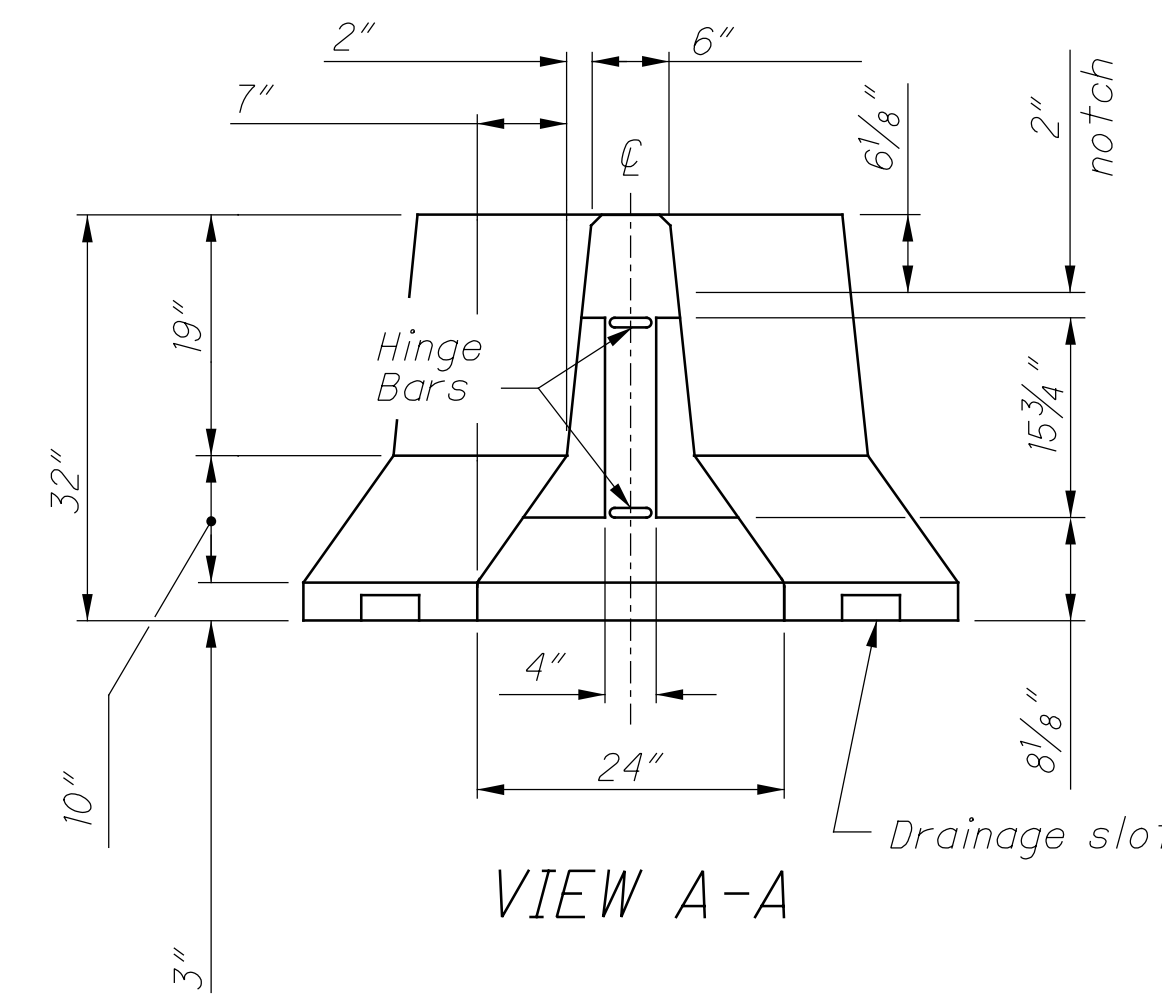
MAINTENANCE OF TRAFFIC - IR-75
 PHASE 5 STA. 331+00 TO STA. 356+00

DESIGN AGENCY
ARCADIS
 222 SOUTH MAIN STREET SUITE 200
 ANN ARBOR MI 48106
 (313) 434-1995
 www.arcadis.com

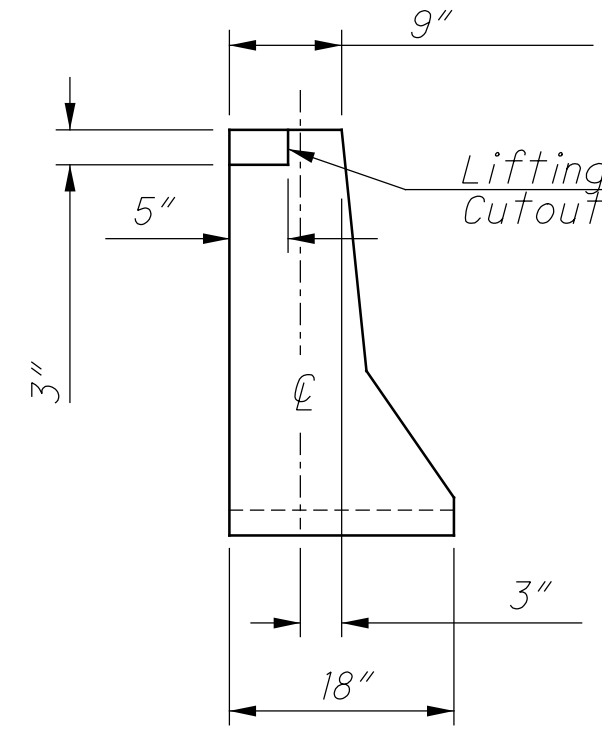
DESIGNER	BRO
REVIEWER	DRJ
DATE	12/30/21
PROJECT ID	107375
SHEET	111
TOTAL	517



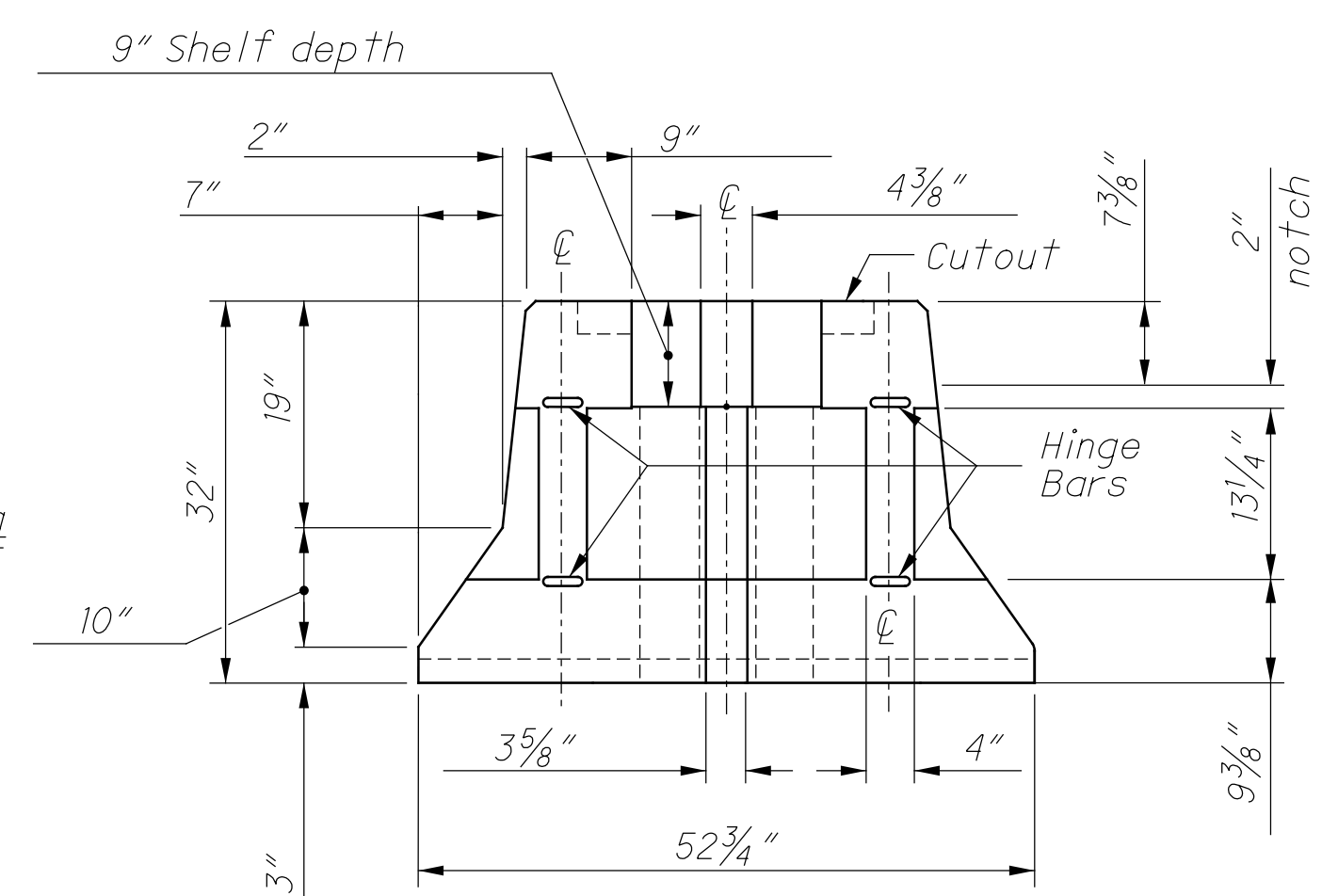
PLAN



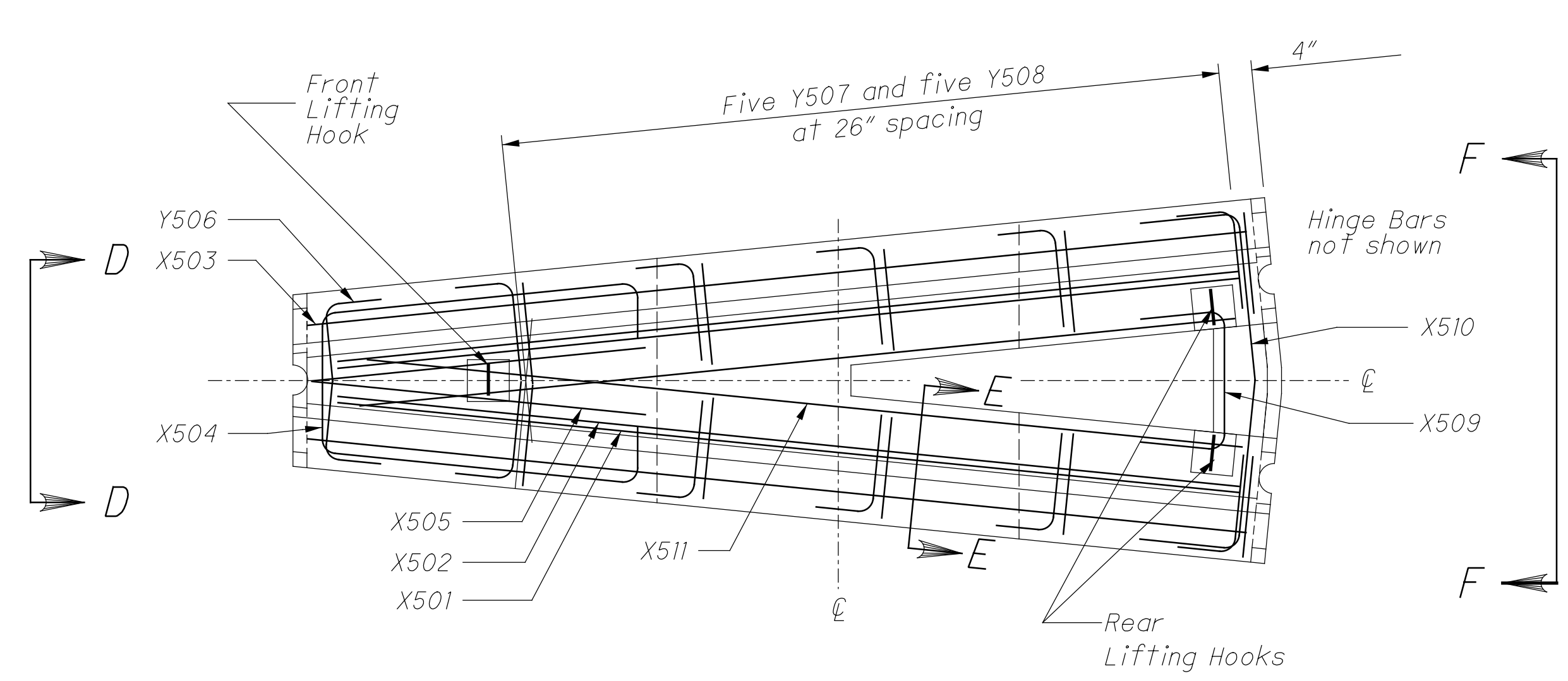
VIEW A-A



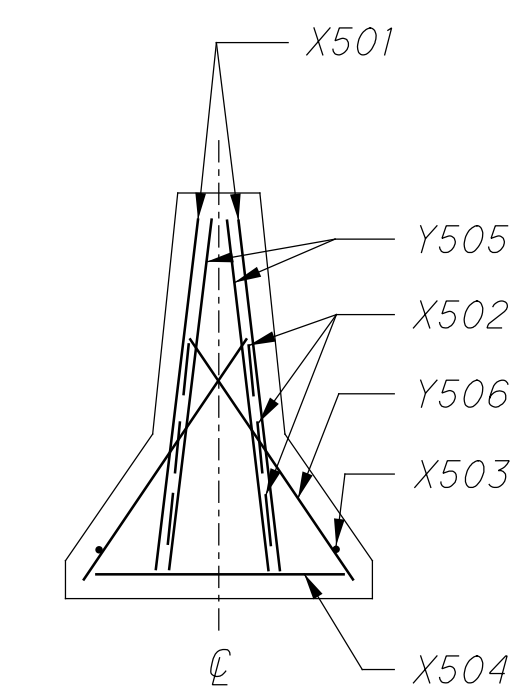
SECTION B-B



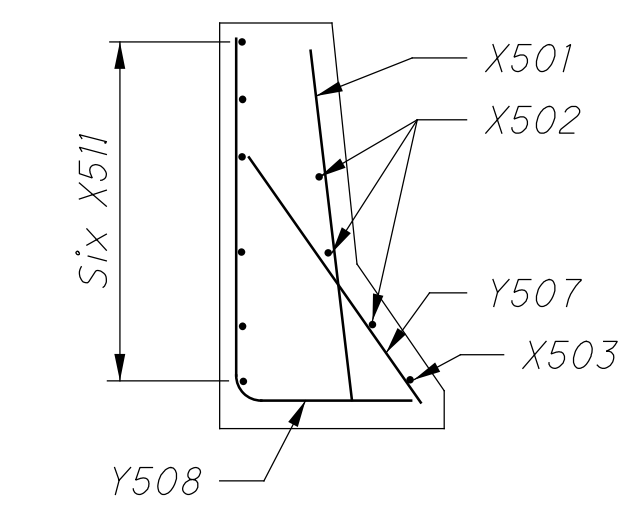
VIEW C-C



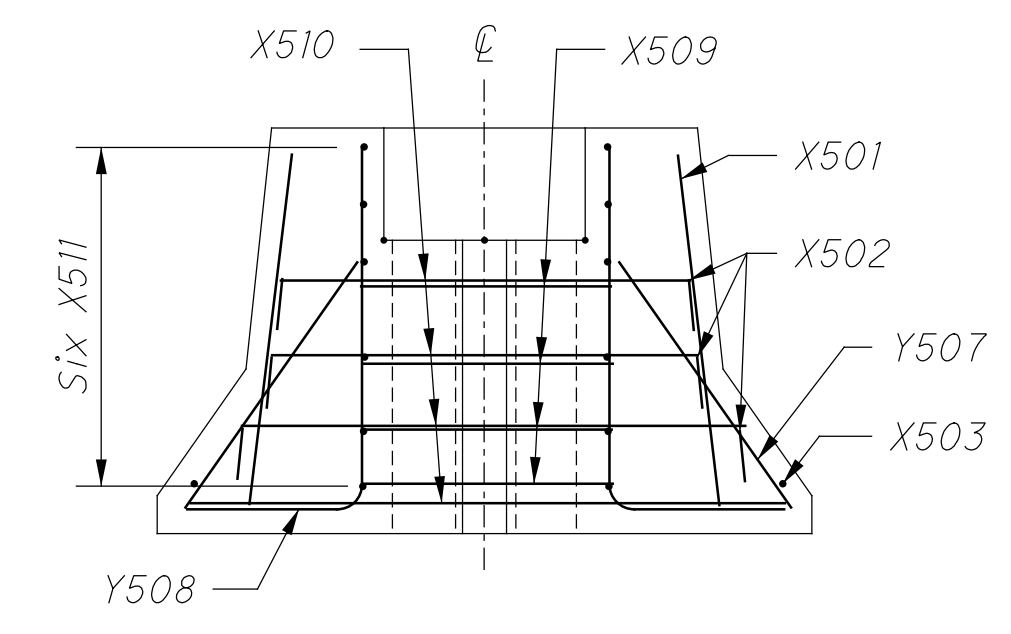
REINFORCING PLAN VIEW



VIEW D-D

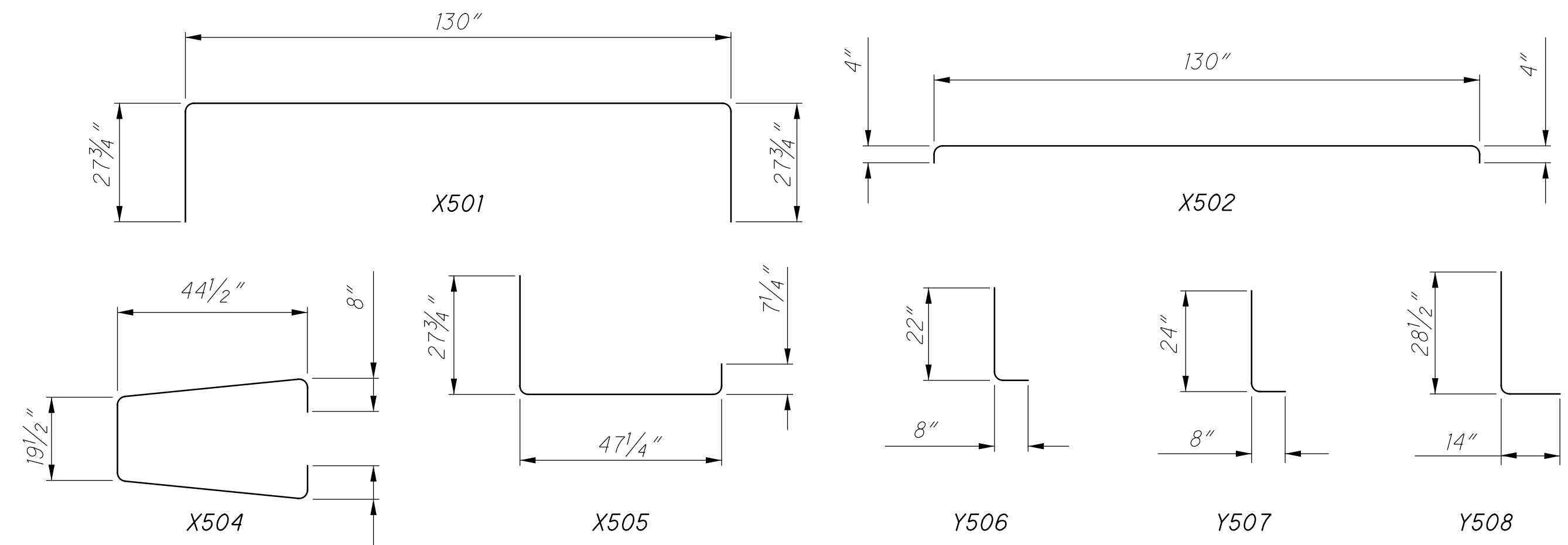


SECTION E-E



VIEW F-F

REINFORCING DETAILS



BENDING DIAGRAMS

REINFORCING BAR LIST			
BAR	LENGTH	SHAPE	QUANT.
X501	185.5"	Bent	2
X502	138"	Bent	6
X503	130"	Str.	2
X504	124.5"	Bent	1
X505	82.25"	Bent	2
Y506	30"	Bent	2
Y507	32"	Bent	10
Y508	42.5"	Bent	10
X509	43.5"	Bent	4
X510	Varies	Bent	4
X511	124"	Str.	12

GENERAL: This barrier segment is used to split one run of portable concrete barrier into dual runs. Attach directly to ODOT's 32" PCB; however, other approved barrier shapes may be connected to this segment by the use of an appropriate transition unit. Attach at least one standard PCB segment in between this "Y" and an Impact Attenuator. Its field application is shown in MOT plans and on MT standard drawings. Do not use this barrier in an unanchored configuration next to bridge deck edges or similar dropoffs, anchor according to method shown on PCBDD or other approved method.

BARRIER DETAILS: Use SCD RM-4.2 for details not shown here, including the geometry of this pin and loop segment matches in every way the design of the end connections shown on the HINGED CONNECTION and JOINT CONNECTION Details (the alternate J-J Hooks connection design is permitted). Additionally, barrier edges may be radiused or chamfered as per the LEGEND Note, barrier is to be permanently marked as mentioned in the MARKINGS Note, and delineate as per the REFLECTORIZATION Note.

MATERIAL SPECIFICATIONS: The minimum design strength of the concrete is 4,000 psi and meets the requirements of CMS 499. For reinforcing steel, use ASTM A615 Grade 60 black steel and provide 2" min. rebar cover. Material specifications for the Hinge and Reinforcing Bars, as well as the Connecting Hardware may be found on SCD RM-4.2. For additional material specifications not shown here, see SCD RM-4.2 and CMS 622.

HANDLING: The fabricator is responsible for the design of a lifting system for handling segments. As a minimum, use three lifting points at the locations suggested in the Plan views, and design with a lifting factor of safety of 4. Any protrusions from the lifting hook design is not to affect the crash worthiness of the barrier. The calculations shall be signed, sealed and dated by a Registered Engineer and include these calculations with the Manufacturing Drawings required by Supplement 1073.12. Refer to Part 5 of the PCI Handbook. Approximate segment weight is 8,500 lbs [3850 kg].

PAYMENT: Payment will be made under Item 622 - Portable Barrier, "Y" Connector, Each, and will include all forms, materials and labor to cast this segment.

ALTERNATE METHOD: Contractors may choose to use a wide Impact Attenuator in lieu of the concrete "Y" alternate. The chosen unit will be a Type 2 or 3 Impact Attenuator matching the product previously called for on the project plans at the expected installation location. Payment for a wide attenuator will be made at the same unit price as Item 622-Portable Barrier, "Y" Connector.

