

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF 1 LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON IR 76 BY USE OF THE EXISTING PAVEMENT.

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON JOHN THOMAS ROAD, EXCEPT FOR A PERIOD NOT TO EXCEED 120 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 14. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$5,000 FOR EACH CLANDAR DAY THE ROAD REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON MILTON NEWTON ROAD AND JONES ROAD, EXCEPT FOR A PERIOD NOT TO EXCEED 120 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 15. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$5,000 FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO SCHEDULED ROAD CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE.

NOTICE OF CLOSURE SIGN TIME TABLE

ITEM ROAD CLOSURES	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
>= 2 WEEKS	> 12 HRS & < 2 WKS	14 CALENDAR DAYS PRIOR
< 12 HOURS	< 12 HOURS	7 CALENDAR DAYS PRIOR 2 BUSINESS DAYS PRIOR

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 WILL BE 330-786-2208.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER TO MAINTAIN THE DETOUR ROUTES.

ITEM 251, PARTIAL DEPTH PAVEMENT REPAIR (441)	300 SQ. YD.
ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	100 CU. YD.

ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (441) SHALL BE 4" DEEP. ASPHALT CONCRETE SHALL BE ITEM 441, PG64-22. SURFACE COURSE SHALL BE TYPE 1, INTERMEDIATE COURSE MAY BE TYPE 1 OR TYPE 2.

ITEM 614, MAINTAINING TRAFFIC (CONT.)

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

JOHN THOMAS ROAD (CR 137) 1.5 MILES SOUTH OF CABLE LINE ROAD (CR 120), JOHN THOMAS ROAD (CR 137) AT TALLMADGE ROAD (CR 18), MILTON NEWTON ROAD (CR 73) 0.7 MILES SOUTH OF CABLE LINE ROAD (CR 120) AND ON MILTON NEWTON ROAD (CR 73) AT TALLMADGE ROAD (CR 18).

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 IN THE PLANS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 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.

MAINTENANCE OF TRAFFIC

THIS ITEM SHALL CONSIST OF MAINTAINING 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 DISTRICT OFFICE (330) 786-3148, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.

2. TRUCK MOUNTED ATTENUATORS (TMA'S) SHALL BE USED AS SHOWN IN THE STANDARD CONSTRUCTION DRAWINGS.

4. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO HAVE SUCCESSIVE WORK ZONES UNLESS THE DISTANCE BETWEEN THE DRUMS, BARRICADES OR CONES EXCEEDS TWO (2) MILES RURAL OR ONE (1) MILE URBAN.

5. ONLY DURING OFF-PEAK PERIODS (i.e ANY PERIOD OTHER THAN 6-8AM AND 3-6PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE.

6. 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.

7. THE CONTRACTOR SHALL PLACE SIGNS: W8-1 [BUMP] PER OMUTCD 2C.28; W8-11 [UNEVEN LANES] PER OMUTCD 6F.45; AND W6-3 [TWO-WAY TRAFFIC] PER OMUTCD 6F.32. PAYMENT FOR THESE SIGNS SHALL BE INCIDENTAL TO THE LUMP SUM ITEM 614 - MAINTAINING TRAFFIC. A QUANTITY OF WORK ZONE MARKING SIGNS HAS BEEN INCLUDED IN THE PLANS PER CMS 614.04.

ITEM 614, WORK ZONE MARKING SIGN 6 EACH

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 9 PM AND 8 AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

SEQUENCE OF CONSTRUCTION

PHASE 1

CLOSE OUTSIDE SHOULDERS OF IR 76 AS SHOWN IN PLANS. CLOSE OUTSIDE LANE AS NECESSARY ACCORDING TO SCD MT-95.30 OR MT-95.40. TO COMPLETE ALL REPAIRS AND CONSTRUCTION NECESSARY ON THE OUTSIDE PIERS AND ABUTMENTS, THE CONTRACTOR SHALL REMOVE THE CONCRETE BARRIER IN FRONT OF THE PIER AS WELL AS THE GUARDRAIL TO THE EXTENT SHOWN IN THE PLANS. WHEN ALL REPAIRS AND CONSTRUCTION ARE COMPLETE, PLACE THE PROPOSED BARRIER, GUARDRAIL AND PAVEMENT. OPEN SHOULDERS.

PHASE 2

CLOSE INSIDE SHOULDERS OF IR 76 AS SHOWN IN PLANS. TO COMPLETE ALL REPAIRS AND CONSTRUCTION NECESSARY ON THE CENTER PIER, THE CONTRACTOR SHALL REMOVE THE MEDIAN GUARDRAIL TO THE EXTENT SHOWN IN THE PLANS, BUT NOT THE CABLE RAIL. WHEN ALL REPAIRS AND CONSTRUCTION ARE COMPLETE, PLACE THE PROPOSED GUARDRAIL. OPEN SHOULDERS.

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 OFFICE OF COMMUNICATIONS. 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 RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTICE TO OFFICE OF COMMUNICATIONS TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO OFFICE OF COMMUNICATIONS
ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HRS & < 2 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	2 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 NOTICE TO OFFICE OF COMMUNICATIONS TIME TABLE.

DUST CONTROL

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

616, WATER 9 M. GAL.

ADVANCED NOTICE TO PAVE

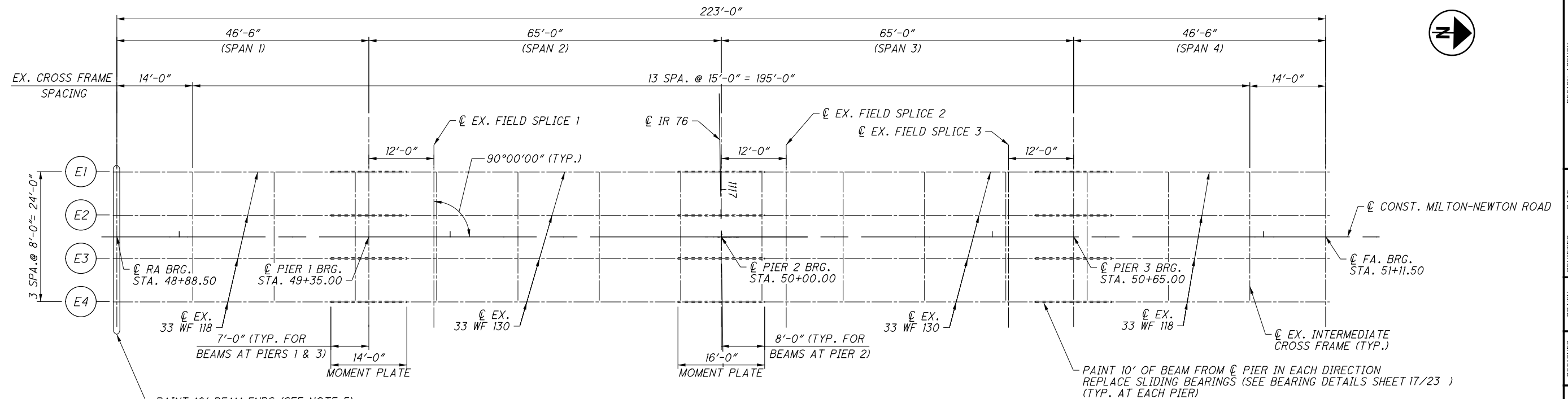
THE CONTRACTOR SHALL SUBMIT FOR APPROVAL TO THE DISTRICT CONSTRUCTION ENGINEER A DETAILED SCHEDULE 15 DAYS PRIOR TO THE PLACEMENT OF THE OVERLAY COURSES, ON HOW THEY PROPOSE TO PROSECUTE THE PAVING OPERATIONS. THE DETAILS SHALL SHOW THE ORDER OF PERFORMANCE OF EACH STAGE (START TO FINISH) OF THE WORK INCLUDING THE MAINTENANCE OF TRAFFIC THAT WILL BE USED.

LANE CLOSURES

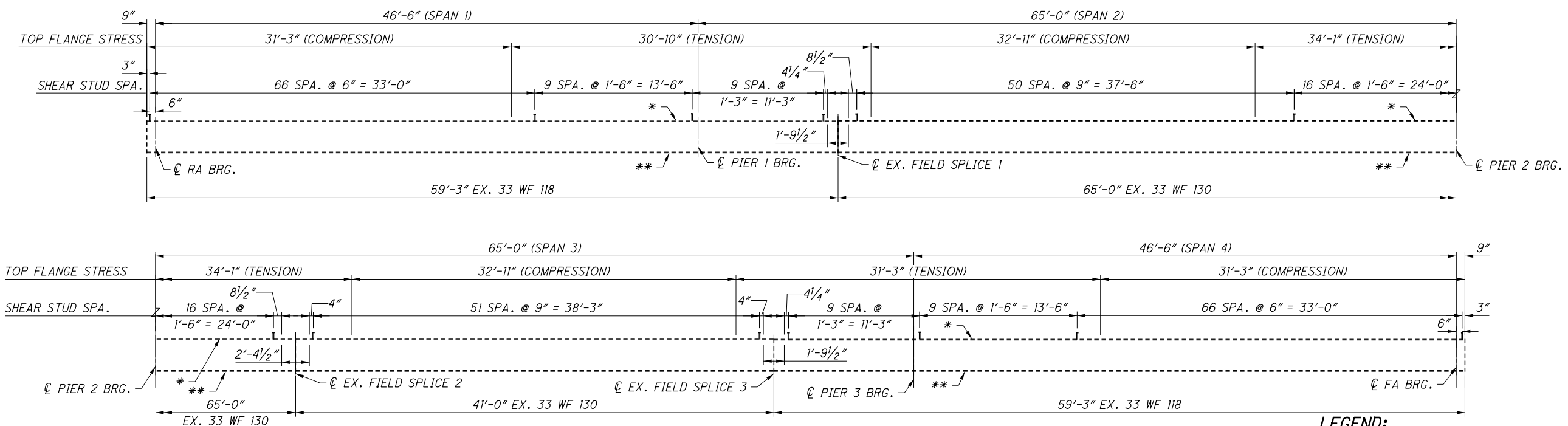
DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AS PER THE PERMITTED LANE CLOSURE CHART. THE PERMITTED LANE CLOSURE CHART USED FOR THIS PROJECT SHALL BE THE MOST CURRENT CHART AVAILABLE ON THE DATE THIS PROJECT SELLS.

THE CHART CAN BE FOUND AT: <http://plcm.dot.state.oh.us>

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THE REQUIREMENTS IN THE CHART, THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVES IN THE AMOUNT OF \$2,500 PER HOUR OR PORTION THEREOF THAT THE LANE REDUCTION REMAINS BEYOND THE SPECIFIED LIMIT.



FRAMING PLAN



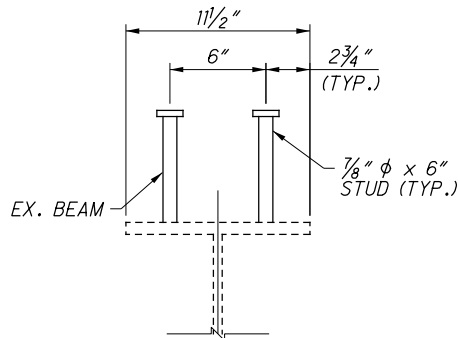
PROPOSED SHEAR STUD LAYOUT

LEGEND:

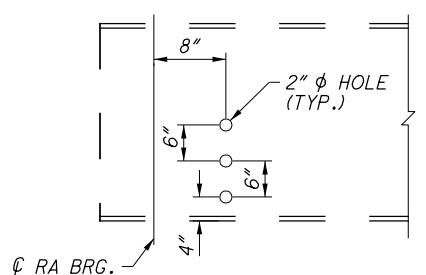
- (EX) - EXISTING BEAM DESIGNATION
- * - TOP MOMENT PLATE, 10" x 1/16" (TYP.) OVER PIERS
- ** - BOTTOM MOMENT PLATE, 13" x 1/2" (TYP.) OVER PIERS

NOTES:

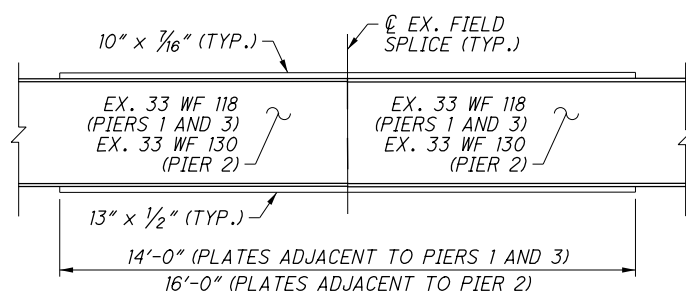
1. ALL EXISTING DIMENSIONS ARE ±.
2. SEE SHEET 13/23 FOR TRANSVERSE SECTION.
3. WELD ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE TO AREAS OF THE FASCIA STRINGER FLANGES DESIGNATED "COMPRESSION". DO NOT WELD ATTACHMENTS TO AREAS DESIGNATED "TENSION". FILLET WELDS TO COMPRESSION FLANGES SHALL BE AT LEAST 1" FROM EDGE OF FLANGE, BE NO MORE THAN 2" LONG, AND BE AT LEAST 1/4" FOR THICKNESSES UP TO 3/4" OR 5/16" FOR GREATER THAN 3/4" THICK.
4. TENSION = TOP FLANGE IN TENSION
COMPRESSION = TOP FLANGE IN COMPRESSION
5. THE 10' PAINTING OF BEAM ENDS, WHICH INCLUDES PRIME COAT, INCLUDES ENCASEMENT INTO THE DIAPHRAGM.



SHEAR STUD DETAIL



BEAM END DETAIL
(REAR ABUTMENT SHOWN; FORWARD OPPOSITE HAND)



MOMENT PLATE DETAIL
(PROPOSED SHEAR STUDS NOT SHOWN)

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