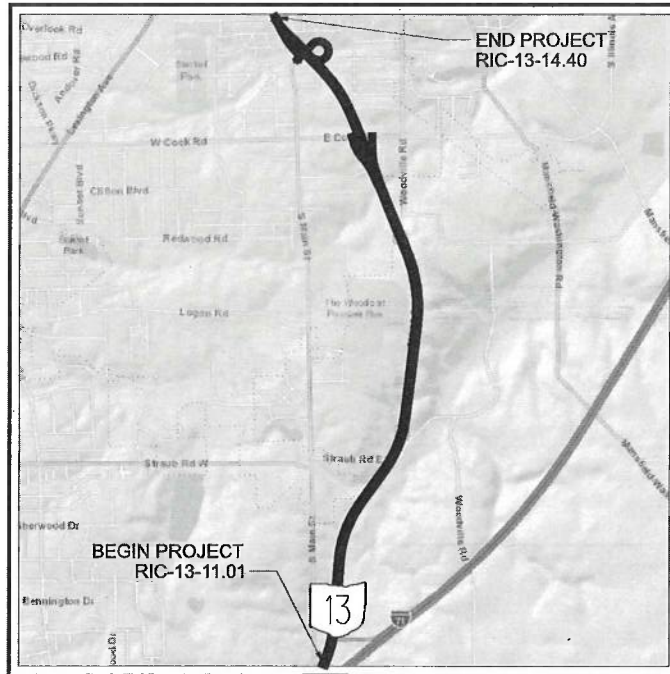


# STATE OF OHIO DEPARTMENT OF TRANSPORTATION

## RIC-13-11.01

CITY OF MANSFIELD  
WASHINGTON TOWNSHIP  
RICHLAND COUNTY



**LOCATION MAP**

LATITUDE: 40°43'15" LONGITUDE: 82°30'10"



PORTION TO BE IMPROVED	—————	=====
INTERSTATE HIGHWAY	—————	=====
FEDERAL ROUTES	—————	=====
STATE ROUTES	—————	=====
COUNTY & TOWNSHIP ROADS	—————	=====
OTHER ROADS	—————	=====

**DESIGN DESIGNATION**

SEE SHEET 2

**DESIGN EXCEPTIONS**

NONE

**INDEX OF SHEETS:**

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**FEDERAL PROJECT NUMBER**

E140769

**RAILROAD INVOLVEMENT**

NONE

**PROJECT DESCRIPTION**

THIS PROJECT CONSISTS OF PARTIAL- AND FULL-DEPTH PAVEMENT REPAIRS, PAVEMENT MARKING, AND RELATED WORK TO THE DESIGNATED ROUTE.

**EARTH DISTURBED AREAS**

PROJECT EARTH DISTURBED AREA:	N/A*
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	N/A*
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A*

\* ROUTINE MAINTENANCE PROJECT

**2019 SPECIFICATIONS**

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT AS NOTED ON SHEET 6, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED \_\_\_\_\_  
DATE 06/30/2020 DISTRICT DEPUTY DIRECTOR

APPROVED \_\_\_\_\_  
DATE \_\_\_\_\_ DIRECTOR, DEPARTMENT OF TRANSPORTATION

PLAN PREPARED BY:  
 OHIO DEPARTMENT OF TRANSPORTATION  
DISTRICT THREE ENGINEERING

**UNDERGROUND UTILITIES**

**Contact Two Working Days  
Before You Dig**

**OHIO811.org**  
Before You Dig

**OHIO811, 8-1-1, or 1-800-362-2764**  
(Non-members must be called directly)

ENGINEER'S SEAL:	STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	
<p>SIGNED: <u>Nicholas R Foster</u> DATE: <u>6/30/2020</u></p>	MT-95.30	7/19/19	TC-41.20	10/18/13	800-2020	7/17/20
	MT-95.31	7/19/19	TC-52.10	10/18/13	821	4/20/12
	MT-95.32	4/19/19	TC-52.20	7/20/18	832	10/19/18
	MT-95.50	7/21/17	TC-65.10	1/17/14	897	1/16/15
	MT-97.10	4/19/19	TC-65.11	7/21/17	921	4/20/12
	MT-98.10	1/17/20	TC-72.20	7/20/18		
	MT-98.11	1/17/20				
	MT-98.20	4/19/19				
	MT-98.22	1/17/20				
	MT-98.28	1/17/20				
	MT-101.60	1/17/20				
	MT-101.90	7/21/17				
	MT-104.10	10/16/15				
MT-105.10	1/17/20					

TITLE SHEET

DESIGN AGENCY	DISTRICT 3
ENGINEERING TEAM 4	
DESIGNER	JNC
REVIEWER	NRF
PROJECT ID	87690
SHEET	1
TOTAL	9

RIC-13-11.01

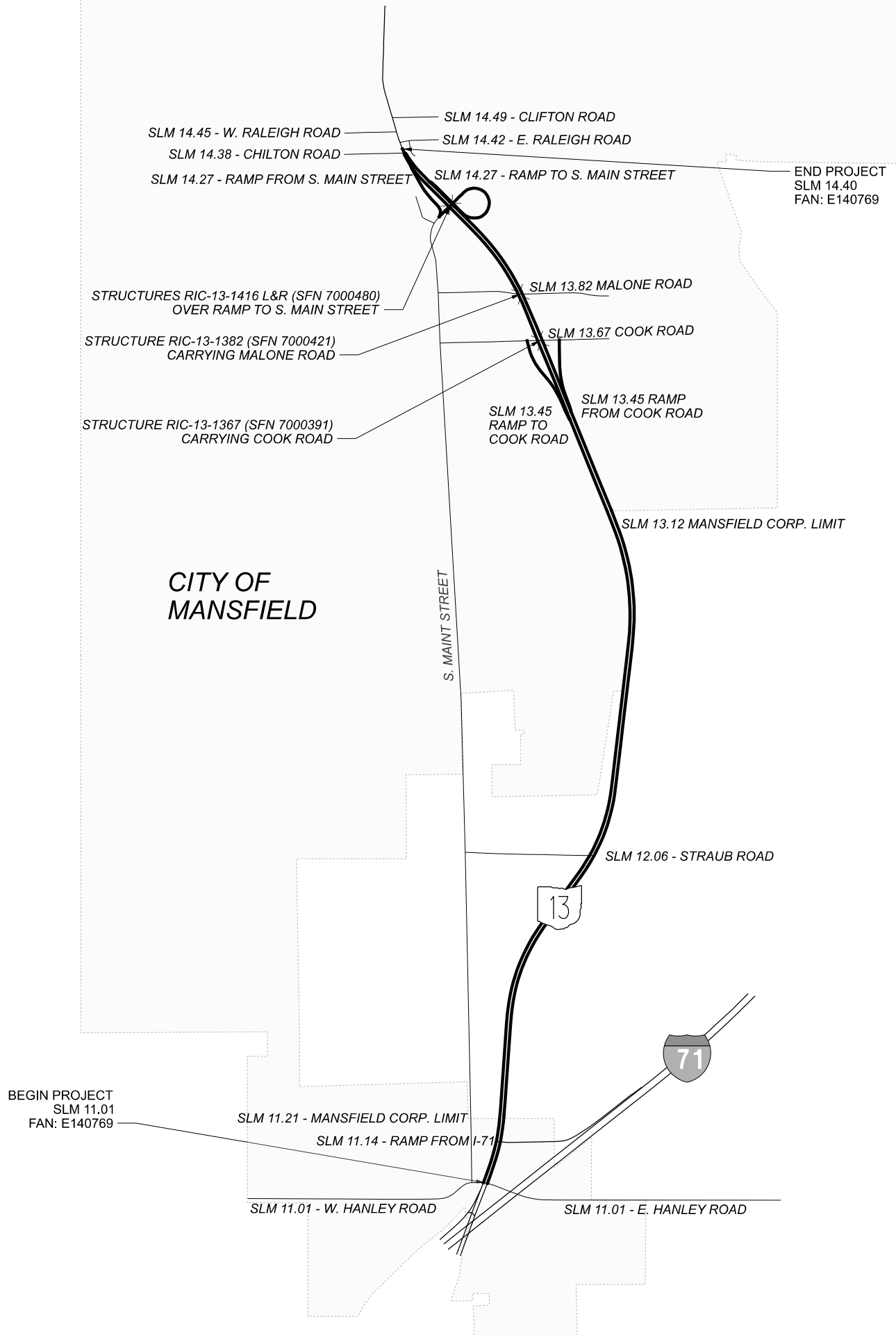
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**DESIGN DESIGNATION**

	RIC-13-11.01-13.67	RIC-13-13.67-14.16	RIC-13-14.16-14.40
CURRENT ADT (2021)	13,000	9,200	12,000
DESIGN YEAR ADT (2033)	14,000	9,400	13,000
DESIGN HOURLY VOLUME (2033)	1400	950	1600
DIRECTIONAL DISTRIBUTION	0.57	0.57	0.65
TRUCKS (24 HOU B&C)	0.04	0.04	0.03
FUNCTIONAL CLASSIFICATION	NHS NON-INTERSTATE	NHS NON-INTERSTATE	NHS NON-INTERSTATE
NHS PROJECT	YES	YES	YES

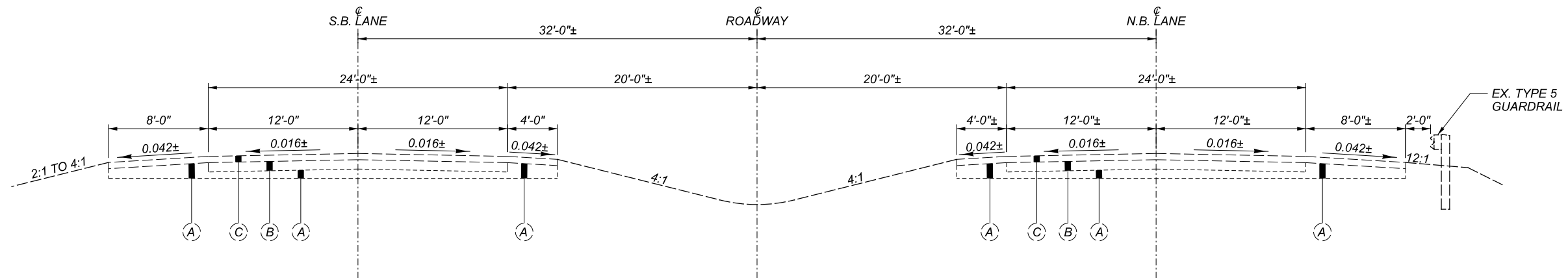
**SPEED LIMITS (RIC-13)**

SLM 11.01 - 11.25	50 MPH
SLM 11.25 - 14.37	55 MPH
SLM 14.37 - 14.40	35 MPH



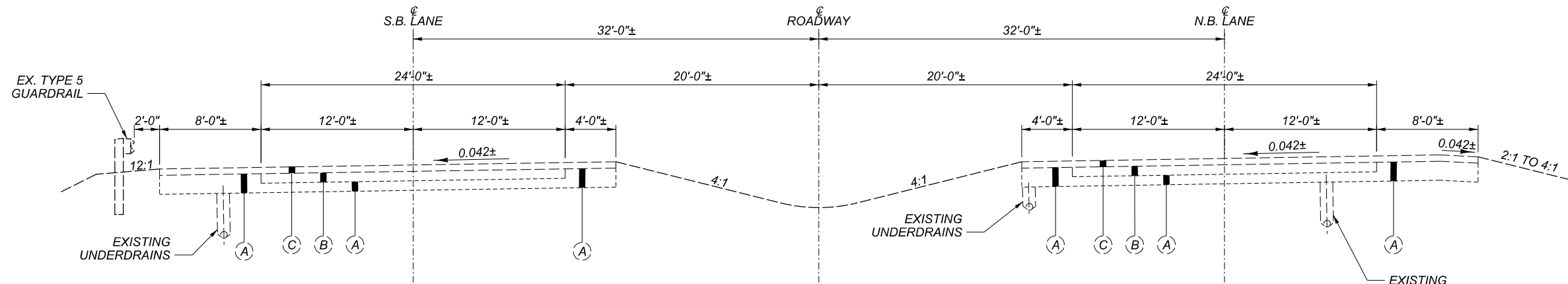
**SCHEMATIC PLAN & DESIGN DESIGNATIONS**

DESIGN AGENCY	DISTRICT 3
ENGINEERING TEAM 4	
DESIGNER	JNC
REVIEWER	NRF MM-DD-YY
PROJECT ID	87960
SHEET	TOTAL
2	9



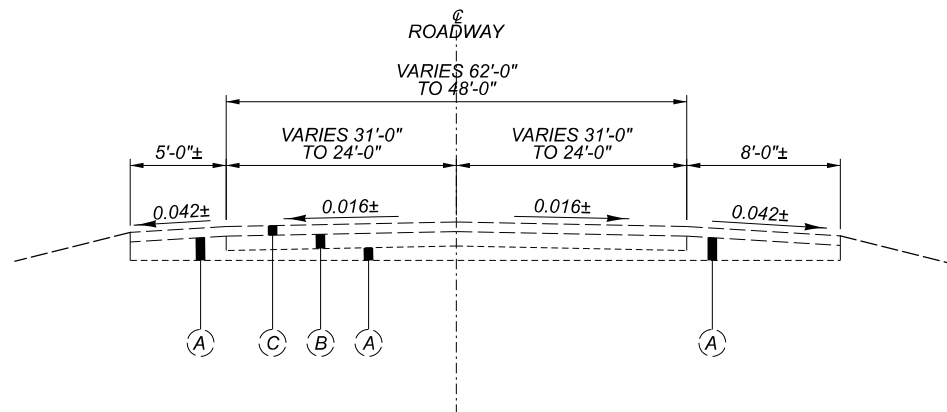
**NORMAL SECTION**

APPLIES TO :  
 SLM 11.01 - 11.02  
 SLM 11.26 - 11.47  
 SLM 11.87 - 11.95  
 SLM 12.32 - 12.68  
 SLM 13.11 - 13.75  
 SLM 14.10 - 14.15  
 SLM 14.18 - 14.24  
 SUSPEND AND RESUME OVER STRUCTURE RIC-13-1416 L&R



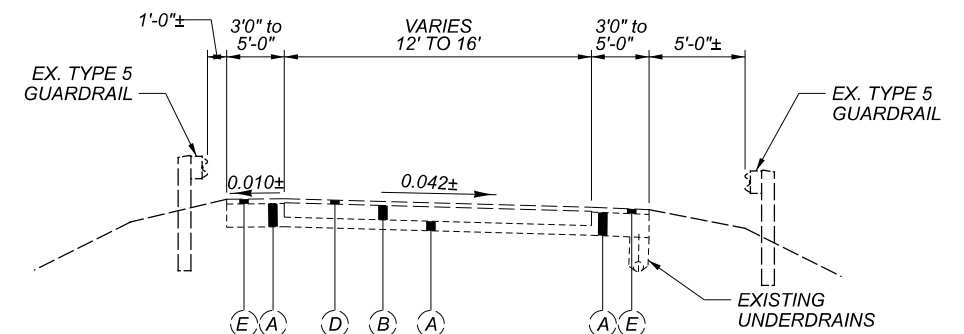
**SUPERELEVATED SECTION**

APPLIES TO :  
 SLM 11.02 - 11.26  
 SLM 11.47 - 11.87  
 SLM 11.95 - 12.32  
 SLM 12.68 - 13.11  
 SLM 13.75 - 14.10  
 SLM 14.24 - 14.36



**NORMAL SECTION (UNDIVIDED)**

APPLIES TO :  
 SLM 14.36 - 14.40



**RAMP SECTION**

APPLIES TO :  
 RAMP TO COOK ROAD  
 RAMPS TO / FROM S. MAIN STREET

**LEGEND**

- (A) - EXISTING AGGREGATE BASE (6" TO 15")
- (B) - EXISTING REINFORCED CONCRETE (9"±)
- (C) - EXISTING ASPHALT CONCRETE (6"±)
- (D) - EXISTING ASPHALT CONCRETE (2.5"±)
- (E) - EXISTING ASPHALT CONCRETE (3"±)

NOTE: ALL GIVEN DIMENSIONS ARE BASED ON EXISTING PLANS AND CORING DATA.



**UTILITIES (G102A)**

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

GAS COLUMBIA GAS OF OHIO 1021 N. MAIN ST. MANSFIELD, OH 44903 419.528.1137	GAS MARATHON PIPELINE 539 SOUTH MAIN STREET FINDLAY, OH 45840 419.884.0800
GAS TC ENERGY P.O. BOX 85 LAKEVILLE, OH 44638 419.827.2620	ELECTRIC CONSOLIDATED ELECTRIC COOPERATIVE 5255 STATE ROUTE 95, PO BOX 111 MOUNT GILEAD, OH 43338 419.949.2934
ELECTRIC OHIO EDISON 1717 ASHLAND ROAD MANSFIELD, OH 44905 419.521.6213	COMMUNICATION CENTURYLINK 175 ASHLAND ROAD, P.O. BOX 3555 MANSFIELD, OH 44907 419.755.7956
CABLE CHARTER COMMUNICATIONS 5520 WHIPPLE AVENUE NW NORTH CANTON, OH 44720 330.494.9200	COUNTY RICHLAND COUNTY SANITARY ENGINEER 50 PARK AVENUE EAST MANSFIELD, OH 44902 419.774.3548
CITY CITY OF MANSFIELD 30 N DIAMOND STREET MANSFIELD, OH 44902 419.755.9626	TRAFFIC ODOT DISTRICT THREE 906 CLARK AVENUE ASHLAND, OH 44805 419.207.7045

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

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

**EXISTING PLANS**

EXISTING PLANS ENTITLED AS SHOWN BELOW MAY BE INSPECTED IN THE ODOT DISTRICT THREE OFFICE IN ASHLAND.

TITLE	DATE
RIC-13-10.83	1964
RIC-13-10.82	1979
RIC-13-11.01	2010

**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 9:00PM AND 7:00AM. 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.

**WORK LIMITS**

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

**COORDINATION OF WORK BETWEEN CONTRACTORS**

THE CONTRACTOR SHOULD BE AWARE THAT THERE MAY BE OTHER WORK BEING PERFORMED BY A SEPARATE CONTRACT. D03-MOW-FY2021(A) IS A MOWING MAINTENANCE CONTRACT AND IS SCHEDULED TO BEGIN WORK IN THE 2021 CONSTRUCTION SEASON. COORDINATION OF WORK IS THE RESPONSIBILITY OF THE CONTRACTOR.

**ROUTINE MAINTENANCE**

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

**ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE)  
ITEM 253 - PAVEMENT REPAIR, AS PER PLAN**

THESE ITEMS OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE.

FOR ITEM 251: THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT UP TO 6" OR REMOVAL TO THE TOP OF THE CONCRETE, WHICHEVER IS SHALLOWER. FOR ESTIMATING PURPOSES, AN AVERAGE DEPTH OF 6" AND AN AVERAGE WIDTH OF 4 FT IS ASSUMED.

FOR ITEM 253: THIS ITEM SHALL INCLUDE THE FULL DEPTH REMOVAL OF FAILED PAVEMENT TO INCLUDE AN AVERAGE DEPTH OF 9" OF REINFORCED CONCRETE PAVEMENT AND AN AVERAGE 6" DEPTH OF ASPHALT CONCRETE PAVEMENT. FULL DEPTH PAVEMENT SAWING PAID BY ITEM 252 IS ITEMIZED SEPARATELY. AN AVERAGE WIDTH OF 6' IS ASSUMED FOR ESTIMATING PURPOSES. THERE MAY BE AREAS OF PAVEMENT FAILURE AT LOCATIONS THAT WERE PREVIOUSLY REPAIRED WITH FULL-DEPTH ASPHALT CONCRETE.

FOR ITEM 251 AND ITEM 253: REPLACEMENT MATERIAL DEEPER THAN 1.50" MAY BE ITEM 301 OR ITEM 442 19MM MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH NO LESS THAN 1.50" BELOW THE PAVEMENT. REPLACEMENT MATERIAL FOR THE TOP 1.50" OF THE REPAIR SHALL BE ITEM 442 12.5MM MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE PAVEMENT SURFACE. PRIOR TO EACH LIFT OF ASPHALT CONCRETE MATERIAL, COAT THE SURFACE BELOW ACCORDING TO ITEM 407, TACK COAT.

A SEPARATE QUANTITY OF ITEM 897, PAVEMENT PLANING, ASPHALT CONCRETE, TYPE A, HAS BEEN PROVIDED FOR USE IN ENSURING A SMOOTH DRIVING SURFACE OVER COMPLETED PAVEMENT REPAIRS, AS DIRECTED BY THE ENGINEER.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. PAYMENT FOR ITEM 251 AND ITEM 253 WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (301), AS PER PLAN AND ITEM 253 - PAVEMENT REPAIR. ESTIMATED QUANTITIES CARRIED TO THE GENERAL SUMMARY ARE TO BE USED AS DIRECTED BY THE ENGINEER.

**CORING DATA**

COUNTY	ROUTE	SLM	DIRECTION	LOCATION	ASPHALT (IN.)	CONCRETE (IN.)
RIC	13	11.34	NB	D.L. - RWP	5.5	9
RIC	13	11.34	NB	D.L. - MWP	5.5	9
RIC	13	11.34	NB	R SHOULDER	6.5	-
RIC	13	11.79	NB	D.L. -RWP; ON TRANS CRACK	6	-
RIC	13	11.79	NB	D.L. - RWP	4.5	9
RIC	13	11.79	NB	D.L. - RWP; 2' FROM TRANS CRACK	5.5	9
RIC	13	11.79	NB	R SHOULDER	6.5	-
RIC	13	12.27	NB	D.L. - LWP; ON EX. REPAIR	16	-
RIC	13	12.27	NB	D.L. - LWP; 2' FROM EX. REPAIR	5.75	8.75
RIC	13	12.27	NB	R SHOULDER	7	-
RIC	13	12.60	NB	D.L. - MWP	5.5	8.75
RIC	13	12.60	NB	D.L. - RWP	5.5	9
RIC	13	12.60	NB	R SHOULDER	7	-
RIC	13	13.30	NB	D.L. - MWP; ON EX. REPAIR	17.5	-
RIC	13	13.30	NB	D.L. - MWP	4.75	8.25
RIC	13	13.30	NB	R SHOULDER; ON EDGE LINE	7	-
RIC	13	13.30	NB	D.L. - RWP	6	9

D.L.: DRIVING LANE  
RWP: RIGHT WHEEL PATH  
MWP: MIDDLE WHEEL PATH

**ITEM 621 - RPM  
ITEM 621 - RAISED PAVEMENT MARKER REMOVED**

THESE ITEMS ARE TO BE USED TO FOR THE REMOVAL AND REPLACEMENT OF RPMs AT LOCATIONS WHERE PAVEMENT REPAIR IS DIRECTED BY THE ENGINEER. PAYMENT SHALL INCLUDE AL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE WORK. THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 621 - RPM	12 EACH
ITEM 621 - RAISED PAVEMENT MARKER REMOVED	12 EACH



**ITEM 614 – MAINTAINING TRAFFIC (GENERAL)**

MAINTAIN ONE 11 FOOT LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES.

SUBMIT, IN WRITING, A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT. PRIOR TO BEGINNING WORK, COORDINATE THE MAINTENANCE OF TRAFFIC OPERATIONS WITH THE LOCAL STATE HIGHWAY PATROL.

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, APRIL 12, 2012, WITH THE LATEST REVISIONS. 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.

**ITEM 614 – MAINTAINING TRAFFIC (TIME LIMITATION ON RAMP DETOUR)**

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 3 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC ON THE LOOP RAMP AT S. MAIN STREET MAY BE DETOURED AS SHOWN ON SHEET 6. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$1500 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

**ITEM 614 – MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)**

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 YEARS DAY	LABOR DAY
MEMORIAL DAY	THANKSGIVING

THE PERIOD OF TIME THAT 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
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 IN THE AMOUNT OF \$35 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

**ITEM 614 – MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)**

NOTICE OF CLOSURE SIGNS (W20-H14) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLAT SHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.] 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 AND ROAD CLOSURES	≥ 2 WEEKS	14 CALENDAR DAYS*
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS*
	< 12 HOURS	2 BUSINESS DAYS*

\* 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-H14 SIGN LISTS THE NAME OF THE DEPARTMENT, I.E. "THE OHIO DEPT. OF TRANS."

**ITEM 614 – MAINTAINING TRAFFIC (LANE CLOSURE/REDUCTION REQUIRED)**

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

**LANE CLOSURE DISINCENTIVE**

A LANE CLOSURE IS DEFINED AS ANY RESTRICTION OF A LANE OF TRAFFIC INCLUDING, BUT NOT LIMITED TO, SET UP AND TEAR DOWN OF TRAFFIC CONTROL ZONES. THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE IN THE AMOUNT OF \$35 PER MINUTE THAT LANES ARE CLOSED TOR TRAFFIC DURING TIMES DESIGNATED AS "LANE CLOSURE NOT PERMITTED" AS STATED IN THESE PLANS AND ON THE ODOT PLCM WEB SITE AT <http://plcm.dot.state.oh.us>.

**WORK ZONE SPEED ZONES (WZSZs)**

THE FOLLOWING WORK ZONE SPEED ZONE (WZSZ) SPEED LIMIT REVISION(S) HAVE BEEN APPROVED FOR USE ON THIS PROJECT WHEN WORK ZONE CONDITIONS AND FACTORS ARE MET AS DESCRIBED BELOW:

WZSZ REVISION NUMBER(S)	COUNTY-ROUTE-SECTION(S)	DIRECTION(S)
WZ-20615	RIC-13-11.22-13.12	NB & SB
WZ-20615	RIC-13-13.12-14.38	NB & SB

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRE-CONSTRUCTION) POSTED SPEED LIMIT OF 55 MPH OR GREATER, A QUALIFYING WORK ZONE CONDITION OF AT LEAST 0.5 MILE IN LENGTH, AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS, AND A WORK ZONE CONDITION IN PLACE THAT REDUCES THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS (I.E., LANE CLOSURE, LANE SHIFT, CROSSOVER, CONTRAFLOW AND/OR SHOULDER CLOSURE). THE LENGTH OF THE WORK ZONE CONDITION IS MEASURED FROM THE BEGINNING OF THE TAPER FOR THE SUBJECT WORK ZONE CONDITION IMPACTING THE TRAVEL LANES AND/OR SHOULDER TO THE END OF THE DOWNSTREAM TAPER, WHERE DRIVERS ARE RETURNED TO TYPICAL ALIGNMENT. AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS IS REQUIRED TO BALANCE THE ADDITIONAL EXPOSURE CREATED BY INSTALLING AND REMOVING WZSZ SIGNING WITH THE TIME NEEDED TO COMPLETE THE WORK.

IF THE WORK ZONE MEETS THESE MINIMUM CRITERIA, IT SHALL BE ANALYZED FURTHER USING TABLE 1 BELOW TO DETERMINE IF AND WHEN IT QUALIFIES FOR A SPEED LIMIT REDUCTION. DEPENDING ON THE ORIGINAL POSTED SPEED LIMIT, THE TYPE OF TEMPORARY TRAFFIC CONTROL USED, AND WHETHER OR NOT WORKERS ARE PRESENT, A WARRANTED WZSZ WILL VARY IN THE APPROVED SPEED LIMIT TO BE POSTED OVER TIME.

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ.

WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRECONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WITHOUT POSITIVE PROTECTION IS GENERALLY REGARDED AS USING DRUMS, CONES, SHADOW VEHICLE, ETC., ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WORKERS ARE CONSIDERED AS BEING PRESENT WHEN ON-SITE, WORKING WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WHEN THE WORK ZONE CONDITION REDUCING THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

TABLE 1: WARRANTED WORK ZONE SPEED LIMITS (MPH) FOR WORK ZONES ON HIGH-SPEED (55 MPH OR GREATER) MULTI-LANE HIGHWAYS:

ORIGINAL POSTED SPEED LIMIT	WITH POSITIVE PROTECTION		WITHOUT POSITIVE PROTECTION	
	WORKERS PRESENT	WORKERS NOT PRESENT	WORKERS PRESENT	WORKERS NOT PRESENT
70	60	65	55	65
65	55	60	50	60
60	55	60	50	60
55	50	55	45	55

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY 18 SIGN MNTH (ASSUMING 6 DSL SIGN ASSEMBLIES FOR 3 MONTHS)

**WORK ZONE INCREASED PENALTIES SIGN (R11-H5a)**

R11-H5A-48 SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. SIGNS SHALL BE MOUNTED AT THE APPROPRIATE OFFSETS AND ELEVATIONS AS PRESCRIBED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THEY SHALL BE MAINTAINED ON SUPPORTS MEETING CURRENT SAFETY CRITERIA.

THE SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE CONSECUTIVE CALENDAR DAYS, SUCH AS DURING WINTER SHUT-DOWNS.

THE R11-H5A-48 SIGNS SHALL BE MOUNTED ON 2 NO. 3 POSTS WHEN LOCATED WITHIN CLEAR ZONES.

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE RETROREFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF C&MS 730.19.

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND RE-ERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVAL OF THE SIGN AND SUPPORT.

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN 12 EACH

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

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

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

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

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

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.


ITEM 614 – PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 6 SIGN MONTH (ASSUMING 2 PCMS SIGNS FOR 3 MONTHS)

RIC-13-11-01

MODEL: NOT NOTES 1 PAPER SIZE: 11x17 (in.) DATE: 7/6/2020 TIME: 2:34:59 PM USER: hbank8 pwc:\hoboc-pw-bentley.com\shhico-pw-02\Documents\01 Active Projects\District 03\Richland\87690\400-Engineering\Froadway\Sheets\87690\_GN001.dgn

MAINTENANCE OF TRAFFIC

DESIGN AGENCY  
DISTRICT 3



ENGINEERING TEAM 4

DESIGNER  
JNC

REVIEWER  
NRF MM-DD-YY

PROJECT ID  
87690

SHEET TOTAL  
5 | 9

**ITEM 614 – LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS**

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

ANY TIME TRAFFIC CONTROL FOR CONSTRUCTION ACTIVITIES IS NEEDED THROUGH AN ACTIVE SIGNALIZED INTERSECTION.

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION OR AT THE POINT OF ROAD CLOSURE, AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 120 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

**DETOUR SIGNING**

THE CONTRACTOR WILL PROVIDE, INSTALL, MAINTAIN, AND SUBSEQUENTLY REMOVE THE DETOUR SIGNING. THE FOLLOWING QUANTITY IS INCLUDED FOR THE CONTRACTOR TO PROVIDE THE DETOUR SIGNING AS SHOWN AS PER 614.06 (B).

ITEM 614 – DETOUR SIGNING

LUMP

**DETOUR LIMITATIONS**

THROUGH TRAFFIC ON RAMPS SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED THREE (3) DAYS ON THE LOOP RAMP FROM SOUTH MAIN STREET TO S.R. 13. THROUGH TRAFFIC ON THIS RAMP SHALL BE DETOURED AS SHOWN ON THE DETOUR DETAIL.

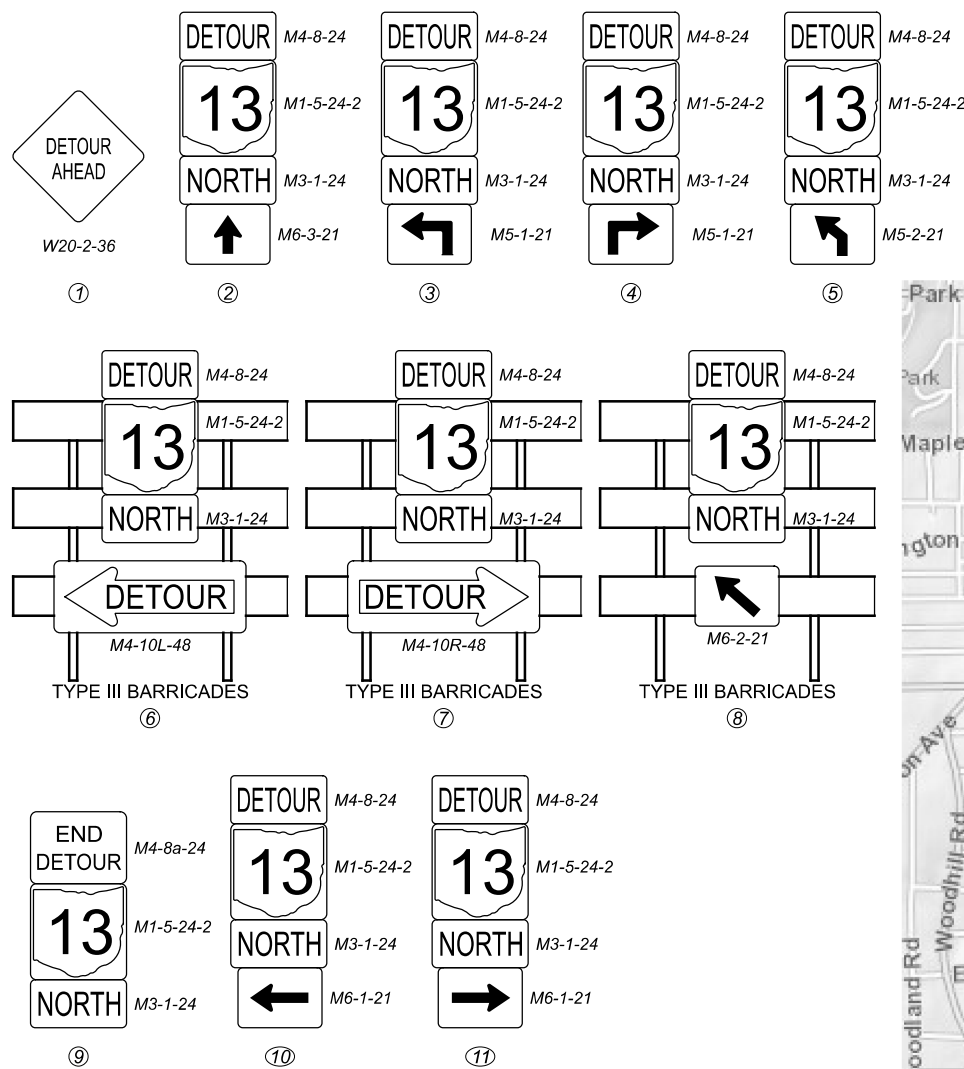
THE TIME RESTRICTION DESCRIBED ABOVE SHALL BE CONSIDERED AN INTERIM COMPLETION DATE, AND FOR EACH CALENDAR DAY BEYOND THE TIME DESCRIBED ABOVE THAT THE ROADWAY REMAINS CLOSED TO TRAFFIC, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE OF \$1500/DAY.

THE CONTRACTOR WILL INSTALL, MAINTAIN, AND SUBSEQUENTLY REMOVE THE DETOUR SIGNING.

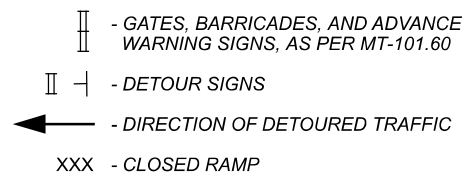
THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE GATES AND BARRICADES AT THE APPROXIMATE WORK LIMITS OF THE PROJECT, AND THE ADVANCE WARNING SIGNS AS SHOWN ON STANDARD CONSTRUCTION DRAWING MT-101.60.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATION, 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.

**SIGN LEGEND**



**MAP LEGEND**



**NOTIFICATION OF TRAFFIC RESTRICTIONS**

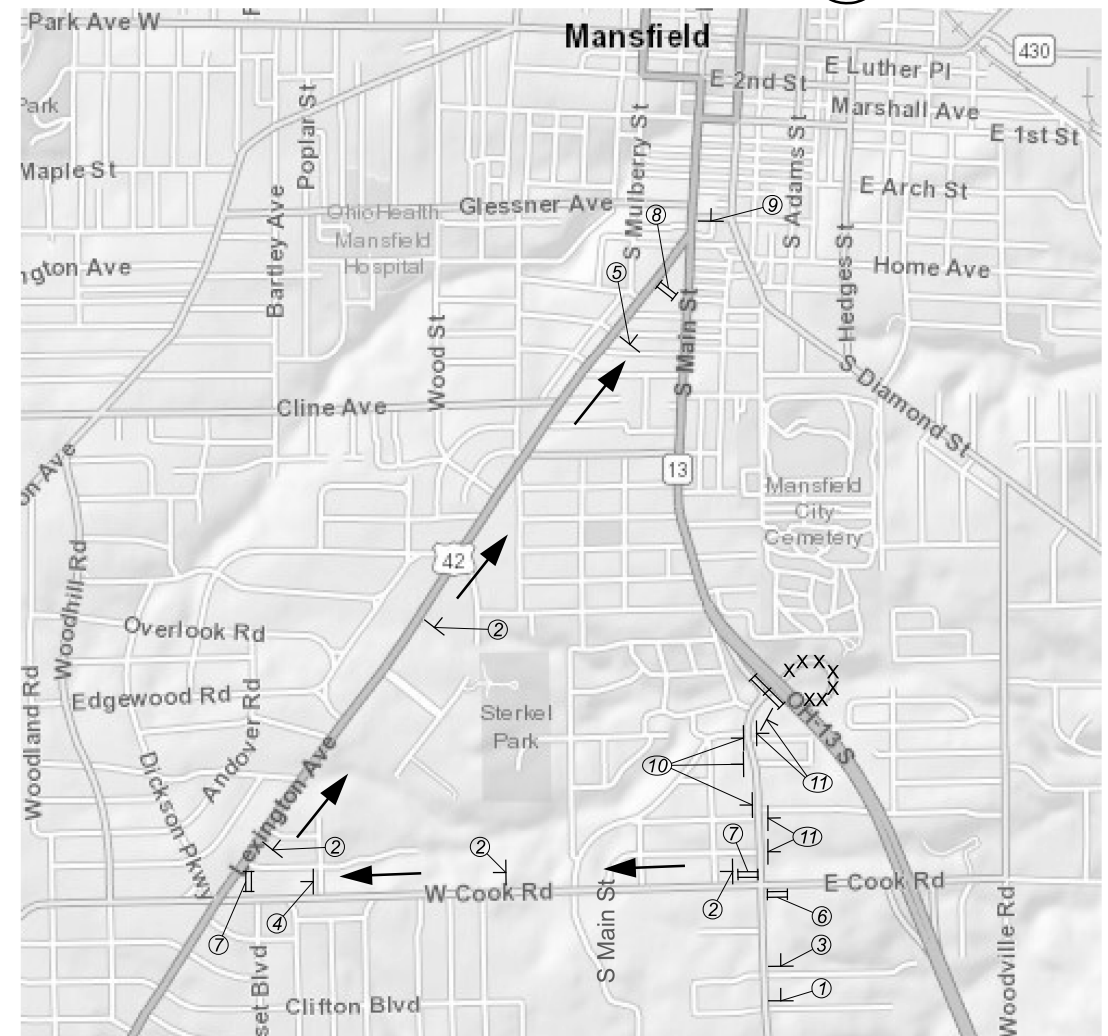
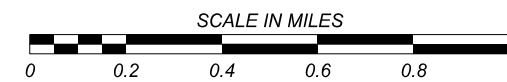
THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED 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 TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS AND PIO*
RAMP AND/OR ROAD CLOSURES	2 WEEKS OR GREATER	21 CALENDAR DAYS
	12 HOURS TO 2 WEEKS	14 CALENDAR DAYS
	12 HOURS OR LESS	4 BUSINESS DAYS
LANE CLOSURES AND RESTRICTIONS	2 WEEKS OR GREATER	14 CALENDAR DAYS
	LESS THAN 2 WEEKS	5 BUSINESS DAYS
START OF CONSTRUCTION AND TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS

\* - PRIOR TO CLOSURE DATE, UNLESS NOTED OTHERWISE


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



**DETOUR DETAIL**

SHEET NUM.					PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION
4	5	6	8	9	01/NHS/PV	EXT	TOTAL			
										<b>EROSION CONTROL</b>
					1,000	832	30000	1,000	EACH	EROSION CONTROL
										<b>PAVEMENT</b>
			462		462	251	01042	462	CY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (LONGITUDINAL)
			438		438	251	01042	438	CY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (TRANSVERSE)
			3,123		3,123	252	01500	3,123	FT	FULL DEPTH PAVEMENT SAWING
			123		123	253	02001	123	CY	PAVEMENT REPAIR, AS PER PLAN (LONGITUDINAL)
			297		297	253	02001	297	CY	PAVEMENT REPAIR, AS PER PLAN (TRANSVERSE)
			6,408		6,408	897	01010	6,408	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (DEPTH VARIES)
										<b>TRAFFIC CONTROL</b>
12					12	621	00100	12	EACH	RPM
12					12	621	54000	12	EACH	RAISED PAVEMENT MARKER REMOVED
				7.5	7.5	644	00104	7.5	MILE	EDGE LINE, 6" (WHITE)
				7.47	7.47	644	00104	7.47	MILE	EDGE LINE, 6" (YELLOW)
				7.48	7.48	644	00204	7.48	MILE	LANE LINE, 6"
				0.01	0.01	644	00300	0.01	MILE	CENTER LINE
				1,337	1,337	644	00404	1,337	FT	CHANNELIZING LINE, 12" (WHITE)
				122	122	644	00404	122	FT	CHANNELIZING LINE, 12" (YELLOW)
				177	177	644	00500	177	FT	STOP LINE
				66	66	644	00600	66	FT	CROSSWALK LINE
				21	21	644	00700	21	FT	TRANSVERSE/DIAGONAL LINE (YELLOW)
				264	264	644	00720	264	FT	CHEVRON MARKING (WHITE)
				6	6	644	01300	6	EACH	LANE ARROW (LEFT)
				3	3	644	01300	3	EACH	LANE ARROW (RIGHT)
				1,459	1,459	644	30000	1,459	FT	REMOVAL OF PAVEMENT MARKING (CHANNELIZING LINES)
				177	177	644	30000	177	FT	REMOVAL OF PAVEMENT MARKING (STOP LINES)
				66	66	644	30000	66	FT	REMOVAL OF PAVEMENT MARKING (CROSSWALK LINES)
				21	21	644	30000	21	FT	REMOVAL OF PAVEMENT MARKING (TRANSVERSE/DIAGONAL LINES)
				264	264	644	30000	264	FT	REMOVAL OF PAVEMENT MARKING (CHEVRON MARKINGS)
				9	9	644	30020	9	EACH	REMOVAL OF PAVEMENT MARKING (LANE ARROWS)
				14.97	14.97	644	30030	14.97	MILE	REMOVAL OF PAVEMENT MARKING (EDGE LINE, 6")
				7.48	7.48	644	30030	7.48	MILE	REMOVAL OF PAVEMENT MARKING (LANE LINE)
				0.01	0.01	644	30030	0.01	MILE	REMOVAL OF PAVEMENT MARKING (CENTER LINE)
				0.06	0.06	646	10010	0.06	MILE	EDGE LINE, 6" (WHITE)
				0.06	0.06	646	10010	0.06	MILE	EDGE LINE, 6" (YELLOW)
				0.06	0.06	646	10110	0.06	MILE	LANE LINE, 6"
				0.12	0.12	646	50300	0.12	MILE	REMOVAL OF PAVEMENT MARKING (EDGE LINE, 6")
				0.06	0.06	646	50300	0.06	MILE	REMOVAL OF PAVEMENT MARKING (LANE LINE)
										<b>MAINTENANCE OF TRAFFIC</b>
		120			120	614	11111	120	HOURL	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE, AS PER PLAN
		LS			LS	614	12420	LS		DETOUR SIGNING
	12				12	614	12484	12	EACH	WORK ZONE INCREASED PENALTIES SIGN
	6				6	614	18601	6	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
	18				18	808	18700	18	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY
										<b>INCIDENTALS</b>
					LS	614	11000	LS		MAINTAINING TRAFFIC
					LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING
					LS	624	10000	LS		MOBILIZATION

GENERAL SUMMARY

DESIGN AGENCY	DISTRICT 3
	
ENGINEERING TEAM 4	
DESIGNER	JNC
REVIEWER	NRF MM-DD-YY
PROJECT ID	87690
SHEET	7
TOTAL	9

**PAVEMENT REPAIR TABLE**

LOGPOINT [SLM]		DIRECTION	ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE)		ITEM 253 - PAVEMENT REPAIR, AS PER PLAN		ITEM 252 - FULL DEPTH PAVEMENT SAWING	ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A
FROM	TO		TRANSVERSE [CY]	LONGITUDINAL [CY]	TRANSVERSE [CY]	LONGITUDINAL [CY]	[LF]	[SY]
11.01	12.00	NB	54	150	60	30	886	1440
12.00	13.00	NB	55	40	58	15	745	745
13.00	14.00	NB	66	37	31	15	454	728
14.00	14.40	NB	25	26	16	17	307	385
RAMP TO COOK RD		NB	3		5		54	30
RAMP FROM S. MAIN ST.		NB	5	7	5		54	84
NORTHBOUND SUBTOTALS			208	260	175	77	1441	3413
11.01	12.00	SB	55	120	56	19	755	1230
12.00	13.00	SB	70	30	18	9	266	665
13.00	14.00	SB	70	35	18	9	266	695
14.00	14.40	SB	24	3	18	4	226	215
RAMP FROM COOK RD		SB	4	9	9		97	100
RAMP TO S. MAIN ST.		SB	7	5	3	5	72	91
SOUTHBOUND SUBTOTALS			230	202	122	46	1682	2995
<b>TOTALS CARRIED TO GENERAL SUMMARY</b>			<b>438</b>	<b>462</b>	<b>297</b>	<b>123</b>	<b>3123</b>	<b>6408</b>


NOTE: THE DISTRIBUTION SHOWN IS FOR ESTIMATION PURPOSES. REPAIRS SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER PER C&MS 251.02, 253.02.



AUXILIARY & LONG LINE MARKINGS																																
PLAN SPLIT: 01/NHS/PV																																
COUNTY	ROUTE	SIDE	STATION / SLM			HIGHWAY MILES	644																	646								
							LONG LINE MARKINGS							AUXILIARY MARKINGS										LONG LINE MARKINGS								
							EDGE LINE, 6" (WHITE)	EDGE LINE, 6" (YELLOW)	LANE LINE, 6"	CENTER LINE	REMOVAL OF PAVEMENT MARKINGS (EDGE LINE, 6")	REMOVAL OF PAVEMENT MARKINGS (LANE LINE)	REMOVAL OF PAVEMENT MARKINGS (CENTER LINE)	CHANNELIZING LINE, 12' (WHITE)	CHANNELIZING LINE, 12' (YELLOW)	STOP LINE	CROSSWALK LINE	TRANSVERSE/DIAGONAL LINE (YELLOW)	CHEVRON MARKING (WHITE)	LANE ARROW (LEFT)	LANE ARROW (RIGHT)	REMOVAL OF PAVEMENT MARKINGS (CHANNELIZING LINES)	REMOVAL OF PAVEMENT MARKINGS (STOP LINES)	REMOVAL OF PAVEMENT MARKINGS (CROSSWALK LINES)	REMOVAL OF PAVEMENT MARKINGS (TRANSVERSE/DIAGONAL LINE)	REMOVAL OF PAVEMENT MARKINGS (CHEVRON MARKINGS)	REMOVAL OF PAVEMENT MARKINGS (LANE ARROW)	EDGE LINE, 6" (WHITE)	EDGE LINE, 6" (YELLOW)	LANE LINE, 6"	REMOVAL OF PAVEMENT MARKINGS (EDGE LINE, 6")	REMOVAL OF PAVEMENT MARKINGS (LANE LINE)
FROM	TO	MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE				
RIC	13	NB	11.01	11.50	0.49	0.49	0.49	0.49		0.98	0.49			45										45								
RIC	13	NB	11.50	12.00	0.50	0.50	0.50	0.50		1.00	0.50																					
RIC	13	NB	12.00	12.50	0.50	0.50	0.50	0.50		1.00	0.50			148	24			2		148	24						2					
RIC	13	NB	12.50	13.00	0.50	0.50	0.50	0.50		1.00	0.50																					
RIC	13	NB	13.00	13.50	0.50	0.50	0.50	0.50		1.00	0.50																					
RIC	13	NB	13.50	14.00	0.50	0.50	0.50	0.50		1.00	0.50			302				68		302						68						
RIC	13	NB	RAMP TO E. COOK RD.		0.12	0.12	0.12	0.12		0.24	0.12				36					36												
RIC	13	NB	14.00	14.17	0.17	0.17	0.17	0.18		0.34	0.18							156														
RIC	13	NB	RAMP FROM S. MAIN		0.30	0.30	0.30	0.30		0.60	0.30			122						122				21								
RIC	13	NB	14.17	14.20	0.03	0.03	0.03	0.03		0.06	0.03														0.03	0.03	0.03	0.06	0.03			
RIC	13	NB	14.20	14.38	0.18	0.18	0.18	0.18		0.36	0.18																					
RIC	13	NB	14.38	14.40	0.02	0.01			0.01	0.01		0.01																				
RIC	13	SB	11.01	11.50	0.49	0.49	0.49	0.49		0.98	0.49			144	72			2	3	144	72						5					
RIC	13	SB	11.50	12.00	0.50	0.50	0.50	0.50		1.00	0.50																					
RIC	13	SB	12.00	12.50	0.50	0.50	0.50	0.50		1.00	0.50			150	34			2		150	34						2					
RIC	13	SB	12.50	13.00	0.50	0.50	0.50	0.50		1.00	0.50																					
RIC	13	SB	13.00	13.50	0.50	0.50	0.50	0.50		1.00	0.50			312						312												
RIC	13	SB	13.50	14.00	0.50	0.50	0.50	0.50		1.00	0.50																					
RIC	13	SB	RAMP FROM E. COOK RD.		0.18	0.18	0.18	0.18		0.36	0.18																					
RIC	13	SB	14.00	14.17	0.17	0.17	0.17	0.17		0.34	0.17																					
RIC	13	SB	14.17	14.20	0.03	0.03	0.03	0.03		0.06	0.03														0.03	0.03	0.03	0.06	0.03			
RIC	13	SB	14.20	14.38	0.18	0.18	0.18	0.18		0.36	0.18			236				40		236						40						
RIC	13	SB	RAMP TO S. MAIN		0.13	0.13	0.13	0.13		0.26	0.13																					
RIC	13	SB	14.38	14.40	0.02	0.02				0.02					11	66				11	66											
<b>TOTAL CARRIED TO GENERAL SUMMARY</b>						<b>7.50</b>	<b>7.47</b>	<b>7.48</b>	<b>0.01</b>	<b>14.97</b>	<b>7.48</b>	<b>0.01</b>		<b>1,337</b>	<b>122</b>	<b>177</b>	<b>66</b>	<b>21</b>	<b>264</b>	<b>6</b>	<b>3</b>	<b>1,459</b>	<b>177</b>	<b>66</b>	<b>21</b>	<b>264</b>	<b>9</b>	<b>0.06</b>	<b>0.06</b>	<b>0.06</b>	<b>0.12</b>	<b>0.06</b>

NOTES: - STRIPE ALL THROUGH LANES TO MATCH EXISTING WIDTHS ACCORDING TO C&MS 641.08A  
 - ALL REMOVAL OF PAVEMENT MARKINGS SHALL BE PERFORMED IN ACCORDANCE WITH C&MS 614.11.G.a  
 - THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN A LOG OF EXISTING PAVEMENT MARKING LOCATIONS TO ENSURE ACCURATE REPLACEMENT. THIS WORK SHALL BE INCIDENTAL TO ITEM 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING  
 - ITEM 646 MARKINGS ARE PROVIDED FOR PLACEMENT ON CONCRETE BRIDGE DECKS

AUXILIARY & LONG LINE MARKINGS

DESIGN AGENCY  
 DISTRICT 3  
  
 ENGINEERING TEAM 4  
 DESIGNER  
 JNC  
 REVIEWER  
 NRF MM-DD-YY  
 PROJECT ID  
 87690  
 SHEET TOTAL  
 9 9