GENERAL

UTILITIES

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

COMMUNICATION
BRIGHTSPEED
203 W. 9TH STREET
LORAIN, OH 44052
440.244.8330

GAS
COLUMBIA GAS OF OHIO
1021 NORTH MAIN STREET
MANSFIELD, OH 44903
419.528.1134

WATER
MADISON WATER DISTRICT
489 INDIANA AVENUE
MANSFIELD, OH 44905
419.589.2135

ELECTRIC
OHIO EDISON
2508 WEST PERKINS AVENUE
SANDUSKY, OH 44870
419.627.6881

COUNTY
RICHLAND COUNTY SANITARY ENGINEER
50 PARK AVENUE EAST
MANSFIELD, OH 44902
419.774.3548

TRAFFIC
ODOT DISTRICT THREE
906 CLARK AVENUE
ASHLAND, OH 44805
419.207.2868

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 MAY BE INSPECTED IN THE ODOT DISTRICT THREE OFFICE IN ASHLAND:

PLAN NAME	*DATE*
RIC-30-1388_(SFN_7001320)_Original_1969	*1969*
CRA-30-7.11 (VARIOUS COUNTIES) Various bridge hits_2003	*2003*
RIC-30-1408L_(SFN_7001355)_Original_1956	*1956*
RIC-30-1408L&R_(SFN_7001355)_Painting_1987	*1987*
RIC-30-1408L_(SFN_7001355)_Rehab_2010	*2010*

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. RIC-30-16.42 (PROJECT (26)0281, PID 122940) IS A BRIDGE HIT REPAIR CONTRACT AT REED RD AND US 30, AND IS SCHEDULED TO BEGIN WORK IN THE 2027 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 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN

AFTER COMPLETION OF ALL WORK, BUT PRIOR TO FINAL ACCEPTANCE OF THE PROJECT, AN OHIO PROFESSIONAL SURVEYOR SHALL DETERMINE THE HIGHWAY MINIMUM AND MAXIMUM USABLE VERTICAL CLEARANCES OF EACH BEAM IN THE REPAIRED SPANS OF STRUCTURE RIC-30-1388 AND STRUCTURE RIC-30-1408L. NO MEASUREMENTS SHALL BE REQUIRED IN BRIDGE SPANS WITH NO REPAIR WORK INCLUDED IN THIS PROJECT. AT A MINIMUM, MEASUREMENTS SHALL BE TAKEN ALONG EACH BEAM AT THE EDGE OF SHOULDERS, EDGE LINES, LANE LINES, AND CROWN OF THE ROADWAY BELOW. THE SURVEYOR SHALL PRODUCE A SKETCH OF THE BRIDGE ELEVATION SHOWING THE LOCATION OF THESE MEASUREMENTS IN RELATION TO THE OVERHEAD BRIDGE OR FEATURE, AND THE ROADWAY AND SHOULDERS BELOW. THE SKETCH SHALL IDENTIFY WHICH BRIDGE BEAM LINE OR OTHER APPURTENANCE DETERMINED THE MEASUREMENTS.

THE "HIGHWAY MAXIMUM USABLE VERTICAL CLEARANCE" SHALL BE REPORTED AS THE MINIMUM VERTICAL CLEARANCE FOR THE HIGHWAY FEATURE, MEASURED OVER THE 10-FOOT-WIDE ENVELOPE OF THE TRAVELED PART OF THE HIGHWAY, THAT PROVIDES FOR THE MAXIMUM USABLE CLEARANCE ENVELOPE, ROUNDED DOWN TO THE NEAREST TENTH OF A FOOT. MEASURE THE VERTICAL CLEARANCE PLUMB FROM THE DECK OR HIGHWAY SURFACE TO THE LOWEST BRIDGE MEMBER RESTRICTION, APPURTENANCE (SIGNS, UTILITIES, ETC.) ATTACHED TO THE BRIDGE, OR OTHER STRUCTURE. THE DATA MAY NOT REPRESENT THE ABSOLUTE MINIMUM CLEARANCE OVER THE HIGHWAY FEATURE. THE TRAVELED PART OF THE HIGHWAY FEATURE DOES NOT INCLUDE SHOULDERS. CLEARANCES GREATER THAN 30 FEET MAY BE ESTIMATED.

THE "HIGHWAY MINIMUM VERTICAL CLEARANCE" SHALL BE REPORTED AS THE MINIMUM VERTICAL CLEARANCE MEASURED OVER THE HIGHWAY FEATURE, ROUNDED DOWN TO THE NEAREST TENTH OF A FOOT. MEASURE THE VERTICAL CLEARANCE PLUMB FROM THE DECK OR HIGHWAY SURFACE (INCLUDING PAVED OR STABILIZED SHOULDERS) TO THE LOWEST BRIDGE MEMBER RESTRICTION, APPURTENANCE (SIGNS, UTILITIES, ETC.) ATTACHED TO THE BRIDGE, OR OTHER STRUCTURE. SEVERAL MEASUREMENTS MAY NEED TO BE MADE TO DETERMINE THE MINIMUM VERTICAL CLEARANCE. HOWEVER, ONLY THE MINIMUM MEASUREMENT IS REPORTED. SHOULDERS MUST BE CONTIGUOUS WITH THE TRAVELED WAY AND MUST BE STRUCTURALLY ADEQUATE FOR ALL WEATHER AND TRAFFIC CONDITIONS CONSISTENT WITH THE FACILITY CARRIED. UNSTABILIZED GRASS OR DIRT, WITH NO BASE COURSE, FLUSH WITH AND BESIDE THE TRAFFIC LANE IS NOT TO BE CONSIDERED A SHOULDER FOR THIS ITEM. REFER TO AGENCY POLICY FOR WHEN AND WHERE STABILIZED SHOULDERS ARE USED. WHEN IT IS NOT READILY KNOWN IF STABILIZED CONSTRUCTION DETAILS WERE USED, THE PRESENCE OF RUTTING, HEAVING, WATER RETENTION, OR OTHER DISTRESS MAY BE USED AS INDICATORS THAT THE SHOULDER IS NOT STABILIZED. CLEARANCES GREATER THAN 30 FEET MAY BE ESTIMATED.

ADDITIONAL DETAILS, DESCRIPTIONS AND EXAMPLES OF THE "HIGHWAY MAXIMUM USABLE VERTICAL CLEARANCE" AND "HIGHWAY MINIMUM VERTICAL CLEARANCE" CAN BE FOUND IN THE "SPECIFICATIONS FOR THE NATIONAL BRIDGE INVENTORY" (SNBI) PUBLISHED BY FEDERAL HIGHWAY ADMINISTRATION.

THE ODOT DISTRICT 3 VERTICAL CLEARANCE SURVEY FORM SHALL BE USED, WHERE APPLICABLE, TO DOCUMENT THE MEASUREMENTS. WHERE THE ODOT DISTRICT 3 VERTICAL CLEARANCE SURVEY FORM IS NOT APPLICABLE, THE MEASUREMENTS SHALL BE DOCUMENTED ON A CONTRACTOR-DEVELOPED FORM THAT CLOSELY RESEMBLES THE ODOT DISTRICT 3 VERTICAL CLEARANCE SURVEY FORM AND ACCURATELY DEPICTS THE BRIDGE AND THE LANE AND SHOULDER AND/OR TRACKCONFIGURATION OF THE ROADWAY AND/OR RAILROAD THAT PASSES BELOW THE BRIDGE. THE COMPLETED FORM SHALL BEAR SEAL AND SIGNATURE OF THE OHIO PROFESSIONAL SURVEYOR WHO HAS TAKEN THE MEASUREMENTS AND SHALL BE SUBMITTED TO THE PROJECT ENGINEER PRIOR TO FINAL ACCEPTANCE OF THE PROJECT.

THE ODOT DISTRICT 3 VERTICAL CLEARANCE SURVEY FORM CAN BE DOWNLOADED FROM THE FOLLOWING FTP SITE:

https://ftp.dot.state.oh.us/pub/Contracts/Attach/RIC-126880

STRUCTURES

REFERENCES MADE TO STANDARD BRIDGE DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

SUPPLEMENTAL SPECIFICATION	*DATE*
849	*1/18/2013*

DESIGN SPECIFICATIONS (BDM 601.3-1)

THIS STRUCTURE CONFORMS TO THE 10TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2024, AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK, BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02, AND 513.04.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PRE-BID EXAMINATION OF THE EXISTING STRUCTURES. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

DESIGN DATA

EXISTING DESIGN:

DESIGN LOADING:

- *RIC-30-1388: HS20-44*
- *RIC-30-1408L: CF = 2000 (APPROXIMATE EQUIVALENT: HS20, PER MANUAL OF BRIDGE INSPECTION & INVENTORY, 2025)*

STRUCTURAL STEEL:

- *RIC-30-1388: ASTM A36 – YIELD STRENGTH 36 KSI*
- *RIC-30-1408L: ASTM A373– YIELD STRENGTH 32 KSI*

NEW STRUCTURAL STEEL (RIC-30-1388 & RIC-30-1408L):

- *ASTM A709 GR 36 OR GR 50– YIELD STRENGTH 36 KSI OR 50 KSI*
- *CVN IS NOT REQUIRED FOR CROSSFRAME MATERIALS*
- *CVN IS REQUIRED FOR BEAM MATERIALS*

EXISTING PAINT SYSTEM

THE EXISTING BRIDGE AT RIC-30-1388 WAS PAINTED IN 1996 WITH A THREE COAT OZEU PAINT SYSTEM. THE FINISH COAT WAS LIGHT BLUE.

THE EXISTING BRIDGE AT RIC-30-1408L WAS PAINTED IN 1987 WITH A THREE COAT OZEU PAINT SYSTEM. THE FINISH COAT WAS LIGHT OR PEARL GREY.

MATCH THE FINISH COAT OF PAINT APPLIED IN THE FIELD AS CLOSELY AS REASONABLY POSSIBLE TO THE COLOR OF THE EXISTING PAINT SYSTEM, AS APPROVED BY THE ENGINEER.

ITEM 202 – PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (MAIN MEMBERS)
ITEM 202 – PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (SECONDARY MEMBERS)

MAIN MEMBER:
THIS ITEM CONSISTS OF THE REMOVAL OF THE EXISTING MAIN BEAM MEMBER TO THE LIMITS SHOWN IN THE PLANS. FLAME OR SAW CUT PORTIONS OF THE EXISTING MAIN MEMBERS USING A MECHANICAL GUIDE ACCORDING TO C&MS 513.12. PROVIDE SHIELDING AS NECESSARY TO PREVENT DAMAGE TO MAIN OR SECONDARY MATERIALS THAT ARE TO REMAIN. WHERE CROSSFRAME MEMBERS THAT ARE TO REMAIN ARE WELDED TO A SEGMENT OF MAIN MEMBER TO BE REMOVED, CUT AND GRIND CAREFULLY IN SUCH A WAY AS TO ALLOW THEM TO BE REATTACHED TO REPLACEMENT MATERIAL. GRIND THE REMAINING CUT SURFACES OF THE EXISTING MEMBERS SMOOTH IN PREPARATION FOR COMPLETE PENETRATION WELDING. PROVIDE A SURFACE FINISH ACCORDING TO ANSI B46.1 OF 250 MIL (TO ACCOMMODATE THE PROPOSED REPLACEMENT MATERIAL).

SECONDARY MEMBERS:
THIS ITEM CONSISTS OF THE REMOVAL OF THE EXISTING SECONDARY MEMBERS TO THE LIMITS SHOWN IN THE PLANS. FLAME OR SAW CUT THE EXISTING SECONDARY MEMBERS ACCORDING TO C&MS 513. PROVIDE SHIELDING AS NECESSARY TO PREVENT DAMAGE TO MAIN OR SECONDARY MATERIALS THAT ARE TO REMAIN. GRIND THE REMAINING SURFACES OF THE EXISTING MEMBERS ADJACENT TO THE REMOVED MEMBER SMOOTH IN PREPARATION FOR COMPLETE PENETRATION OR FILLET WELDING. PROVIDE A SURFACE FINISH ACCORDING TO ANSI B46.1 OF 250 MIL (TO ACCOMMODATE THE PROPOSED REPLACEMENT MATERIALS). THIS ITEM SHALL ALSO CONSIST OF REMOVAL OF THE DAMAGED UTILITY SUPPORT BRACKET.

ALL MEMBERS:
PAYMENT FOR ALL MATERIALS, LABOR, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THE ABOVE WORK WILL BE MADE AT THE CONTRACT BID PRICE PER POUND FOR ITEM 202 – PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (MAIN MEMBERS) OR ITEM 202 – PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (SECONDARY MEMBERS), RESPECTIVELY.

ITEM 512 - CONCRETE REPAIR BY EPOXY INJECTION, AS PER PLAN

PRIOR TO PERFORMING THIS WORK, COMPLETE HEAT STRAIGHTENING IN ACCORDANCE WITH SS 849, BRINGING THE STRUCTURAL STEEL TO WITHIN 100 MILLS OF THE HAUNCH SURFACE OR TO THE SATIFACTION OF THE ENGINEER, AND REMOVE DELAMINATED CONCRETE UNDER ITEM 202 - REMOVAL, MISC.: SOUNDING AND REMOVAL OF DELAMINATED CONCRETE.

PERFORM CONCRETE REPAIR BY EPOXY INJECTION ON ALL CRACKS WIDER THAN 2 MILS IN THICKNESS ALONG THE HAUNCH SURFACES ADJACENT TO AND ABOVE THE TOP FLANGE OF THE BEAMS INDICATED IN THE PLANS. THE PRIMARY PURPOSE OF THIS WORK IS TO REPAIR AREAS OF SEPARATION BETWEEN THE TOP FLANGES OF THE BEAMS AND THE HAUNCH, AS SHOWN ON THE STRUCTURE DETAIL SHEETS.

PAYMENT FOR THIS WORK WILL BE AT THE UNIT PRICE PER FOOT FOR ITEM 512 - CONCRETE REPAIR BY EPOXY INJECTION, AS PER PLAN. THE DEPARTMENT WILL MEASURE THIS WORK AS LINEAR FEET ALONG THE BEAM ADJACENT TO EACH SIDE OF THE BEAM WHERE INJECTION REPAIR IS ACTUALLY CARRIED OUT.

ITEM 513 – STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN (SECONDARY MEMBERS)
ITEM 513 – STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN (BEAM SECTION REPLACEMENT)

ALL STEEL MEMBERS:

ALL REQUIREMENTS OF 513 APPLY TO SHOP FABRICATED MEMBERS. PERFORM ALL WORK FOR FIELD FABRICATED MEMBERS ACCORDING TO ITEM 513, EXCEPT AS MODIFIED IN THESE PLANS. THE DEPARTMENT WILL NOT REQUIRE THE CONTRACTOR PERFORMING FIELD FABRICATION TO BE PRE-QUALIFIED AS SPECIFIED IN SUPPLEMENT 1078. SUBMIT A WRITTEN LETTER OF MATERIAL ACCEPTANCE, 501.06, TO THE ENGINEER. PROVIDE SHOP DRAWINGS ACCORDING TO 513.06 OR SUPPLY THE ENGINEER WITH "AS-BUILT" DRAWINGS MEETING 513.06 AFTER COMPLETION OF FIELD FABRICATION. THE ENGINEER WILL REVIEW THE SUBMITTED DRAWINGS FOR CONCURRENCE WITH THE FINAL AS-BUILT CONDITION. IF NECESSARY, THE ENGINEER MAY CONTACT THE OFFICE OF STRUCTURAL ENGINEERING FOR TECHNICAL ASSISTANCE. IF THE ENGINEER IS SATISFIED WITH THE AS-BUILT DRAWINGS AND THE DELIVERED MATERIALS, SUPPLY A COPY OF THE DRAWINGS, STAMPED AND DATED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF OHIO, TO THE STRUCTURAL, WELDING, AND METALS SECTION OF THE OFFICE OF MATERIAL MANAGEMENT FOR RECORD PURPOSES. THE ENGINEER MAY OBTAIN TECHNICAL ASSISTANCE FROM THE OFFICE OF MATERIALS MANAGEMENT.

CROSSFRAME MEMBERS:

AFTER DAMAGED AREAS HAVE BEEN INSPECTED ACCORDING TO ITEM 849 DAMAGE ASSESSMENT, PERPARE THE NEW AND EXISTING MATERIAL FOR WELDING, PERFORMING 5/16" FILLET WELDS ACCORDING TO ITEM 513 USING APPROVED ELECTRODES, PROCEEDURES AND WELDERS. WELD EACH SECONDARY MEMBER ACCORDING TO PLAN DETAILS. MAGNETIC PARTICLE INSPECT ALL FILLET WELDS ACCORDING TO C&MS 513.25B.

PAYMENT FOR THE REPLACEMENT OF DAMAGED CROSS FRAMES SHALL BE AT THE UNIT BID PRICE PER POUND FOR ITEM 513 – STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN (SECONDARY MEMBERS), WHICH INCLUDES ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK. THE FOLLOWING MEMBERS ARE INCLUDED IN THIS ITEM: CROSS FRAMES: 3" X 3" X 5/16" ANGLE, UTILITY SUPPORT BRACKET (SEE DETAILS ON SHEET 12).

BEAM SECTION REPLACEMENT:

THIS ITEM CONSISTS OF PROVIDING AND INSTALLING THE NEW PORTION OF THE ROLLED MAIN BEAM MEMBER AS SHOWN IN THE PLANS, INCLUDING BUT NOT LIMITED TO FIT-UP, COMPLETE PENETRATION WELDING, AND DRILLING AND FINISHING COPE HOLES.

AFTER DAMAGED AREAS HAVE BEEN INSPECTED ACCORDING TO ITEM 849 DAMAGE ASSESSMENT, PREPARE THE DAMAGED MATERIAL FOR WELDING. PROVIDE RUNOFF TABS FOR ALL COMPLETE PENETRATION WELDS. PERFORM COMPLETE PENETRATION WELDS ACCORDING TO C&MS 513 USING APPROVED ELECTRODES, PROCEDURES AND WELDERS. REMOVE RUNOFF TABS AND GRIND THE COMPLETED EDGES SMOOTH. GRIND THE COMPLETED WELDS SMOOTH AND FLUSH WITH THE ADJACENT SURFACES TO PROVIDE A SURFACE FINISH ACCORDING TO ANSI B46.1 OF 250 MIL. DO NOT OVER GRIND AS TO REDUCE THE MATERIAL THICKNESS OR WIDTH OF THE NEW OR EXISTING MATERIALS. PREPARE ALL REENTRANT CORNERS WITH ONE INCH RADIUS. REMOVE WELDING AND START AND STOP DISCONTINUITIES. RADIOGRAPHIC TEST THE FINISHED WELDS ACCORDING TO C&MS 513.25A AND SUBMIT COPIES OF THE REPORTS TO THE ENGINEER. THE ENGINEER MAY OBTAIN TECHNICAL ASSISTANCE FROM THE OFFICE OF MATERIALS MANAGEMENT.

SHOULD THE ROLLED STEEL WT- SHAPES SPECIFIED IN THE PLANS NOT BE AVAILABLE FROM ANY ACCEPTABLE SUPPLIER, THE DEPARTMENT WILL ACCEPT THE FOLLOWING, AT THE DISCRETION OF THE ENGINEER:

- *AN EQUIVALENT WT-SHAPE CUT FROM A W- ROLLED BEAM*
- *AN EQUIVALENT BUILT-UP SHAPE CONSISTING OF PLATES MEETING THE REQUIREMENTS OF THE DESIGN DATA NOTE IN THESE PLANS, THE REQUIREMENTS OF LEVEL 4 FABRICATION PER C&MS 513.03, AND CVN TESTING. THESE PLATES SHALL MATCH THE WIDTHS AND THICKNESSES OF THE PROPOSED WT-SECTION, AND BE CONNECTED TO ONE ANOTHER USING 5/16" FILLET WELDS ON BOTH SIDES OF THE WEB SECTION.*

PAYMENT FOR ALL MATERIALS, LABOR, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THE ABOVE WORK WILL BE MADE AT THE CONTRACT BID PRICE PER POUND FOR ITEM 513 – STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN (BEAM SECTION REPLACEMENT).

STEEL RESTRAINT OR PRELOAD LIMITS

THE EXISTING STRUCTURAL STEEL IS AT RIC-30-1388 IS GRADE ASTM A36. THE EXISTING STEEL AT RIC-30-1408L IS ASTM A373. DO NOT SUBJECT ANY PART OF THE STRUCTURES TO A JACKING, PULLING, OR RESTRAINING UNIT STRESS EXCEEDING 18 KSI FOR RIC-30-1388, OR 16 KSI FOR RIC-30-1408L, OR 50% OF THE YIELD STRESS. THE CONTRACTOR IS RESPONSIBLE FOR MONITORING AND NOT EXCEEDING THESE STRESSES IN THE EXISTING STEEL USING A METHOD APPROVED BY THE ENGINEER.

ITEM 514 – FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN (THREE COAT)

DESCRIPTION

THIS ITEM CONSISTS OF CLEANING AND FIELD PAINTING EXISTING STRUCTURAL STEEL AND NEW REPLACEMENT STEEL. THIS WORK CONSISTS OF PERFORMING SURFACE PREPARATION AND APPLYING A THREE-COAT PAINT SYSTEM TO THE PREPARED STEEL AND FEATHERED REMOVAL AREAS OF EXISTING PAINT.

GENERAL

C&MS 514.05 THROUGH 514.10 AND 514.13D APPLY, UNLESS MODIFIED BY THESE NOTES.

WASHING EXISTING OZEU PAINTED SURFACES

CLEAN SURFACES TO BE COATED WITH LOW PRESSURE WATER CLEANING TO REMOVE ALL DIRT, DEBRIS, ANIMAL EXCREMENT, SALT CONTAMINANTS, AND OTHER ACCUMULATED FOREIGN MATERIAL IN ACCORDANCE WITH SSPC-SP12 (LP WC), LOW PRESSURE WATER CLEANING. USE A PRESSURE WASHER CAPABLE OF ACHIEVING AT LEAST 2000 PSI OF WATER PRESSURE AT THE NOZZLE. WHEN USING THE POWER WASHING EQUIPMENT, MAINTAIN THE NOZZLE NO MORE THAN 10 INCHES FROM THE SURFACE BEING CLEANED. SUPPLY AND USE POTABLE WATER. PROVIDE TO THE ENGINEER A LETTER OF WRITTEN ACCEPTANCE FOR ANY BIODEGRADABLE DETERGENTS OR CLEANERS USED IN CONJUNCTION WITH THIS METHOD.

CONTAIN AND COLLECT ALL WATER AND DEBRIS REMOVED DURING WASHING OPERATIONS ABOVE WATER FEATURES IN CONFORMANCE WITH C&MS 514.08 AND 514.13D. CREATE SETTLEMENT COLLECTION BASINS AND STRAIN ALL WASH WATER ABOVE LAND FEATURES AS NECESSARY TO PRODUCE VISIBLY CLEAR WATER AND COMPLY WITH C&MS 514.05 AND 514.13.D

SURFACE PREPARATION

AFTER THE PRESSURE WASHED SURFACE HAS DRIED, REMOVE EXISTING PAINT COATING TO CONTRACT LIMITS OR AS DIRECTED BY THE ENGINEER ACCORDING TO: SSPC-SP 11, POWER TOOL CLEANING TO BARE METAL, AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN SSPC-VIS 3; SSPC SP6, COMMERCIAL BLAST CLEANING, AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN SSPC-VIS 1; OR SSPC SP12 UHP ULTRAHIGH-PRESSURE WATER JETTING, AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN SSPC-VIS 4. SUPPLY BLAST WATER CONTAINING A COMMERCIALLY AVAILABLE RUST INHIBITOR ATA DOSAGE THAT PREVENTS FLASH RUSTING FOR 12 HOURS AND DOCUMENTED AS ACCEPTABLE TO THE COATING'S MANUFACTURER. THE ENGINEER WILL USE THE SSPC-VIS 1, SSPC-VIS 3 OR SSPC-VIS 4 TO DETERMINE THE ACCEPTANCE OF THE SURFACE PREPARATION. FEATHER THE EXISTING PAINT TO EXPOSE A MINIMUM OF 34 INCH OF EACH COAT. CONTAIN AND DISPOSE OF WASTE GENERATED BY THE CLEANING ACCORDING TO C&MS 514.13.D. DO NOT REMOVE THE SHOP APPLIED PRIME COAT ON THE EXPOSED SURFACES OF THE REPLACEMENT MAIN AND SECONDARY MEMBER SECTIONS EXCEPT TO THE LIMITS WHERE SUCH COATING WAS DAMAGED BY THE INSTALLATION AND WELDING OPERATIONS AS DIRECTED BY THE ENGINEER.

ROUND ALL EXPOSED CORNERS OF MAIN BEAM MATERIAL TO BE PAINTED AS NECESSARY TO ACHIEVE A 1/16 INCH RADIUS OR EQUIVALENT FLAT SURFACE AT A 45 DEGREE ANGLE TO THE SURROUNDING MAIN MATERIAL FLAT SURFACES.

FIELD PAINTING

APPLY THE PRIME, INTERMEDIATE, AND FINISH COATS OF THE THREE-COAT PAINT SYSTEM SPECIFIED IN C&MS 708.02, ACCORDING TO C&MS 514.15, 514.16, 514.17, 514.19, AND 514.20 TO CONTRACT LIMITS, OR AS DIRECTED BY THE ENGINEER, WHICHEVER IS GREATER. DO NOT APPLY PRIME COAT TO THE AREAS OF THE SHOP APPLIED PRIME COAT ON THE REPLACEMENT MAIN AND SECONDARY MEMBERS THAT WAS NOT REMOVED DURING SURFACE PREPARATION AS DESCRIBED ABOVE. TINT THE FINISH COAT TO MATCH THE EXISTING COLOR TO THE ENGINEER'S SATISFACTION. THE ENGINEER WILL DETERMINE THE PRIME AND INTERMEDIATE COAT THICKNESS USING A TYPE 2 MAGNETIC GAUGE AT SPOT LOCATIONS. THE PRIME, INTERMEDIATE, AND FINISH COAT OF PAINT SHALL MEET THE MINIMUM DRY FILM THICKNESS REQUIREMENTS OF C&MS 514.20. APPLY PAINT AS FOLLOWS:

1. *APPLY THE PRIME COAT ONLY TO THE PREPARED SURFACE OF THE BARE STEEL AND THE EXISTING PRIME COAT EXPOSED BY FEATHERING. DO NOT APPLY THE PRIME COAT TO THE ADJACENT INTERMEDIATE COAT*
2. *APPLY CAULK AFTER PRIMING, IF APPLICABLE*
3. *APPLY THE INTERMEDIATE COAT TO THE NEW PRIME COAT AND TO THE EXISTING INTERMEDIATE COATS THAT ARE EXPOSED BY FEATHERING.*
4. *APPLY THE FINISH COAT TO THE NEW INTERMEDIATE COAT AND TO THE EXISTING FINISH COATS THAT ARE EXPOSED BY FEATHERING*

AT THE PERIMETER OF THE REPAIR AREA, APPLY THE PRIME, INTERMEDIATE, AND FINISH COATS WITH A BRUSH. IN LIEU OF BRUSHING, THE CONTRACTOR MAY DOUBLE MASK AREAS NOT TO BE COATED AND SPRAY TO FEATHERED REMOVAL LINES. BLEND REPAIR AREAS WITH THE ADJACENT COATING TO PROVIDE A FINISHED SURFACE IN THE PATCHED AREAS THAT IS SMOOTH AND HAS AN EVEN PROFILE WITH THE ADJACENT SURFACE.

MEASUREMENT

THE DEPARTMENT WILL MEASURE FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN (THREE COAT) BY THE NUMBER OF SQUARE FEET OF STRUCTURAL STEEL PAINTED AND ACCEPTED. THE DEPARTMENT WILL DETERMINE THE SURFACE AREA BY TAKING EXACT FIELD MEASUREMENTS OF ALL PAINTED SURFACES AND CALCULATIONS. THE CALCULATED QUANTITY WILL BE DOUBLED FOR THE GENERAL SUMMARY TO ACCOUNT FOR ANY ADDITIONAL AREAS THAT WILL NEED TO BE PAINTED AS A RESULT OF HEAT STRAIGHTENING OPERATIONS.

ITEM 514 – FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN (THREE COAT) (CONTINUED)

BASIS OF PAYMENT

THE DEPARTMENT MAY CONSIDER PAINT AS ELIGIBLE FOR PAYMENT FOR MATERIAL ON-HAND AS SPECIFIED IN 109.10, HOWEVER, ONLY PAINT THAT THE CONTRACTOR CAN PROVE TO THE ENGINEER WILL BE USED DURING THE CONSTRUCTION SEASON IS ELIGIBLE FOR PAYMENT. THE CONTRACTOR SHALL PROVIDE THE ENGINEER CALCULATIONS INDICATING THE TOTAL SQUARE FEET OF STEEL TO BE PAINTED DURING THE CONSTRUCTION SEASON. THE CONTRACTOR SHALL ALSO PROVIDE CALCULATIONS SHOWING THE TOTAL NUMBER OF GALLONS REQUIRED.

THE DEPARTMENT WILL NOT PAY FOR: RESTORATION OF PUBLIC OR PRIVATE PROPERTY TO ITS ORIGINAL CONDITION REQUIRED DUE TO DAMAGE CAUSED BY THE CONTRACTOR; REPAIRING ADJACENT COATINGS DAMAGED DURING THE WASHING, POWER CLEANING, OR BLAST CLEANING OPERATION; REMOVING AND REPLACING AN AREA OF COATING BECAUSE A SPOT OR MAXIMUM AVERAGE THICKNESS EXCEEDS THE MAXIMUM SPOT THICKNESS; ADDITIONAL TESTING REQUIRED BY ANY HAULER, TREATMENT FACILITY, DISPOSAL FACILITY, OR LANDFILL; ACCESSING, INSPECTING, AND REPAIRING AREAS THAT ARE NOT FOUND TO BE IN CONFORMANCE WITH THE SPECIFICATIONS AND PERTINENT CONTRACT DOCUMENTS.

ALL OTHER REQUIREMENTS OF THE FIELD PAINTING SPECIFICATION ARE CONSIDERED INCIDENTAL TO THIS WORK.

THE QUANTITY OF ITEM 514 – FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN (THREE COAT) CARRIED TO THE GENERAL SUMMARY INCLUDES ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THE WORK.

ITEM 516 – JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN

THIS WORK CONSISTS OF TEMPORARILY SUPPORTING BEAM LINES AND UTILITY CONDUITS WHERE PORTIONS OF STRUCTURAL STEEL AND SUPPORTING ASSEMBLIES ARE BEING REMOVED AND REPLACED.

SUBMIT WORKING DRAWINGS AND CALCULATIONS IN ACCORDANCE WITH CMS 501.05.

IF, DURING THE JACKING OR OTHER SUPPORT INSTALLATION OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE, SEPARATION OF THE CONCRETE DECK FROM THE STEEL STRINGERS, OR OTHER DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, IMMEDIATELY CEASE THE JACKING OPERATION, NOTIFY THE ENGINEER AND THE DISTRICT BRIDGE ENGINEER, AND INSTALL SUPPORTS TO THE SATISFACTION OF THE ENGINEER. ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL BY THE ENGINEER, DISTRICT BRIDGE ENGINEER, AND THE OFFICE OF STRUCTURAL ENGINEERING AS DEEMED NEEDED BY THE DISTRICT BRIDGE ENGINEER.

THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516 – JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN, WHICH WILL INCLUDE THE COST FOR ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THE WORK.

ITEM 202 - REMOVAL, MISC.: SOUNDING AND REMOVAL OF DELAMINATED CONCRETE

REMOVE DELAMINATED, LOOSE, OR DISINTIGRATED CONCRETE IN THE HAUNCH AREAS INDICATED IN THE PLANS BY METHODS THAT WILL NOT CAUSE ADDITIONAL DAMAGE TO THE HAUNCH, TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR THIS WORK WILL BE AT THE UNIT PRICE PER FOOT FOR ITEM 202 - REMOVAL, MISC.: SOUNDING AND REMOVAL OF DELAMINATED CONCRETE. THE DEPARTMENT WILL MEASURE THIS WORK AS LINEAR FEET ALONG ONE SIDE OF THE BEAM ADJACENT TO THE HAUNCH SURFACE WHERE DELAMINATED CONCRETE IS REMOVED

ITEM 849 – DAMAGE ASSESSMENT, AS PER PLAN

THIS ITEM SHALL BE IN ACCORDANCE WITH THE SUPPLEMENTAL SPECIFICATION FOR HEAT STRAIGHTENING OF DAMAGED STRUCTURAL STEEL AND SHALL INCLUDE THE FOLLOWING ADDITIONAL POST-STRAIGHTENING, FINAL INSPECTION, WORK ITEMS:

PERFORM MAGNETIC PARTICLE NON-DESTRUCTIVE TESTING AS PER CMS 513.25.B ON ALL STRUCTURAL WELDS WITHIN THE VICINITY OF THE HEAT STRAIGHTENING.

PERFORM NON-DESTRUCTIVE TESTING ALONG THE INTERSECTION OF THE WEB AND TOP FLANGE WHERE THE EXISTING PAINT HAS PEELED AWAY AND LOOK FOR EVIDENCE OF CRACKS OR TEARING. PERFORM MAGNETIC PARTICLE OR DYE PENETRANT TESTING AT THESE LOCATIONS.

CHECK ALL OF THE EXISTING BOLTS, NUTS, AND WASHERS IN THE VICINITY OF THE HEAT STRAIGHTENING FOR TIGHTNESS. ADDITIONALLY, SOUND THE BOLTS TO CHECK THEIR CONDITION FOR A POSSIBLE FRACTURE. IF ANY BOLTS ARE FOUND TO BE LOOSE OR DAMAGED, REPLACE THEM WITH NEW BOLTS INSTALLED AS PER C&MS 513.20. PAYMENT FOR REPLACEMENT SHALL PERFORMED VIA FORCE ACCOUNT.

PAYMENT FOR ALL OF THE ABOVE WORK SHALL BE AT THE UNIT BID PRICE FOR ITEM 849 DAMAGE ASSESSMENT, AS PER PLAN, WHICH INCLUDES ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THE ABOVE WORK. ANY ADDITIONAL EXISTING DAMAGE FOUND WITH THE ABOVE TESTING AND NOT OTHERWISE ITEMIZED IN THIS PLAN WILL BE PAID VIA CHANGE ORDER.

MAINTENANCE OF TRAFFIC

ITEM 614 – MAINTAINING TRAFFIC (GENERAL)

A MINIMUM OF ONE 11' LANE OF TRAFFIC ON US 30 EASTBOUND SHALL BE MAINTAINED AT ALL TIMES, AND A MINIMUM OF ONE 10' LANE OF TRAFFIC ON US 42 SHALL BE MAINTAINED AT ALL TIMES. SET WORK ZONES AS PER THE STANDARD CONSTRUCTION DRAWINGS REFERENCED IN THE PLANS, EXCEPT AS OTHERWISE DETAILED IN THE PLANS OR AS APPROVED BY THE ENGINEER. RAMP CLOSURES SHALL BE AS DETAILED IN THE PLANS AND DIRECTED BY THE ENGINEER.

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 CURRENT EDITION 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.

RAMP/LANE CLOSURE RESTRICTIONS

THE RAMP FROM US 30 EB TO US 42 SB SHALL BE CLOSED DURING WORK ON STRUCTURE RIC-30-1388. THE RAMP FROM US 30 EB TO US 42 NB SHALL BE CLOSED DURING WORK ON STRUCTURE RIC-30-1408L. RAMP CLOSURES SHALL BE LIMITED TO 14 CALENDAR DAYS EACH. THE INCLUDED MAINTENANCE OF TRAFFIC PLAN SHOULD BE USED FOR THE CLOSURE OF BOTH RAMPS.

LANES MAY BE CLOSED IN ACCORDANCE WITH THE STANDARD CONSTRUCTION DRAWINGS REFERENCED IN THE PLANS, AS REQUIRED BY WORK BEING PERFORMED. LANE CLOSURES SHALL BE AT THE APPROVAL OF THE ENGINEER. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED FIVE (5) CALENDER DAYS, SHALL NOT BE PERMITTED.

THE LANE CLOSURE DETAILS USING PORTABLE CONCRETE BARRIER INCLUDED IN THESE PLANS SHALL BE USED TO PROTECT TEMPORARY BEAM SHORING STRUCTURES. LANE CLOSURES USING DRUMS ARE PERMITTED FOR OTHER PURPOSES.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN ACCORDANCE WITH THE BELOW LANE VALUE CONTRACT TABLE.

DESCRIPTION OF LOCATION/SEGMENT	DISINCENTIVE PER TIME UNIT	DISINCENTIVE TIME UNIT
RAMP FROM US 30 EB TO US 42 SOUTH	$4,000	DAY
RAMP FROM US 30 EB TO US 42 NORTH	$4,800	DAY
LANE CLOSURES ON US 30 EB	$50	MINUTE

CONTRACTOR EQUIPMENT ACCESS AND WORK OPERATIONS

IN ADDITION TO THE REQUIREMENTS OF SECTION 614 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS THE FOLLOWING SHALL APPLY:

THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAVEL WHERE PRACTICAL. A FLAGGER SHALL BE USED WHERE THE CONTRACTOR'S EQUIPMENT MUST MERGE WITH THE TRAFFIC STREAM.

THE CONTRACTOR SHALL ARRANGE CONSTRUCTION OPERATIONS SO AS TO PREVENT ANY INTERFERENCE TO THE CONTINUOUS FLOW OF TRAFFIC. ALL VEHICLES, EQUIPMENT, WORKERS AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO THE CLOSED LANES UNLESS OTHERWISE APPROVED BY THE ENGINEER.

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:

NEW YEAR'S (OBSERVED) — LABOR DAY — INKCARCERATION
MEMORIAL DAY — RICHLAND COUNTY FAIR — THANKSGIVING
FOURTH OF JULY (OBSERVED) — GENERAL ELECTION DAY (NOVEMBER) — CHRISTMAS (OBSERVED)

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
TUESDAY (ELECTION)	5:00 AM TUESDAY THROUGH 12:00 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 OF $390 / HOUR.

ITEM 614 – MAINTAINING TRAFFIC (PREFABRICATED COMPONENTS)

DO NOT CLOSE LANES OR RAMPS TO TRAFFIC FOR THE REMOVAL OR MODIFICATION OF THE EXISTING STRUCTURE OR CONDUIT UNTIL ALL NEW PREFABRICATED MATERIALS, i.e. PRECAST BEAMS, PRECAST HEADWALLS, GIRDERS, STEEL BEAMS, ETC. NECESSARY TO PLACE THE ROADWAY BACK IN SERVICE HAVE BEEN TESTED, APPROVED, AND ARE READY FOR DELIVERY TO THE SITE.

ITEM 614 – MAINTAINING TRAFFIC (ROAD CLOSED SIGN)

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-98.29 AND MT-101.60 ON THE PROPOSED TYPE III BARRICADES, DURING PERIODS IN WHICH THE AFFECTED RAMPS ARE CLOSED TO TRAFFIC.

SEE MAINTENANCE OF TRAFFIC PLAN FOR MORE DETAILS.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614 – DETOUR SIGNING

THE FOLLOWING QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR THE CONTRACTOR TO PROVIDE THE DETOUR SIGNING AS SHOWN AS PER C&MS 614.06(B):

ITEM 614 – DETOUR SIGNING — LUMP

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 5 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 — 2 SIGN MONTH
ASSUMING 2 PCMS SIGN(S) FOR 1 MONTH

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).

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).

FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:
-ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
-AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
-AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:
-THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR
-THE ACTIVE WORK AREA LATERALLY CLOSEST TO THE OPEN TRAVELED LANE; OR
-OTHER LOCATION AS APPROVED BY THE ENGINEER.

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

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 THAT 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 — 80 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.

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), THE DISTRICT PUBLIC INFORMATION OFFICE (PIO), THE DISTRICT DETOUR NOTIFICATION EMAIL LIST (D03.DETOUR.NOTIFICATION@DOT.OHIO.GOV), AND THE DISTRICT LANE CLOSURE NOTIFICATION EMAIL LIST (D03.LANECLOSURE@DOT.OHIO.GOV). 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.

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 – WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

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.

THE INCREASED BARRIER DELINEATION SHALL CONSIST OF EITHER DELINEATION PANELS OR 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 MT101.70.

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 MT101.70.

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

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.

MAINTENANCE OF LOCAL DETOUR ROUTE

A LOCAL DETOUR ROUTE, OTHER THAN THE OFFICIAL SIGNED ODOT DETOUR ROUTE, AS NOTED IN THESE PLANS, WILL BE SELECTED BY AGREEMENT BETWEEN ODOT AND LOCAL GOVERNMENTAL AGENCIES PRIOR TO THE HIGHWAY CLOSURE. DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST, AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DIRECTED BY THE ENGINEER. THE DESIGNATED LOCAL DETOUR ROUTE IS TO BE REVIEWED AND REPAIRED PRIOR TO THE ASPHALT CONTRACTOR OR SUBCONTRACTOR LEAVING THE PROJECT.

PAYMENT FOR THE WORK NECESSARY TO REPAIR THESE LOCAL ROADS WILL BE PERFORMED BY CHANGE ORDER.

PAVEMENT MARKING LOG

PRIOR TO REMOVING, GRINDING, OR OTHERWISE DESTROYING ANY EXISTING PAVEMENT MARKINGS, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CREATE AN EXISTING PAVEMENT MARKING LOG IN ORDER TO PLACE THE PROPOSED PAVEMENT MARKINGS IN THE SAME LOCATION AS THEIR EXISTING CONFIGURATION. SUBMIT THE EXISTING PAVEMENT MARKING LOG TO THE ENGINEER AND OBTAIN HIS OR HER APPROVAL PRIOR TO REMOVING, GRINDING, OR OTHERWISE DESTROYING THE EXISTING PAVEMENT MARKINGS.

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK SHOULD BE INCLUDED IN THE CONTRACT LUMP SUM BID PRICE FOR ITEM 614 – MAINTAINING TRAFFIC.