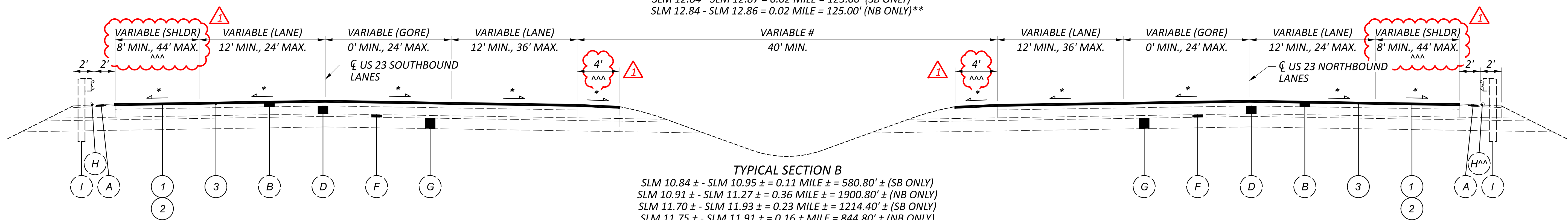


TYPICAL SECTION A
 SLM 10.95 ± - SLM 11.70 ± = 0.75 MILE ± = 3960.00' ± (SB ONLY)
 SLM 11.27 ± - SLM 11.75 ± = 0.48 MILE ± = 2534.40' ± (NB ONLY)
 SLM 11.91 ± - SLM 11.99 ± = 0.08 MILE ± = 422.40' ± (NB ONLY)
 SLM 11.93 ± - SLM 11.99 ± = 0.06 MILE ± = 316.80' ± (SB ONLY)
 SLM 12.09 ± - SLM 12.16 ± = 0.07 MILE ± = 369.60' ± (NB ONLY)
 SLM 12.09 ± - SLM 12.19 ± = 0.10 MILE ± = 528.00' ± (SB ONLY)
 SLM 12.35 ± - SLM 12.55 ± = 0.20 MILE ± = 1056.00' ± (SB ONLY)
 SLM 12.36 ± - SLM 12.54 ± = 0.18 MILE ± = 950.40' ± (NB ONLY)
 SLM 12.86 ± - SLM 12.89 ± = 0.03 MILE ± = 158.40' ± (NB ONLY)
 SLM 12.87 ± - SLM 12.92 ± = 0.05 MILE ± = 264.00' ± (SB ONLY)

^ - EXISTING ASPHALT CURB
 SLM 12.06 ± - SLM 12.16 ±
 SLM 12.17 ± - SLM 12.41 ±
 SLM 12.86 ± - SLM 13.11 ±

SLM 11.99 - SLM 12.01 = 0.02 MILE = 125.00' (SB ONLY)**
 SLM 11.99 - SLM 12.01 = 0.02 MILE = 125.00' (NB ONLY)**
 SLM 12.06 - SLM 12.09 = 0.02 MILE = 125.00' (SB ONLY)**
 SLM 12.06 - SLM 12.09 = 0.02 MILE = 125.00' (NB ONLY)**

SLM 12.55 - SLM 12.57 = 0.02 MILE = 125.00' (SB ONLY)**
 SLM 12.54 - SLM 12.57 = 0.02 MILE = 125.00' (NB ONLY)**
 SLM 12.84 - SLM 12.87 = 0.02 MILE = 125.00' (SB ONLY)**
 SLM 12.84 - SLM 12.86 = 0.02 MILE = 125.00' (NB ONLY)**



TYPICAL SECTION B
 SLM 10.84 ± - SLM 10.95 ± = 0.11 MILE ± = 580.80' ± (SB ONLY)
 SLM 10.91 ± - SLM 11.27 ± = 0.36 MILE ± = 1900.80' ± (NB ONLY)
 SLM 11.70 ± - SLM 11.93 ± = 0.23 MILE ± = 1214.40' ± (SB ONLY)
 SLM 11.75 ± - SLM 11.91 ± = 0.16 ± MILE = 844.80' ± (NB ONLY)
 SLM 12.16 ± - SLM 12.36 ± = 0.20 MILE ± = 1056.00' ± (NB ONLY)
 SLM 12.19 ± - SLM 12.35 ± = 0.16 MILE ± = 844.80' ± (SB ONLY)
 SLM 12.89 ± - SLM 13.07 ± = 0.18 MILE ± = 950.40' ± (NB ONLY)
 SLM 12.92 ± - SLM 13.10 ± = 0.18 MILE ± = 953.39' ± (SB ONLY)

SLM 15.47 ± - SLM 15.67 ± = 0.20 MILE ± = 1056.00' ± (SB ONLY)^^
 SLM 15.55 ± - SLM 15.70 ± = 0.15 MILE ± = 792.00' ± (NB ONLY)^^
 SLM 15.96 ± - SLM 16.12 ± = 0.16 MILE ± = 844.80' ± (SB ONLY)^^
 SLM 16.08 ± - SLM 16.27 ± = 0.19 MILE ± = 1003.20' ± (NB ONLY)^^
 SLM 17.42 ± - SLM 17.63 ± = 0.21 MILE ± = 1108.80' ± (SB ONLY)^^
 SLM 17.51 ± - SLM 17.68 ± = 0.17 MILE ± = 897.60' ± (NB ONLY)^^
 SLM 18.00 ± - SLM 18.15 ± = 0.15 MILE ± = 792.00' ± (SB ONLY)^^
 SLM 18.01 ± - SLM 18.24 ± = 0.23 MILE ± = 1214.40' ± (NB ONLY)^^

- VARIABLE MEDIAN FROM SLM 12.92 ± - SLM 13.50 ± (NB ONLY)

^^ - EXISTING ASPHALT CURB
 VARIABLE MEDIAN FROM SLM 12.92 ± - SLM 13.54 ± (SB ONLY)
 SLM 12.84 ± - SLM 13.02 ±

^^ - 6" MAX. OUTSIDE SHOULDER MILLING
 FROM SLM 13.07 ± - SLM 18.35 ± (NB ONLY)▲
 FROM SLM 13.10 ± - SLM 18.35 ± (SB ONLY)▲
 (DO NOT DISTURB EXISTING RUMBLE STRIPS)

EXISTING LEGEND

- | | | | |
|-----|--|-----|---------------------------------------|
| (A) | EXISTING 2.0"± ASPHALT CONCRETE PAVEMENT | (F) | EXISTING SUBBASE |
| (B) | EXISTING 6.0"± ASPHALT CONCRETE PAVEMENT | (G) | EXISTING GRANULAR BASE |
| (C) | EXISTING 7.5"± ASPHALT CONCRETE PAVEMENT | (H) | EXISTING ASPHALT CURB (TO REMAIN) |
| (D) | EXISTING 9"± REINFORCED CONCRETE PAVEMENT | (I) | EXISTING TYPE 5 GUARDRAIL (TO REMAIN) |
| (E) | EXISTING 10"± NON-REINFORCED CONCRETE PAVEMENT | | |

PROPOSED LEGEND

- | | |
|-------|---|
| (1) | ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (T = 1.5") |
| (2) | ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), PWL 2024, AS PER PLAN (PG 70-22M) (T = 1.5") |
| (3) | ITEM 407 - NON-TRACKING TACK COAT |
| (1**) | ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, AS PER PLAN (T = VARIABLE) |
| (2**) | ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), PWL 2024, AS PER PLAN (T = VARIABLE) |

* = MATCH EXISTING
 ** = BUTT JOINTS AND PAVEMENT TRANSITION AT STRUCTURES PER BP-3.1

▲ 11-11-2024 -

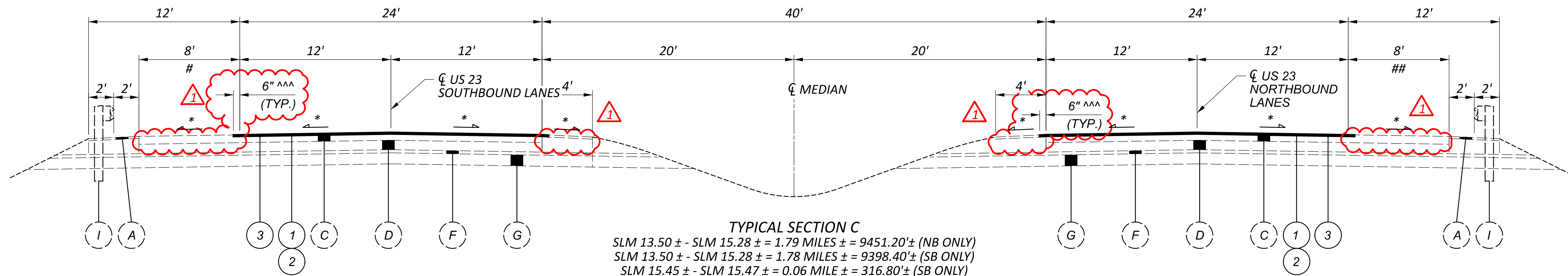
DESIGN AGENCY
ARCADIS
 23 TRIANGLE PARK DRIVE SUITE 2000
 CHICAGO, IL 60604
 CHICAGO (630) 942-3141
 WWW.ARCADIS.COM

DESIGNER
BSB

REVIEWER
SRB 11/11/24

PROJECT ID
118771

SHEET TOTAL
P.3 | 153



- VARIES FROM 8' MIN. TO 39' MAX. SLM 13.81 ± - SLM 14.05 ±

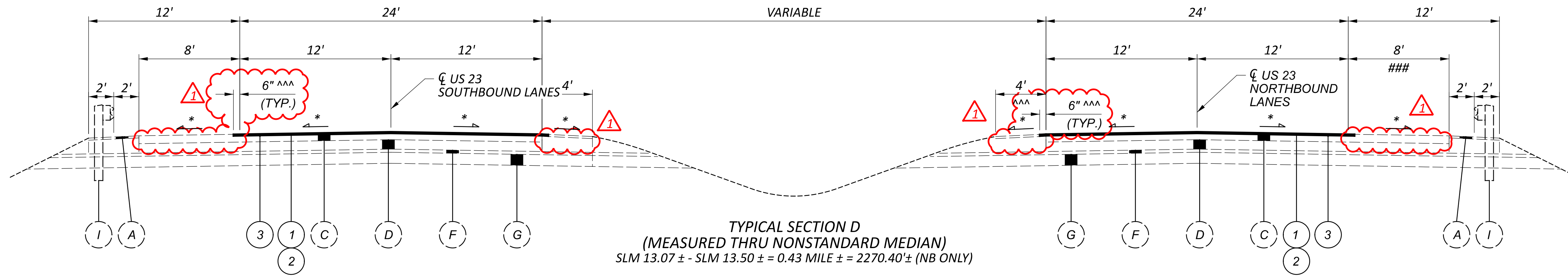
TYPICAL SECTION C
 SLM 13.50 ± - SLM 15.28 ± = 1.79 MILES ± = 9451.20 ± (NB ONLY)
 SLM 13.50 ± - SLM 15.28 ± = 1.78 MILES ± = 9398.40 ± (SB ONLY)
 SLM 15.45 ± - SLM 15.47 ± = 0.06 MILE ± = 316.80 ± (SB ONLY)
 SLM 15.45 ± - SLM 15.55 ± = 0.10 MILE ± = 528.00 ± (NB ONLY)
 SLM 15.67 ± - SLM 15.96 ± = 0.29 MILE ± = 1531.20 ± (SB ONLY)
 SLM 15.70 ± - SLM 16.08 ± = 0.38 MILE ± = 2006.40 ± (NB ONLY)
 SLM 16.12 ± - SLM 17.42 ± = 1.30 MILES ± = 6864.00 ± (SB ONLY)
 SLM 16.27 ± - SLM 17.51 ± = 1.24 MILES ± = 6547.20 ± (NB ONLY)
 SLM 17.63 ± - SLM 18.00 ± = 0.37 MILE ± = 1953.60 ± (SB ONLY)
 SLM 17.68 ± - SLM 18.01 ± = 0.33 MILE ± = 1742.40 ± (NB ONLY)
 SLM 18.15 ± - SLM 18.35 ± = 0.20 MILE ± = 1056.00 ± (SB ONLY)
 SLM 18.24 ± - SLM 18.35 ± = 0.11 MILE ± = 580.80 ± (NB ONLY)

- VARIES FROM 8' MIN. TO 18' MAX. SLM 13.86 ± - SLM 13.88 ±

VARIES FROM 18' MIN. TO 39' MAX. SLM 13.95 ± - SLM 14.01 ±
 VARIES FROM 38' MAX. TO 8' MIN. SLM 14.33 ± - SLM 14.54 ±

^^^ - 6" MAX. SHOULDER MILLING
 FROM SLM 13.10 ± - SLM 18.35 ± (SB ONLY)
 (DO NOT DISTURB EXISTING RUMBLE STRIPS)

FROM SLM 13.07 ± - SLM 18.35 ± (NB ONLY)



- VARIES FROM 8' MIN. TO 39' MAX. SLM 13.81 ± - SLM 14.05 ±

TYPICAL SECTION D
 (MEASURED THRU NONSTANDARD MEDIAN)
 SLM 13.07 ± - SLM 13.50 ± = 0.43 MILE ± = 2270.40 ± (NB ONLY)
 SLM 13.10 ± - SLM 13.54 ± = 0.44 MILE ± = 2323.20 ± (SB ONLY)
 (MEASURED ALONG SOUTHBOUND LANES)

- VARIES FROM 22' MAX. TO 12' MIN. SLM 13.37 ± - SLM 13.42 ±

FROM SLM 13.07 ± - SLM 18.35 ± (NB ONLY) FROM 12' MIN. TO 26' MAX. SLM 13.45 ± - SLM 13.50 ±

^^^ - 6" MAX. OUTSIDE SHOULDER MILLING
 FROM SLM 13.10 ± - SLM 18.35 ± (SB ONLY)
 (DO NOT DISTURB EXISTING RUMBLE STRIPS)

EXISTING LEGEND

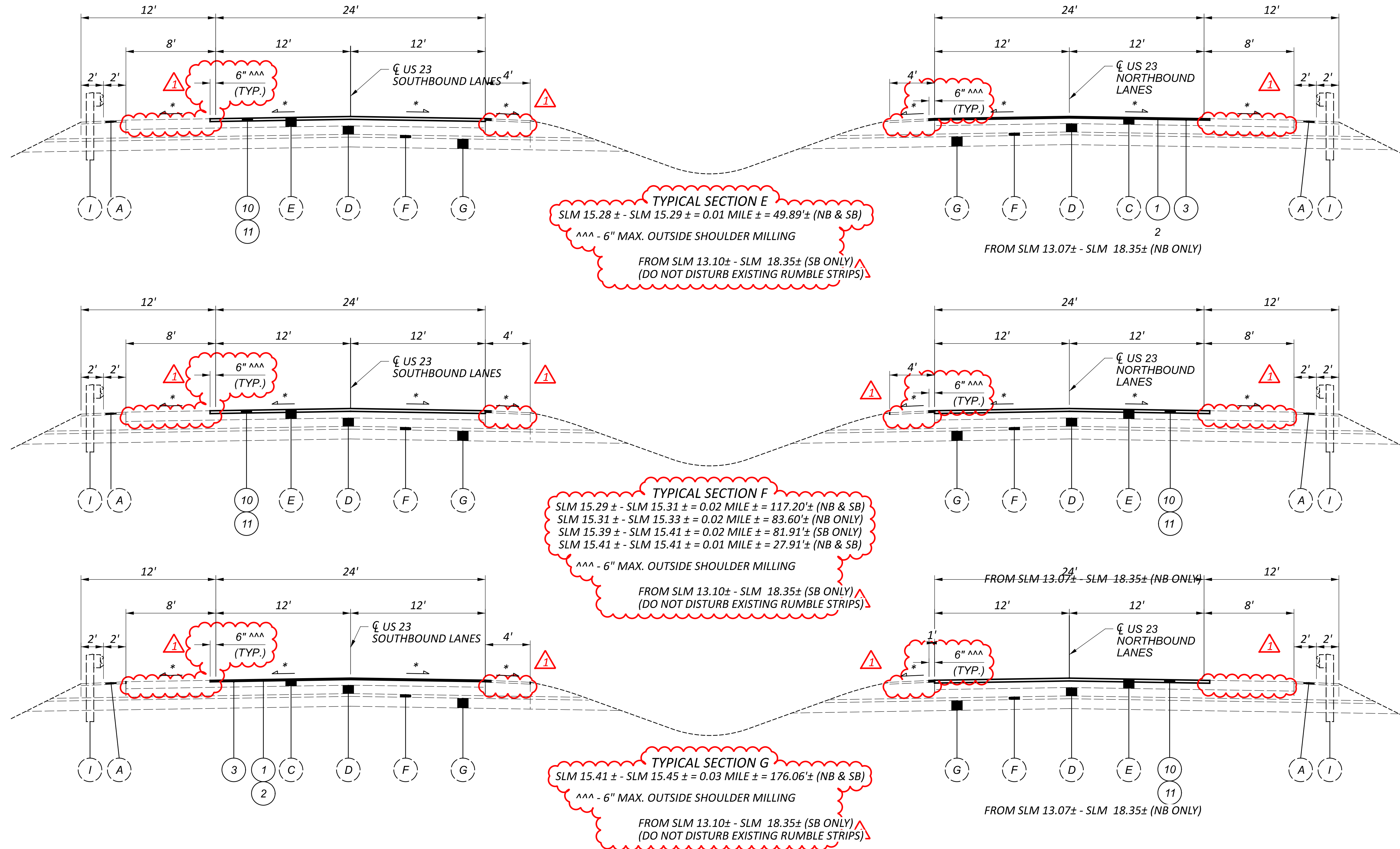
- | | |
|--|---|
| (A) EXISTING 2.0"± ASPHALT CONCRETE PAVEMENT | (F) EXISTING SUBBASE |
| (B) EXISTING 6.0"± ASPHALT CONCRETE PAVEMENT | (G) EXISTING GRANULAR BASE |
| (C) EXISTING 7.5"± ASPHALT CONCRETE PAVEMENT | (H) EXISTING ASPHALT CURB (TO REMAIN) |
| (D) EXISTING 9"± REINFORCED CONCRETE PAVEMENT | (I) EXISTING TYPE 5 GUARDRAIL (TO REMAIN) |
| (E) EXISTING 10"± NON-REINFORCED CONCRETE PAVEMENT | |

PROPOSED LEGEND

- | |
|---|
| (1) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (T = 1.5") |
| (2) ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), PWL 2024, AS PER PLAN (PG 70-22M) (T = 1.5") |
| (3) ITEM 407 - NONTRACKING TACK COAT |

* = MATCH EXISTING

11-11-2024



TYPICAL SECTION E
 SLM 15.28 ± - SLM 15.29 ± = 0.01 MILE ± = 49.89' ± (NB & SB)
 ^^^ - 6" MAX. OUTSIDE SHOULDER MILLING
 FROM SLM 13.10 ± - SLM 18.35 ± (SB ONLY)
 (DO NOT DISTURB EXISTING RUMBLE STRIPS)

TYPICAL SECTION F
 SLM 15.29 ± - SLM 15.31 ± = 0.02 MILE ± = 117.20' ± (NB & SB)
 SLM 15.31 ± - SLM 15.33 ± = 0.02 MILE ± = 83.60' ± (NB ONLY)
 SLM 15.39 ± - SLM 15.41 ± = 0.02 MILE ± = 81.91' ± (SB ONLY)
 SLM 15.41 ± - SLM 15.41 ± = 0.01 MILE ± = 27.91' ± (NB & SB)
 ^^^ - 6" MAX. OUTSIDE SHOULDER MILLING
 FROM SLM 13.10 ± - SLM 18.35 ± (SB ONLY)
 (DO NOT DISTURB EXISTING RUMBLE STRIPS)

TYPICAL SECTION G
 SLM 15.41 ± - SLM 15.45 ± = 0.03 MILE ± = 176.06' ± (NB & SB)
 ^^^ - 6" MAX. OUTSIDE SHOULDER MILLING
 FROM SLM 13.10 ± - SLM 18.35 ± (SB ONLY)
 (DO NOT DISTURB EXISTING RUMBLE STRIPS)

EXISTING LEGEND

- | | |
|--|---|
| (A) EXISTING 2.0"± ASPHALT CONCRETE PAVEMENT | (F) EXISTING SUBBASE |
| (B) EXISTING 6.0"± ASPHALT CONCRETE PAVEMENT | (G) EXISTING GRANULAR BASE |
| (C) EXISTING 7.5"± ASPHALT CONCRETE PAVEMENT | (H) EXISTING ASPHALT CURB (TO REMAIN) |
| (D) EXISTING 9"± REINFORCED CONCRETE PAVEMENT | (I) EXISTING TYPE 5 GUARDRAIL (TO REMAIN) |
| (E) EXISTING 10"± NON-REINFORCED CONCRETE PAVEMENT | |

PROPOSED LEGEND

- | |
|--|
| (1) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (T = 1.5") |
| (2) ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), PWL 2024, AS PER PLAN (PG 70-22M) (T = 1.5") |
| (3) ITEM 407 - NON-TRACKING TACK COAT |
| (10) ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), PWL, 2024, AS PER PLAN (T=3"), IN TWO LEFTS WITH 1.5" MAX. |
| (11) ITEM 254 - PAVEMENT PLANING PORTLAND CEMENT CONCRETE (T=3.0") |

* = MATCH EXISTING

11-11-2024 -

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

ROSS COUNTY WATER COMPANY
 P.O. BOX 1690
 CHILLICOTHE, OHIO 45601
 MR. BRAD LONG
 740-774-4117

CITY OF CHILLICOTHE UTILITY DEPARTMENT
 P.O. BOX 630
 CHILLICOTHE, OHIO 45601
 MR. RANDY CARTWRIGHT, WATER & SEWER
 740-774-1415

AMERICAN ELECTRIC POWER (DISTRIBUTION)
 38831 STATE ROUTE 7
 REEDSVILLE, OHIO 45772
 MR. CLARKE SANDERS
 740-985-3054

SOUTH CENTRAL POWER COMPANY
 720 MILL PARK DRIVE
 LANCASTER, OHIO 43130
 MR. ZACHERY REED
 DIRECTOR OF ENGINEERING
 740-689-6150

GIO FIBER
 P.O. BOX 480
 CHILLICOTHE, OHIO 45601
 MR. JON DREITZLER
 740-606-0937

CHARTER COMMUNICATIONS
 32 ENTERPRISE DRIVE
 CHILLICOTHE, OHIO 45601
 MR. AARON KEMPTON
 740-648-3091

COLUMBIA GAS OF OHIO
 843 PIATT AVENUE
 CHILLICOTHE, OHIO 45601
 MR. CARY MACLAUGHLIN
 740-774-8239

TC ENERGY
 700 LOUISIANA STREET, SUITE 700
 HOUSTON, TX 77002
 MR. JOSHUA WILLIAMS
 740-688-9466

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

PROFILE AND ALIGNMENT:
 PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

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.

EXISTING PLANS:
 EXISTING PLANS MAY BE INSPECTED IN THE ODOT DISTRICT 9 OFFICE IN CHILLICOTHE, OHIO.

RPM:
 IN ADDITION TO CMS 621.03, RPM'S SHALL NOT BE INSTALLED ON BRIDGES OR APPROACH SLABS THAT HAVE A CONCRETE SURFACE. INSTALL RPM'S IN ASPHALT CONCRETE BEFORE AND AFTER THE SUPERSTRUCTURE.

EXTRA AREAS:
 QUANTITIES FOR EXTRA AREAS ARE SHOWN ON SHEET P.98 - P.99. THESE AREAS INCLUDE BUT NOT LIMITED TO THE FOLLOWING:

GORE AREA - AS DIRECTED BY THE ENGINEER.
 MEDIAN CROSSOVER - AS DIRECTED BY THE ENGINEER.
 SHOULDER WIDENING AREA - AS DIRECTED BY THE ENGINEER.

SURVEYING PARAMETERS:
 PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET P.2 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL

POSITIONING METHOD: ODOT VRS
 MONUMENT TYPE: TYPE B

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD 88
 GEOID: GEOID18

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD 83 (2011)
 ELLIPSOID: GRS80
 MAP PROJECTION: LAMBERT CONFORMAL CONIC
 COORDINATE SYSTEM: OHIO SOUTH ZONE 3402
 COMBINED SCALE FACTOR: 0.99991136
 PROJECT ADJUSTMENT FACTOR: 1.00008865
 ORIGIN OF COORDINATE SYSTEM: 0,0

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IN U.S. SURVEY FEET. USE THE FOLLOWING CONVERSION FACTOR: 1 METER = 3.280833333 U.S. SURVEY FEET.

CLEARING AND GRUBBING:
 ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201 - CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201 - CLEARING AND GRUBBING.

DISPOSAL OF ASPHALT GRINDINGS:
 ASPHALT GRINDINGS FROM THIS PROJECT ARE TO BECOME THE PROPERTY OF THE CONTRACTOR.

FULL DEPTH PAVEMENT SAWING:
 SAW CUT THE EXISTING RIGID PAVEMENT TO THE FULL DEPTH AT THE LIMITS OF THE AREA DESIGNATED BY THE ENGINEER. ALL REQUIREMENTS OF CMS 255.03 SHALL APPLY.

THE ESTIMATED QUANTITY LISTED BELOW (1,200 LF AT US 23 AND 1,500 LF AT MAIN ST) HAS BEEN INCLUDED AND CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.
 ITEM 255 - FULL DEPTH PAVEMENT SAWING: 2,700 FT

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN:
 WIDTH AS DIRECTED BY ENGINEER (4' MIN.)

REMOVE EXISTING DETERIORATED PAVEMENT TO A DEPTH OF 3" AND REPLACE WITH ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446), IN ONE LIFT.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE TO REPAIR THE EXISTING PAVEMENT AS DIRECTED BY THE ENGINEER:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN 500 SY

FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS RRCM:
 ALL OF THE CONSTRUCTION REQUIREMENTS OF THE CMS FOR ITEM 255 SHALL APPLY.

FULL DEPTH PAVEMENT REPAIRS WILL BE CONSTRUCTED USING THE UNDERCUT DETAILS SHOWN ON SCD BP-2.5 AND BP-2.1.

ONE TU TYPE JOINT AND ONE YU TYPE JOINT WILL BE REQUIRED AT EACH REPAIR LOCATION.

NECESSARY PAVEMENT REPAIRS THAT ARE DISCOVERED AT MID-SLAB LOCATIONS SHALL BE TREATED WITH A TU TYPE JOINT AT EACH END.

COMPLETED REPAIRS SHALL BE AT THE FULL LANE WIDTH OF THE EXISTING CONCRETE PAVEMENT WITH REPAIR LENGTH AND LOCATION DETERMINED BY THE ENGINEER.

EACH CONCRETE REPAIR SHALL BE COVERED WITH 5" OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22.

THE SMOOTHNESS OF ASPHALT REPAIRS CANNOT EXCEED 1/4" FROM THE TESTING EDGE OF A 10 FOOT STRAIGHT EDGE THAT IS SATISFACTORY TO THE ENGINEER. CORRECT VARIATIONS IN EXCESS OF SURFACE TOLERANCES BY SURFACE GRINDING IN A MANNER SATISFACTORY TO THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.

IN ADDITION TO THE QUANTITIES IN 255.10, THE ESTIMATED QUANTITY LISTED BELOW HAVE BEEN INCLUDED AND CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS RRCM: 2,500 SY

REVIEW OF DRAINAGE FACILITIES:
 PRIOR TO THE START OF WORK AND AGAIN BEFORE FINAL ACCEPTANCE, PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE DEPARTMENT, CONTRACTOR, AND LOCALS OF ALL EXISTING DRAINAGE FACILITIES THAT ARE TO REMAIN IN SERVICE WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES IS DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION ARE MAINTAINED BY THE DEPARTMENT.

CONFIRM ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES ARE MAINTAINED AND LEFT IN A CONDITION COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY CHANGE IN THE CONDITION RESULTING FROM THEIR OPERATIONS AS DIRECTED AND APPROVED BY THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

ITEM 254 - PATCHING PLANED SURFACE:
 THE CONTRACTOR SHALL PATCH PLANED SURFACES, AS DIRECTED BY THE ENGINEER. A TOTAL OF 73,960 OF PLANED SY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

PLACEMENT OF PAVEMENT:
 UNLESS AN ALTERNATIVE SEQUENCE IS APPROVED BY THE ENGINEER, COMPLETE THE MILL AND FILL OPERATIONS IN A LANE BEFORE MILLING THE ADJACENT LANE TO ELIMINATE UNCONFINED LONGITUDINAL JOINTS WHEREVER POSSIBLE.

ITEM 659 - SEEDING AND MULCHING:
 THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 659 - SEEDING AND MULCHING	297 SY
ITEM 659 - REPAIR SEEDING AND MULCHING	30 SY
ITEM 659 - COMMERCIAL FERTILIZER	0.05 TON
ITEM 659 - LIME	0.06 ACRE
ITEM 659 - WATER	1 MGAL

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITIES ARE BASED OFF THESE LIMITS.

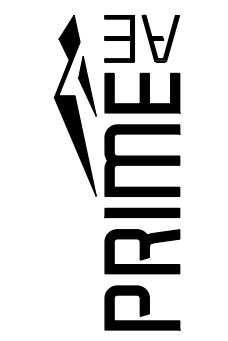
EARTHWORK AND SEEDING SUMMARY			
Sheet No.	Excavation	Embankment	Seeding
	CY	CY	SY
P.118	75	0	21
P.119	126	0	79
P.120	114	0	118
P.121	124	0	79
TOTALS	439	0	297

ITEM 832 - EROSION CONTROL:
 THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 832 - EROSION CONTROL 5000 EACH

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	614								622	615	611				
					OBJECT MARKER, TWO WAY EACH	BARRIER REFLECTOR, TYPE 1 EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS (UNIDIRECTIONAL) EACH	WORK ZONE EDGE LINE, CLASS 1, 6" (WHITE) MILE	WORK ZONE EDGE LINE, CLASS 1, 6" (YELLOW) MILE	WORK ZONE LANE LINE, CLASS 1, 6" MILE	WORK ZONE CHANNELIZING LINE, CLASS 1, 8" FEET	WORK ZONE DOTTED LINE, CLASS 1 FEET			WORK ZONE STOP LINE, CLASS 1 FEET	WORK ZONE CROSSOVER LIGHTING SYSTEM Each	PORTABLE BARRIER, UNANCHORED FEET	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A SY	12" CONDUIT, TYPE A FEET
PHASE 1																			
45	EY-1	U.S. 23	STA. 609+76.00 - STA. 2692+50.00	LT/RT					1.46										
	CH-1	U.S. 23	STA. 615+50.00 - STA. 627+50.00	LT						1200									
	DL-1	U.S. 23	STA. 609+76.00 - STA. 615+67.00	RT							591								
	EY-2	U.S. 23	STA. 618+08.00 - STA. 2692+50.00	LT					1.41										
	CH-2	U.S. 23	STA. 617+87.00 - STA. 619+60.00	RT						173									
	CH-3	U.S. 23	STA. 617+87.00 - STA. 619+60.00	RT						173									
	EL-1	U.S. 23	STA. 619+60.00 - STA. 696+20.00	LT/RT				1.45											
	EY-3	U.S. 23	STA. 619+60.00 - STA. 697+50.00	RT					1.48										
	EL-2	U.S. 23	STA. 624+60.00 - STA. 1687+75.00	LT				1.20											
	LL-1	U.S. 23	STA. 627+00.00 - STA. 1687+75.00	LT															
	CH-5	U.S. 23	STA. 627+32.00 - STA. 630+24.00	RT															
	IA-1	U.S. 23	STA. 617+19	RT			1												
	PCB-1	U.S. 23	STA. 617+35.00 - STA. 685+80.00	LT/RT	276	276							6845						
	IA-2	U.S. 23	STA. 619+80.00	RT			1												
	PCB-2	U.S. 23	STA. 620+00.00 - STA. 625+50.00	LT/RT	24	24							550						
			STA. 620+00.00 - STA. 625+00.00	LT/RT							1		739		490	2			
46	EL-3	U.S. 23	STA. 630+24.00 - STA. 648+50.00	RT				0.35											
	IA-3	U.S. 23	STA. 631+82	RT			1												
	PCB-3	U.S. 23	STA. 632+02.00 - STA. 640+88.00	RT	38	38							886						
	Ex. GR	U.S. 23	STA. 646+50.00 - STA. 648+50.00	LT	5	5													
47	EL-4	U.S. 23	STA. 653+00.00 - STA. 3694+15.00					0.78											
	IA-4	U.S. 23	STA. 661+80.00	RT			1												
	PCB-4	U.S. 23	STA. 662+00.00 - STA. 678+88.00	RT	74	74							1788						
49	DL-2	U.S. 23	STA. 1682+10.00 - STA. 1688+10.00	LT							600								
	DL-3	U.S. 23	STA. 2688+00.00 - STA. 2692+50.00	LT							450								
	PCB-5	U.S. 23	STA. 679+67.00 - STA. 692+00.00	LT/RT	51	51							1233						
	Ex. GR	U.S. 23	STA. 678+00.00 - STA. 679+00.00	LT	3	3													
			STA. 661+80.00 - STA. 662+00.00	LT/RT									1		589				
PHASE 2																			
52	EY-1	U.S. 23	STA. 607+89.00 - STA. 622+65.00	RT				0.28											
	EY-2	U.S. 23	STA. 607+89.00 - STA. 680+55.00	RT				1.38											
	CH-1	U.S. 23	STA. 622+65.00 - STA. 627+80.00	RT						528									
	CH-2	U.S. 23	STA. 622+65.00 - STA. 654+66.00	RT						3220									
	LL-1	U.S. 23	STA. 607+89.00 - STA. 679+50.00	RT					1.4										
	DL-1	U.S. 23	STA. 607+89.00 - STA. 615+10.00	RT							721								
	DL-2	U.S. 24	STA. 620+10.00 - STA. 622+65.00	RT							255								
	IA-1	U.S. 23	STA. 618+60.00	RT			1												
	IA-2	U.S. 23	STA. 618+60.00	LT			1												
	PCB-1	U.S. 23	STA. 676+80.00 - STA. 630+01.00	RT	47	47							1125						
	PCB-2	U.S. 23	STA. 676+80.00 - STA. 630+01.00	LT	47	47							1125						
53	IA-3	U.S. 23	STA. 630+01.00	RT			1												
	IA-4	U.S. 23	STA. 630+01.00	LT			1												
	IA-5	U.S. 23	STA. 631+00.00	RT			1												
	IA-6	U.S. 23	STA. 640+78.00	LT			1												
	PCB-3	U.S. 23	STA. 631+12.00 - STA. 639+17.00	RT	34	34							805						
	PCB-4	U.S. 23	STA. 631+05.00 - STA. 640+78.00	LT	41	41							973						
	LL-2	U.S. 23	STA. 633+00.00 - STA. 681+00.00	LT					0.90										
	CH-3	U.S. 23	STA. 630+50.00 - STA. 653+52.00	LT						2323									
	EL-1	U.S. 23	STA. 633+80.00 - STA. 2692+20.00	LT				1.10											
	CH-4	U.S. 23	STA. 642+70.00 - STA. 654+66.00	RT						1214									
	DL-3	U.S. 24	STA. 630+50.00 - STA. 632+76.00	LT							226								
TOTALS					640	640	10	7	4	3	9123	2843	0	2	15330	1328	0	490	2

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	614								622	615	611				
					OBJECT MARKER, TWO WAY EACH	BARRIER REFLECTOR, TYPE 1 EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS (UNIDIRECTIONAL) EACH	WORK ZONE EDGE LINE, CLASS 1, 6" (WHITE) MILE	WORK ZONE EDGE LINE, CLASS 1, 6" (YELLOW) MILE	WORK ZONE LANE LINE, CLASS 1, 6" MILE	WORK ZONE CHANNELIZING LINE, CLASS 1, 8" FEET	WORK ZONE DOTTED LINE, CLASS 1 FEET			WORK ZONE CROSSEOVER LIGHTING SYSTEM Each	WORK ZONE STOP LINE, CLASS 1 FEET	PORTABLE BARRIER, UNANCHORED FEET	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A SY	12" CONDUIT, TYPE A FEET
PHASE 2																			
54	CH-5	U.S. 23	STA. 647+90.00 - STA. 653+52.00	LT							581								
	EL-2	U.S. 23	STA. 652+38.00 - STA. 1693+40.00	LT				0.78											
	EL-3	U.S. 23	STA. 655+67.00 - STA. 680+98.00	RT				0.48											
	DL-4	U.S. 23	STA. 654+66.00 - STA. 661+86.00	RT						720									
	IA-7	U.S. 23	STA. 661+20.00	RT			1												
	PCB-5	U.S. 23	STA. 655+71.00 - STA. 1686+80.00	LT	126	126						3105							
	PCB-6	U.S. 23	STA. 661+40.00 - STA. 679+39.00	RT	74	74						1799							
	PCB-7	U.S. 23	STA. 662+95.00 - STA. 680+56.00	LT	73	73						1761							
55	CH-6	U.S. 23	STA. 681+00.00 - STA. 1687+75.00	LT							686								
	IA-8	U.S. 23	STA. 681+56.00	LT			1												
	IA-9	U.S. 23	STA. 1686+80.00	LT			1												
	PCB-8	U.S. 23	STA. 678+05.00 - STA. 685+95.00	RT	34	34						790							
	DL-5	U.S. 23	STA. 679+89.00 - STA. 680+64.00	RT						75									
PHASE 3																			
57	EY-1	U.S. 23	STA. 611+25.00 - STA. 684+40.00	RT					1.39										
	CH-1	U.S. 23	STA. 618+50.00 - STA. 1697+90.00	LT							1.50								
	EL-1	U.S. 23	STA. 618+50.00 - STA. 640+56.00	LT				0.42											
	EY-2	U.S. 23	STA. 618+50.00 - STA. 2693+20.00	LT					1.41										
	LL-1	U.S. 23	STA. 618+50.00 - STA. 627+00.00	LT						0.16									
	LL-2	U.S. 23	STA. 618+50.00 - STA. 683+70.00	RT				0.57											
	EL-2	U.S. 23	STA. 625+30.00 - STA. 645+80.00	RT				0.39											
	IA-1	U.S. 23	STA. 618+30.00	LT			1												
	IA-2	U.S. 23	STA. 625+30.00	RT			1												
	PCB-1	U.S. 23	STA. 618+50.00 - STA. 1687+45.00	LT/RT	278	278						6895							
	PCB-2	U.S. 23	STA. 621+20.00 - STA. 625+30.00	LT/RT	18	18						410							
	DL-1	U.S. 23	STA. 611+25.00 - STA. 618+30.00	RT						705									
	DL-2	U.S. 23	STA. 621+50.00 - STA. 625+30.00	RT						380									
	Ex. GR	U.S. 23	STA. 627+20.00 - STA. 627+80.00	RT	2	2													
		U.S. 23	STA. 619+00.00 - STA. 625+00.00								1		783						
58	EL-3	U.S. 23	STA. 628+38.00 - STA. 647+25.00	LT				0.36											
	DL-3	U.S. 23	STA. 645+80.00 - STA. 651+65.00	RT						585									
	PCB-3	U.S. 23	STA. 628+16.00 - STA. 628+66.00	RT	4	4						50							
	PCB-4	U.S. 23	STA. 632+00.00 - STA. 641+15.00	LT	39	39						915							
	IA-3	U.S. 23	STA. 628+66.00	RT			1												
	IA-4	U.S. 23	STA. 641+15.00	LT			1												
	Ex. GR	U.S. 23	STA. 631+50.00 - STA. 635+30.00	RT	8	8													
	Ex. GR	U.S. 23	STA. 634+00.00 - STA. 635+35.00	LT	4	4													
59	EL-4	U.S. 23	STA. 651+61.00 - STA. 1691+15.00	LT				0.75											
	EL-6	U.S. 23	STA. 658+80.00 - STA. 2698+00.00	RT				0.74											
	EL-5	U.S. 23	STA. 653+60.00 - STA. 3691+00.00	RT				0.71											
60	PCB-5	U.S. 23	STA. 663+20.00 - STA. 1683+00.00	LT	81	81						1980							
61	PCB-6	U.S. 23	STA. 678+10.00 - STA. 2692+35.00	LT/RT	59	59						1425							
	IA-5	U.S. 23	STA. 1682+95.00 - STA. 1683+15.00	RT			1												
	IA-6	U.S. 23	STA. 1687+45.00 - STA. 1687+65.00	RT			1												
	IA-7	U.S. 23	STA. 2692+35.00 - STA. 2692+55.00	LT			1												
		U.S. 23	STA. 682+00.00 - STA. 687+00.00								1		956	425					
TOTALS					799	799	10	5	3	0	1269	2465	2	0	19130	1739	425		
TOTALS CARRIED TO GENERAL SUMMARY					1439	1439	20	12	7	4	10392	5308	4	0	34460	3067	425	490	

DESIGN AGENCY

 DESIGNER
 AJ
 REVIEWER
 SA 08/20/24
 PROJECT ID
 118771
 SHEET TOTAL
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ITEM 614, MAINTAINING TRAFFIC

ALL LANE CLOSURES ALONG US 23 & 35 SHALL BE IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE SCHEDULE. ALL RAMPS SHALL BE MAINTAINED AT ALL ITEMS EXCEPT FOR 2 DIFFERENT PHASES WHEN RAMPS A & B AT THE MAIN STREET INTERCHANGE CAN BE SIMULTANEOUSLY CLOSED FOR 45 DAYS AND WHEN RAMPS C & D AT THE MAIN STREET INTERCHANGE CAN BE SIMULTANEOUSLY CLOSED FOR 45 DAYS. THE 45-DAY CLOSURE FOR RAMPS C & D SHALL ONLY BE DURING PHASE 3 OF US 23/35 MAINLINE MAINTENANCE OF TRAFFIC.

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.

BEFORE THE WORK BEGINS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE NAME(S) AND TELEPHONE NUMBER(S) OF A PERSON OR PERSONS WHO CAN BE CONTACTED TWENTY-FOUR (24) HOURS PER DAY BY THE OHIO DEPARTMENT OF TRANSPORTATION AND ALL INTERESTED POLICE AGENCIES. THIS PERSON OR PERSONS SHALL BE RESPONSIBLE FOR PLACING OR REPLACING NECESSARY TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

THE CONTRACTOR WILL ADVISE THE DISTRICT PUBLIC INFORMATION OFFICER AT (740) 774-8834, FOURTEEN (14) DAYS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES. THE PROJECT ENGINEER WILL PROVIDE ASSISTANCE/CLARIFICATION FOR ANY QUESTIONS.

THE CONTRACTOR SHALL ARRANGE FOR ALL MAINTENANCE OF TRAFFIC OPERATIONS SUCH THAT THERE WILL BE NO OBSTRUCTIONS TO THE CONTINUOUS FLOW OF TRAFFIC. ALL INTERSECTIONS AND DRIVEWAYS SHALL BE OPEN TO TRAFFIC AT ALL TIMES UNLESS OTHERWISE SHOWN IN THE PLAN.

ALL EXISTING LANES, INCLUDING RAMPS, SHALL BE OPEN AND AVAILABLE TO TRAFFIC IN THE ORIGINAL OR PROPOSED FINAL ALIGNMENT BETWEEN [MARCH 1] AND [OCTOBER 1]. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$10,000.00 PER CALENDAR DAY.

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS EXCEPT FOR LANE CLOSURES ENFORCED BY PORTABLE BARRIER:

NEW YEAR'S (OBSERVED) GENERAL/REGULAR ELECTION DAY
THANKSGIVING
MEMORIAL DAY CHRISTMAS (OBSERVED)
FOURTH OF JULY (OBSERVED) (OTHER HOLIDAY OR SPECIAL EVENT)
LABOR DAY
THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR SPECIAL EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:
DAY OF HOLIDAY TIME ALL LANES
OR SPECIAL EVENT MUST BE OPEN TO TRAFFIC

SUNDAY 12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY 12:00N FRIDAY THROUGH 6:00 AM TUESDAY
MONDAY (TOTAL SOLAR ECLIPSE)
12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY 12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY (GEN./REG. 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
THURSDAY (THANKSGIVING ONLY)
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

DURING THE SAME PERIODS, MAINTAIN PEDESTRIAN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

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

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	TIME UNIT	DISINCENTIVE \$PER TIME UNIT
ALL LANES OF US 23	EACH HOUR	\$10,000.00

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

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET 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.

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

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

ITEM 614, MAINTAINING TRAFFIC (ESTIMATED QUANTITIES)

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

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	250 CU. YD.
ITEM 616, WATER	10 M. GAL.

ITEM 614, MAINTAINING TRAFFIC (SIGNS AND BARRICADES)

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

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

DUST CONTROL

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

ITEM 616, WATER 10 M. GAL.

WORK ZONE SPEED ZONES (WZSZ)

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-50442- 55MPH - US 23 NORTHBOUND
WZ-50442- 55MPH - US 23 SOUTHBOUND

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.

WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS SHALL BE IN ACCORDANCE WITH THIS NOTE AND SCD MT-104.10. ADDITIONALLY PAYMENT MAY BE REMOVED, OR A DISINCENTIVE APPLIED, FOR WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS THE SAME AS DESCRIBED IN THE MOST RECENT PUBLICATION OF SS 808 IN REGARDS TO WZSZS USING DSL SIGN ASSEMBLIES (SEE SS 808.06 PARAGRAPHS 4 THROUGH 7, INCLUDING TABLE 1).

ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN OMUTCD PART 6.

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.

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 614, WORK ZONE SPEED LIMIT SIGN 14 EACH]

DESIGN AGENCY
PRIME
DESIGNER
AJ
REVIEWER
SA 08/20/24
PROJECT ID
118771
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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 SIGNS ON THE MAINLINE SHALL BE DUAL MOUNTED UNLESS NOT PHYSICALLY POSSIBLE. THE FIRST SIGN SHALL BE PLACED BETWEEN THE ROAD WORK AHEAD (W20-1) SIGN AND THE NEXT SIGN IN THE SEQUENCE. SIGNS SHALL BE ERECTED ON EACH ENTRANCE RAMP AND EVERY 2 MILES THROUGH THE CONSTRUCTION WORK LIMITS. SIGNS ON THE MAINLINE SHALL BE R11-H5A-48. SIGNS USED ON THE RAMPS SHALL BE R11-H5A-24. R11-H5A-24 SIGNS MAY BE USED IN THE MEDIAN IN LIEU OF R11-H5A-48 SIGNS IF IT IS NOT PHYSICALLY POSSIBLE TO PROVIDE R11-H5A-48 SIGNS IN THE MEDIAN.

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. 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 REERECTED 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 18 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) 45,49,52,56,57,62 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.

(THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 24 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.)

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 PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.) THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

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 72 SIGN MONTH ASSUMING 8 PCMS SIGN(S) FOR 9 MONTH(S)

ADVANCE WORK ZONE INFORMATION

ADVANCE WORK ZONE INFORMATION SIGNS, AS USED IN THIS NOTE, ARE FIXED MESSAGE TYPES. THE SIGNS ARE TO BE LOCATED AT EXTREME DISTANCE FROM THE WORK AREA, AS SHOWN IN THE PLANS.

THE SIGNS SHALL BE BLACK ON ORANGE (INCLUDING A BLACK BORDER). THE LAYOUT SHALL BE IN CONFORMANCE WITH TEM CHAPTER 211.

WHEN REGULATORY INFORMATION IS PROVIDED, IT SHALL BE DISPLAYED SEPARATELY AS A STANDARD BLACK-ON-WHITE SIGN. MIXING OF BLACK-ON-WHITE REGULATORY INFORMATION ON A BLACK-ON-ORANGE INFORMATION SIGN IS PROHIBITED.

IF THE MOTORIST IS BEING DETOURED OR IF AN ALTERNATE ROUTE IS PROVIDED, THE ROUTE SHOULD BE SIGNED WITH ASSEMBLIES CONSISTING OF THE APPROPRIATE BLACK-ON-ORANGE DETOUR OR ALT MARKER WITH A STANDARD ROUTE MARKER AND ARROW PLATE. IF MORE TARGET VALUE IS DESIRED, THIS TRAIL BLAZER INFORMATION MAY BE SHOWN ON AN ORANGE PANEL (OMUTCD SECTION 2D.32).

ROUTE SIGN ASSEMBLIES SHALL BE SIZED ACCORDING TO THE TYPE OF ROAD ON WHICH THEY ARE LOCATED IN ACCORDANCE WITH THE OMUTCD.

SUPPORTS FOR SIGN INSTALLATIONS SHALL CONFORM TO ALL EXISTING STANDARDS FOR PERMANENT SIGNS. THESE SIGNS SHOULD NOT BE ATTACHED TO EXISTING SUPPORTS.

WHERE THE PLANS CALL FOR AN OVERLAY TO COVER A PORTION OF AN EXISTING SIGN, THE OVERLAY SHALL BE BLACK-ON-ORANGE. LETTER SIZES SHOULD BE THE SAME AS ON THE EXISTING SIGNS. WHEN LANE ARROWS ARE TO BE COVERED, A BLANK OVERLAY SHOULD BE PLACED OVER EACH OF THE AFFECTED ARROWS. WHEN A RAMP IS BEING CLOSED, RATHER THAN USING A BLANK OVERLAY TO COVER THE ENTIRE SIGN, THE LEGEND "EXIT CLOSED" (W20-H15) SHOULD BE USED ON A DIAGONAL OVERLAY (LOWER LEFT TO UPPER RIGHT) ON THE SIGN. THE SIZE OF LETTERING ON OVERLAYS AND THE SIZE OF THE OVERLAY ARE INDICATED IN THE PLANS. THE MINIMUM LETTER SIZE FOR THE DIAGONAL "EXIT CLOSED" (W20-H15) OVERLAY SHALL BE 12" C.

ALL ADVANCE WORK ZONE INFORMATION SIGN INSTALLATIONS LOCATED OUTSIDE OF THE PROJECT WORK LIMITS SHALL BE PAID FOR UNDER APPROPRIATE 630 ITEMS (SIGNS, SUPPORTS, CONCRETE, BREAKAWAY CONNECTION, OVERLAYS, REMOVALS, ETC.).

SHOULDER RUMBLE STRIPS

TRAFFIC SHALL NOT BE REQUIRED TO USE AND PAVED BERMS FOR MAINTAINING OF TRAFFIC OPERATIONS UNTIL THE EXISTING SHOULDER RUMBLE STRIPS HAVE BEEN REMOVED AND REPLACED WITH ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448) PG64-22 (1"THICK), QUANTITIES HAVE BEEN PROVIDED BELOW TO PLANE THE EXISTING SHOULDERS 2 FEET WIDE AND 1 INCH DEEP IN THE AREAS WHERE THE EXISTING RUMBLE STRIPS OCCUR. THIS AREA SHALL RECEIVE AN APPLICATION OF ITEM 407, TACK COAT PRIOR TO THE PLACMENT OF THE ASPHALT CONCRETE SURFACE COURSE. THE QUANTITIES BELOW ARE BASED ON THE FOLLOWING:

STA. 621+00.00 TO STA. 662+00.00 (US 23 SOUTHBOUND LEFT SIDE)
STA 622+00.00 TO STA. 632+00.00 (US 23 NORTHBOUND LEFT SIDE)

NOTE: ALL STRUCTURES REMOVED FROM QUANTITY CALCS.

ITEM 254, PAVMENT PLANNING, ASPHALT CONCRETE (1"DEEP) 5100 FT. * 2 FT. / 9 = 1133 SY

ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 (1"THICK) 5100 FT. * 0.083 FT. * 2 FT. / 27 = 31.36 CY

ITEM 407, TACK COAT 1133 SY * 0.085 GAL/SY = 96.31 GAL

ITEM 618, RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) 5100 FT.

PERMITTED LANE CLOSURE SCHEDULE (PLCS)

LANE CLOSURE(S) SHALL CONFORM TO THE PLCS. PUBLISHED PLCS INFORMATION CAN BE FOUND ON THE ODOT WEBSITE AT: [HTTPS://WWW.TRANSPORTATION.OHIO.GOV/WPS/PORTAL/GOV/ODOT/WORKING/DATA-TOOLS/RESOURCES/PERMITTED-LANE-CLOSURE](https://www.transportation.ohio.gov/wps/portal/gov/odot/working/data-tools/resources/permittted-lane-closure)

THE MONTHLY PUBLISHED SCHEDULES REQUIRED TO BE USED, FOR EACH PLCS SEGMENT WITHIN THE PROJECT AREA, ARE THOSE THAT COMPRISE THE CONSECUTIVE 12-MONTH PERIOD BEGINNING 15 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE AND ENDING 4 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE. THESE SAME 12 MONTHS APPLY FOR THE LIFE OF THE PROJECT AND SHALL BE APPLIED TO EACH RESPECTIVE MONTH OF CONSTRUCTION (MONTH OF LANE CLOSURE(S) SHALL MATCH MONTH OF PLCS USED). LANE CLOSURE(S) IN PLACE FOR MULTIPLE MONTHS SHALL ALWAYS COMPLY WITH THE CURRENT RESPECTIVE MONTH.

(FOR EXAMPLE: IF THE SALE DATE FOR THE PROJECT WAS MARCH OF 2021, THE MONTHLY PUBLISHED SCHEDULES FOR EACH APPLICABLE PLCS SEGMENT WOULD BE DECEMBER 2019 TO NOVEMBER 2020. IF THIS WAS A THREE-YEAR PROJECT, YEAR THREE WOULD STILL BE USING THE DECEMBER 2019 TO NOVEMBER 2020 MONTHLY SCHEDULES. IF THE PROJECT DESIRED TO CLOSE TWO LANES IN JUNE 2021, REFERENCE WOULD BE MADE TO THE JUNE 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S). IF THE SAME TWO LANES WERE DESIRED TO BE CLOSED AGAIN IN JULY 2021, REFERENCE WOULD BE MADE TO THE JULY 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S).)

MORE RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE AT THE DISCRETION OF THE ENGINEER IN ORDER TO COMPLY WITH THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

LESS RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE SUBJECT TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)) AND SHALL NOT BE IMPLEMENTED UNTIL, AND UNLESS, APPROVED BY THE PROPER ODOT AUTHORITY. [EXISTING MOT EXCEPTIONS THAT HAVE ALREADY BEEN APPROVED IN ACCORDANCE TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY AND STANDARD PROCEDURE ARE DETAILED IN THE APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S) PLAN NOTE.]

ALLOWABLE LANE CLOSURE HOURS FOR FACILITIES NOT COVERED BY THE PLCS, IF ANY, SHALL BE AS SPECIFIED ELSEWHERE IN THE PLANS.



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 500 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 A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

ITEM 614, DETOUR SIGNING

WHEN THE CONTRACT DOCUMENTS PROVIDE A PAY ITEM FOR DETOUR SIGNING AND THE PLANS PROVIDE A DETOUR-SIGNING PLAN, FURNISH, MAINTAIN, AND SUBSEQUENTLY REMOVE ALL REQUIRED DETOUR SIGNING AND SUPPORTS ACCORDING TO THE DETOUR SIGNING PLAN AND/OR AS DIRECTED BY THE ENGINEER.

ITEM 614 - DETOUR SIGNING LS

ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM

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

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

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

SEQUENCE OF CONSTRUCTION

IT IS THE INTENT OF THE FOLLOWING SEQUENCE OF CONSTRUCTION TO PROVIDE A WORK AREA FOR THE CONTRACTOR WHILE ALSO MAINTAINING TRAFFIC IN A MANNER WHICH IS SAFE FOR THE TRAVELING PUBLIC. THEREFORE, ALL PHASES SHALL HAVE STRICT ADHERENCE.

US 23:

ALL TEMPORARY OR PERMANENT PAVEMENT MARKINGS SHALL BE IN PLACE BEFORE ANY PAVEMENT IS OPENED TO TRAFFIC. THE BRIDGE RECONSTRUCTION, PAVEMENT OVERLAY, AND FULL DEPTH PAVEMENT SHALL BE CONSTRUCTED IN THREE PHASES AS DETAILED BELOW. THE CONTRACTOR SHALL COMPLETE ALL TASKS IN EACH PHASE BEFORE MOVING ON TO SUBSEQUENT PHASES.

PRE-PHASE 1:

CONSTRUCT MEDIAN CROSSOVERS UTILIZING STANDARD MT-095.40 TO CLOSE INSIDE LANES IN BOTH DIRECTIONS OF TRAVEL.

PHASE 1:

CONSTRUCT THE PROPOSED INNER LANES (INCLUDING PAVEMENT COURSES AND PAVEMENT MARKINGS) ALONG NORTHBOUND SIDE, AND TEMPORARY PAVEMENT ALONG THE MEDIAN. CONTRACTOR SHALL MAINTAIN TWO NORTHBOUND AND TWO SOUTHBOUND LANES OF TRAFFIC, USING CONTRA-FLOW. TRAFFIC FROM THE NORTHBOUND LANE ADJACENT TO THE MEDIAN SHALL BE SHIFTED TO THE SOUTHBOUND LANES USING TEMPORARY PAVEMENT AND PORTABLE BARRIERS AS SHOWN ON SHEETS 45-49. THE SOUTHBOUND SIDE SHALL CONSIST OF TWO LANES SOUTHBOUND AND ONE LANE NORTHBOUND.

PHASE 2:

CONSTRUCT THE PROPOSED OUTER LANES (INCLUDING PAVEMENT COURSES, PAVEMENT MARKINGS AND MEDIAN) ALONG SOUTHBOUND AND NORTHBOUND SIDES. CONTRACTOR SHALL MAINTAIN TWO NORTHBOUND AND TWO SOUTHBOUND LANES OF TRAFFIC, USING CONTRA-FLOW.

PRE-PHASE 3:

CONSTRUCT MEDIAN CROSSOVERS UTILIZING STANDARD MT-095.40 TO CLOSE INSIDE LANES IN BOTH DIRECTIONS OF TRAVEL.

PHASE 3:

CONSTRUCT THE PROPOSED INNER LANE (INCLUDING PAVEMENT COURSES AND PAVEMENT MARKINGS) ALONG SOUTHBOUND SIDE, AND TEMPORARY PAVEMENT ALONG THE MEDIAN. CONTRACTOR SHALL MAINTAIN TWO NORTHBOUND AND TWO SOUTHBOUND LANES OF TRAFFIC, USING CONTRA-FLOW. TRAFFIC FROM THE SOUTHBOUND LANE ADJACENT TO THE MEDIAN SHALL BE SHIFTED TO THE NORTHBOUND LANES USING TEMPORARY PAVEMENT AND PORTABLE BARRIERS AS SHOWN ON SHEETS 57-62. THE NORTHBOUND SIDE SHALL CONSIST OF TWO LANES NORTHBOUND AND ONE LANE SOUTHBOUND.

EAST MAIN ST.:

PHASE 1

TRAFFIC SHALL BE SHIFTED TO THE WESTBOUND SIDE (NORTHERN HALF) OF EAST MAIN STREET. THERE SHALL BE ONE LANE OF TRAFFIC IN EACH DIRECTION. CONSTRUCT THE EASTBOUND SIDE (SOUTHERN HALF) OF EAST MAIN ST. AND RAMP B PAVEMENT AND PROPOSED DRAINAGE. THE TRAFFIC SIGNAL AT THE NORTHBOUND RAMPS (RAMPS A & B) SHALL BE PUT ON FLASH. THE TRAFFIC SIGNAL AT THE SOUTHBOUND RAMPS (RAMPS C & D) WILL BE MODIFIED AS SHOWN ON SHEET P.25.

PHASE 2

TRAFFIC SHALL BE SHIFTED TO THE EASTBOUND SIDE (SOUTHERN HALF) OF EAST MAIN STREET. THERE SHALL BE ONE LANE OF TRAFFIC IN EACH DIRECTION. CONSTRUCT THE WESTBOUND SIDE (NORTHERN HALF) OF EAST MAIN ST. AND RAMP A PAVEMENT AND PROPOSED DRAINAGE. THE TRAFFIC SIGNAL AT THE NORTHBOUND RAMPS (RAMPS A & B) SHALL BE PUT ON FLASH. THE TRAFFIC SIGNAL AT THE SOUTHBOUND RAMPS (RAMPS C & D) WILL BE MODIFIED AS SHOWN ON SHEET P.25.

PHASE 3

TRAFFIC WILL REMAIN SHIFTED TO THE EASTBOUND SIDE (SOUTHERN HALF) OF EAST MAIN STREET. THERE SHALL BE ONE LANE OF TRAFFIC IN EACH DIRECTION. CONSTRUCT THE REMAINING PORTION OF THE WESTBOUND SIDE (NORTHERN HALF) OF EAST MAIN ST. AND RAMP C PAVEMENT AND PROPOSED DRAINAGE. THE TRAFFIC SIGNAL AT THE SOUTHBOUND RAMPS (RAMPS C & D) SHALL BE PUT ON FLASH. THE TRAFFIC SIGNAL AT THE NORTHBOUND RAMPS (RAMPS A & B) WILL BE MODIFIED AS SHOWN ON SHEET P.26. THIS PHASE SHALL TAKE PLACE AT THE SAME TIME THAT THE US-23 SOUTHBOUND BRIDGE IS BEING CONSTRUCTED.

PHASE 4

TRAFFIC WILL BE SHIFTED TO THE WESTBOUND SIDE (NORTHERN HALF) OF EAST MAIN STREET. THERE SHALL BE ONE LANE OF TRAFFIC IN EACH DIRECTION. CONSTRUCT THE REMAINING PORTION OF THE EASTBOUND SIDE (SOUTHERN HALF) OF EAST MAIN ST. AND RAMP D PAVEMENT AND PROPOSED DRAINAGE. THE TRAFFIC SIGNAL AT THE SOUTHBOUND RAMPS (RAMPS C & D) SHALL BE PUT ON FLASH. THE TRAFFIC SIGNAL AT THE NORTHBOUND RAMPS (RAMPS A & B) WILL BE MODIFIED AS SHOWN ON SHEET P.26. THIS PHASE SHALL TAKE PLACE AT THE SAME TIME THAT THE US-23 SOUTHBOUND BRIDGE IS BEING CONSTRUCTED.



DESIGNER	AJ
REVIEWER	SA 08/20/24
PROJECT ID	18771
SHEET	TOTAL
P.20	153

SIGNAL/FLASHER INSTALLATION

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

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

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

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

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

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

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

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

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

1. MAIN STREET AND US-23 NB RAMPS (RAMPS A & B)
2. MAIN STREET AND US-23 SB RAMPS (RAMPS C & D)

ANY VEHICULAR TRAFFIC SIGNAL HEAD, EITHER NEW OR EXISTING WHICH WILL BE OUT OF OPERATION SHALL BE COVERED IN THE MANNER DESCRIBED IN 632.25. THE CONTRACTOR SHALL MAINTAIN COMPLETE RECORDS OF MALFUNCTIONS INCLUDING:

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

A COPY OF THESE RECORDS SHALL BE PROVIDED TO THE ENGINEER WITHIN THREE (3) WORKING DAYS FOLLOWING COMPLETION OF EACH REPAIR. ALL COSTS RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

WORK ZONE MARKINGS AND SIGNS

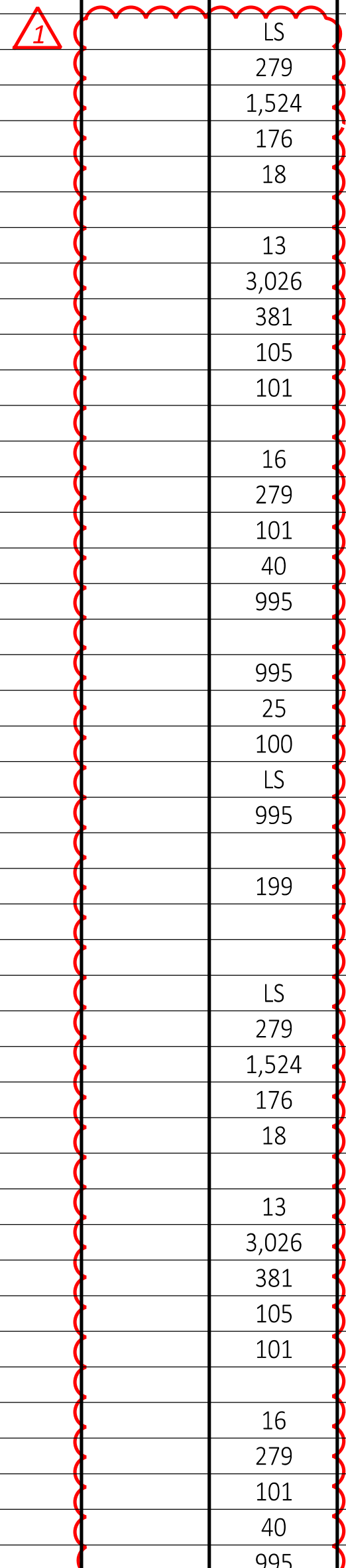
THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

ITEM 614, WORK ZONE MARKING SIGN	14 EACH
ITEM 614, WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	37.52 MILES
ITEM 614, WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	59.04 MILES
ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS III, 6", 642 PAINT	814 FEET

WORK ZONE MARKING QUANTITIES FOR USE AFTER THE REMOVAL OF EXISTING THERMOPLASTIC PAVEMENT MARKINGS AND AFTER MICROSURFACING LEVELING COURSE AND MICROSURFACING SURFACE COURSE.



SHEET NUM.										PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.94		P.97		P.126		P.131		P.143	01/NHS/05	02/NHS/13	03/NHS/13							
				0.06									646	10200	0.06	MILE	TRAFFIC CONTROL (CONT.)	
				407									646	10300	407	FT	CENTER LINE, DOUBLE, YELLOW	
				204									646	10400	204	FT	CHANNELIZING LINE, 8"	
				62									646	10510	62	FT	STOP LINE	
				27									646	10600	27	FT	CROSSWALK LINE, 12"	
																	TRANSVERSE/DIAGONAL LINE, (YELLOW)	
				108									646	10800	108	SF	ISLAND MARKING, (YELLOW)	
				8									646	20300	8	EACH	LANE ARROW	
				34									646	50100	34	FT	REMOVAL OF PAVEMENT MARKING	
			0.77										807	12010	0.77	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (YELLOW)	
			0.77										807	12010	0.77	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (WHITE)	
			1.37										807	12110	1.37	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"	
			14.57										807	14010	14.57	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (YELLOW)	
			14.57										807	14010	14.57	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (WHITE)	
			18.08										807	14110	18.08	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	
			12,741										807	14310	12,741	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	
			5,458										807	14410	5,458	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6" (WHITE)	
																	TRAFFIC SIGNALS	
										4			809	69001	4	EACH	ADVANCE RADAR DETECTION, AS PER PLAN	P.126
										4			809	69101	4	EACH	STOP LINE RADAR DETECTION, AS PER PLAN	P.126
																	STRUCTURE OVER 20 FOOT SPAN (ROS-23-1202 L)	
													202	11203	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	P.130
													279	22900	279	SY	APPROACH SLAB REMOVED	
													1,524	10000	1,524	LB	EPOXY COATED STEEL REINFORCEMENT	
													176	10001	176	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN	P.130
													18	34410	18	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE	
													13	512	13	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
													3,026	513	3,026	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN	P.130
													381	514	381	SF	SHOP PAINTING AND FIELD TOUCH-UP OF STRUCTURAL STEEL	
													105	516	105	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN	P.130
													101	516	101	FT	2" DEEP JOINT SEALER	
													16	518	16	EACH	SCUPPER, MODIFICATION	
													279	526	279	SY	REINFORCED CONCRETE APPROACH SLABS (T=15")	
													101	526	101	FT	TYPE A INSTALLATION	
													40	609	40	FT	CURB, TYPE 4-A	
													995	848	995	SY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION (3")	
													995	848	995	SY	SURFACE PREPARATION USING HYDRODEMOLITION	
													25	848	25	CY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY	
													100	848	100	SY	HAND CHIPPING	
													LS	848	50100	LS	TEST SLAB	
													995	848	995	SY	EXISTING CONCRETE OVERLAY REMOVED (4.5")	
													199	848	199	SY	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY	
																	STRUCTURE OVER 20 FOOT SPAN (ROS-23-1202 R)	
													202	11203	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	P.130
													279	22900	279	SY	APPROACH SLAB REMOVED	
													1,524	10000	1,524	LB	EPOXY COATED STEEL REINFORCEMENT	
													176	10001	176	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN	P.130
													18	34410	18	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE	
													13	512	13	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
													3,026	513	3,026	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN	P.130
													381	514	381	SF	SHOP PAINTING AND FIELD TOUCH-UP OF STRUCTURAL STEEL	
													105	516	105	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN	P.130
													101	516	101	FT	2" DEEP JOINT SEALER	
													16	518	16	EACH	SCUPPER, MODIFICATION	
													279	526	279	SY	REINFORCED CONCRETE APPROACH SLABS (T=15")	
													101	526	101	FT	TYPE A INSTALLATION	
													40	609	40	FT	CURB, TYPE 4-A	
													995	848	995	SY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION (3")	



11-11-2024 - PARTICIPATION REVISION

SHEET NUM.						PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.11		MS003	P.16	P.17	P.19	P.20	P.20A	01/NHS/05						
													MAINTENANCE OF TRAFFIC	
		425						225	200				611 04200 425 FT 12" CONDUIT, TYPE A	
		490						250	240				611 05700 490 FT 15" CONDUIT, TYPE A	
		2						1	1				611 98450 2 EACH CATCH BASIN, NO. 2-2A	
8		20				500		200	150	150			614 11110 500 HOUR LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
								8	10	10			614 12380 28 EACH WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
													614 12460 14 EACH WORK ZONE MARKING SIGN	
			14					14	2	2			614 12470 14 EACH WORK ZONE SPEED LIMIT SIGN	
				18				10	4	4			614 12484 18 EACH WORK ZONE INCREASED PENALTIES SIGN	
						55		25	15	15			614 12600 55 EACH REPLACEMENT DRUM	
		4						2	2	2			614 12756 4 EACH WORK ZONE CROSSOVER LIGHTING SYSTEM	
			250					250					614 13000 250 CY ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
40		1,439						740	739				614 13310 1,479 EACH BARRIER REFLECTOR, TYPE 1, (BIDIRECTIONAL)	
37		1,439						738	738				614 13360 1,476 EACH OBJECT MARKER, TWO WAY	
						72		36	18	18			614 18600 72 SNMT PORTABLE CHANGEABLE MESSAGE SIGN	
0.05		4						4.05					614 20010 4.05 MILE WORK ZONE LANE LINE, CLASS I, 6"	
													614 20560 37.52 MILE WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
0.69								37.52					614 21000 0.69 MILE WORK ZONE CENTER LINE, CLASS I	
1.17		12						1.17	6	6			614 22010 13.17 MILE WORK ZONE EDGE LINE, CLASS I, 6", (WHITE)	
		7						7					614 22010 7 MILE WORK ZONE EDGE LINE, CLASS I, 6", (YELLOW)	
													614 22360 59.04 MILE WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
								59.04					614 22360 59.04 MILE WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
560		10,392						560	5,000	5,392			614 23000 10,952 FT WORK ZONE CHANNELIZING LINE, CLASS I, 8"	
								814					614 23680 814 FT WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	
201		5,308						201	2,650	2,658			614 24000 5,509 FT WORK ZONE DOTTED LINE, CLASS I	
79								79					614 26000 79 FT WORK ZONE STOP LINE, CLASS I	
4								4					614 30000 4 EACH WORK ZONE ARROW, CLASS I	
								LS					615 10000 LS ROADS FOR MAINTAINING TRAFFIC	
		3,067						1,532	1,535				615 20000 3,067 SY PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	
			20					20					616 10000 20 MGAL WATER	
1,648		34,460						16,000	20,108				622 41100 36,108 FT PORTABLE BARRIER, UNANCHORED	
														INCIDENTALS
								0.4	0.3	0.3			614 11000 LS MAINTAINING TRAFFIC	
								LS					623 10000 LS CONSTRUCTION LAYOUT STAKES AND SURVEYING	
								LS					624 10000 LS MOBILIZATION	

GENERAL SUMMARY

11-11-2024 - PARTICIPATION REVISION / PROJECT WORK REDUCTION

DESIGN AGENCY
ARCADIS
 23 TRIANGLE PARK DRIVE SUITE 2000
 CINCINNATI, OHIO 45266
 (513) 942-3141
 www.arcadis.com

DESIGNER
BSB

REVIEWER
SRB 11/11/24

PROJECT ID
118771

SHEET TOTAL
P.93 | 153

ROUTE	DIRECTION	LOCATION				PAVEMENT DATA							254		407		442	
		LOG POINT		LENGTH		PAVEMENT WIDTH	PAVEMENT WIDTH	SHOULDER WIDTH LT. & RT.	SHOULDER WIDTH LT. & RT.	PAVEMENT AREA	CADD MEASURED EXTRA PAVEMENT AREA (VARIES)	TOTAL PAVEMENT AREA	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (1.50")	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE (3.00")	NON-TRACKING TACK COAT @ 0.09 GAL/SY	ANTI-SEGREGATION EQUIPMENT		ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446), P.W.L 2024, AS PER PLAN
		FROM	TO	MILES	FEET	SB	NB	SB	NB	SY						SY	SY	
		SLM	SLM			FT	FT	FT	FT									
US 23	SB	15.41	15.47	0.06	301.37	24.00		1.00		837.14		837.14		75.34	33.49	34.88		
US 23	SB	15.47	15.58	0.11	581.95	34.81(a)		1.00		2,315.19		2,315.19		208.37	93.77	96.47		
US 23	SB	15.58	15.67	0.08	441.26	36.00		1.00		1,814.07	675.96 (b)	2,490.03		224.10	73.54	103.75		
US 23	SB	15.67	15.96	0.30	1,570.36	24.00		1.00		4,362.11		4,362.11		392.59	174.48	181.75		
US 23	SB	15.96	16.00	0.03	169.05	36.00		1.00		694.98	220.58 (b)	915.57		82.40	28.18	38.15		
US 23	SB	16.00	16.10	0.10	528.56	38.00(a)		1.00		2,290.43		2,290.43		206.14	92.99	95.43		
US 23	SB	16.10	16.12	0.02	118.33	30.00(a)		1.00		407.58		407.58		36.68	16.43	16.98		
US 23	SB	16.12	17.42	1.30	6,877.41	24.00		1.00		19,103.92		19,103.92		1,719.35	764.16	796.00		
US 23	SB	17.42	17.59	0.17	897.66	36.68(a)		1.00		3,758.20		3,758.20		338.24	152.44	156.59		
US 23	SB	17.59	17.63	0.04	234.92	36.00		1.00		965.78	330.69 (b)	1,296.47		116.68	39.15	54.02		
US 23	SB	17.63	18.00	0.37	1,941.91	24.00		1.00		5,394.19		5,394.19		485.48	215.77	224.76		
US 23	SB	18.00	18.04	0.04	188.73	36.00		1.00		775.89	208.30 (b)	984.19		88.58	31.45	41.01		
US 23	SB	18.04	18.13	0.10	504.56	39.00(a)		1.00		2,242.49		2,242.49		201.82	91.10	93.44		
US 23	SB	18.13	18.15	0.02	91.58	31.00(a)		1.00		325.62		325.62		29.31	13.14	13.57		
US 23	SB	18.15	18.35	0.20	1,053.27	24.00		1.00		2,925.75		2,925.75		263.32	117.03	121.91		
US 23	NB	15.45	15.55	0.10	516.38		24.00		1.00	1,434.39		1,434.39		129.10	57.38	59.77		
US 23	NB	15.55	15.57	0.02	116.93		30.00(a)		1.00	402.76		402.76		36.25	16.24	16.78		
US 23	NB	15.57	15.67	0.10	515.21		38.00(a)		1.00	2,232.58		2,232.58		200.93	90.64	93.02		
US 23	NB	15.67	15.70	0.03	178.50		36.00		1.00	733.83	217.62 (b)	951.45		85.63	29.75	39.64		
US 23	NB	15.70	16.08	0.38	2,005.13		24.00		1.00	5,569.81		5,569.81		501.28	222.79	232.08		
US 23	NB	16.08	16.14	0.06	329.11		36.00		1.00	1,353.01	541.13 (b)	1,894.14		170.47	54.85	78.92		
US 23	NB	16.14	16.27	0.12	656.08		36.00(a)		1.00	2,697.22		2,697.22		242.75	109.35	112.38		
US 23	NB	16.27	17.51	1.25	6,590.82		24.00		1.00	18,307.83		18,307.83		1,647.71	732.31	762.83		
US 23	NB	17.51	17.54	0.02	122.79		30.00(a)		1.00	422.94		422.94		38.06	17.05	17.62		
US 23	NB	17.54	17.63	0.09	489.00		38.00(a)		1.00	2,119.00		2,119.00		190.71	86.03	88.29		
US 23	NB	17.63	17.68	0.05	266.87		36.00		1.00	1,097.13	442.11 (b)	1,539.24		138.53	44.48	64.13		
US 23	NB	17.68	18.01	0.33	1,756.54		24.00		1.00	4,879.28		4,879.28		439.14	195.17	203.30		
US 23	NB	18.01	18.09	0.07	383.79		36.00		1.00	1,577.80	683.01 (b)	2,260.81		203.47	63.96	94.20		
US 23	NB	18.09	18.24	0.16	836.12		37.00(a)		1.00	3,530.28		3,530.28		317.73	143.22	147.10		
US 23	NB	18.24	18.35	0.11	561.59		24.00		1.00	1,559.97		1,559.97		140.40	62.40	65.00		
SUBTOTALS - PREVIOUS SHEET											SY	SY	GAL	CY	CY			
SUBTOTALS											193,702	1,894	17,604	6,574	8,229			
TOTALS CARRIED TO GENERAL SUMMARY											99,451	0	8,951	3,863	4,144			
TOTALS CARRIED TO GENERAL SUMMARY											293,153	1,894	26,555	10,437	12,373			

LEGEND:
 (a) - AVERAGE PAVEMENT WIDTH
 (b) - GORE AREA
 (c) - MEDIAN CROSSOVER AREA
 (d) - NOT USED
 (e) - INTERSECTION AREA
 (f) - PAVEMENT TRANSITION AREA
 (g) - EX. RIGID CONCRETE PAVEMENT AREA

ROUTE	LOG POINT	LENGTH	PAVEMENT DATA							202		204		304	452				
			PAVEMENT WIDTH LT.	PAVEMENT WIDTH RT.	SHOULDER WIDTH LT.	SHOULDER WIDTH RT.	PAVEMENT AREA	CADD MEASURED EXTRA PAVEMENT AREA (VARIES)	TOTAL PAVEMENT AREA	PAVEMENT REMOVED	WEARING COURSE REMOVED	SUBGRADE COMPACTION	EXCAVATION OF SUBGRADE	PROOF ROLLING	GRANULAR MATERIAL, TYPE B	AGGREGATE BASE	10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC LP		
			FT	FT	FT	FT	SY											SY	SY
			STA	STA	MILES	FEET													
E. MAIN ST	123+40.00	124+45.51		105.51		VARIES		VARIES		1182.94 (e)	1,182.94	1,154.67	1,154.67	1,240.86	413.62	1.00	413.62	202.98	1,182.94
E. MAIN ST	124+45.51	126+64.84		219.33	24.00	24.00	8.00	6.00	1,523.13		1,523.13	1,489.23	1,489.23	1,596.24	532.08	1.00	532.08	260.62	1,523.13
E. MAIN ST	126+64.84	127+43.00		78.16		VARIES		VARIES		815.31 (e)	815.31	805.34	805.34	844.67	281.56	1.00	281.56	138.74	815.31
TOTALS CARRIED TO GENERAL SUMMARY											SY	SY	SY	CY	HR	CY	CY	SY	
TOTALS CARRIED TO GENERAL SUMMARY											3,450	3,450	3,682	1,228	3	1,228	603	3,522	

11-11-2024 - PROJECT WORK REDUCTION