

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR THE FOLLOWING:

MARSH ROAD (SOUTH LEG), US 127 AND US 224 TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A SINGLE CLOSURE PERIOD WHEN THROUGH TRAFFIC ON US 127 AND US 224 MAY BE DETOURED AS SHOWN ON SHEET 18. A FORMAL SIGNED DETOUR FOR MARSH ROAD WILL NOT BE PROVIDED. A DIS-INCENTIVE SHALL BE ASSESSED FOR EACH CALENDAR DAY MARSH ROAD, US 127 OR US 224 REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT. ENTRY AND EXIT FROM CONSTRUCTION ACCESS POINTS PRIOR TO THE CLOSURE INITIATION SHALL NOT IMPEDE TRAFFIC. ALL ROADS MUST BE REOPENED AFTER 60 DAYS. REFER TO THE CONTRACT TABLE ON THIS PAGE FOR ADDITIONAL DETAILS.

ACCESS TO ADJACENT PROPERTIES WITHIN THE WORK LIMITS SHALL BE MAINTAINED BY THE CONTRACTOR AT ALL TIMES AS PER C&MS 614.02.A.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. LANE CLOSURES WITH FLAGGERS WILL BE PERMITTED PER STANDARD CONSTRUCTION DRAWING MT-097.10. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS. ONCE PERMITTED CLOSURES ARE COMPLETE AND THE ROUNDABOUT IS OPEN, LANE CLOSURES (INCLUDING THOSE WITH FLAGGERS) CANNOT AFFECT THE OPERATION OF THE ROUNDABOUT OR RESTRICT ACCESS TO OR FROM ANY OF THE ROUTES INTO OR OUT OF THE ROUNDABOUT.

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 ON THIS SHEET.

US127 WILL BE CLOSED (DATE) FOR 60 DAYS INFO: 419-999-6803

W20-H13-60

MARSH RD WILL BE CLOSED (DATE) FOR 60 DAYS INFO: 419-999-6803

W20-H13-60

US 224 WILL BE CLOSED (DATE) FOR 60 DAYS INFO: 419-999-6803

W20-H13-60

INCENTIVE/DISINCENTIVE CONTRACT TABLE

DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE \$ PER DAY	INCENTIVE \$ PER DAY	MAXIMUM INCENTIVE \$	BEGIN DATE	COMPLETION DATE
ALL WORK RELATED TO NEW ROUNDABOUT CONSTRUCTION THAT RESULTS IN ROAD CLOSURES, AND ALL WORK NECESSARY TO COMPLETE PART 2	60 CONSECUTIVE DAYS	\$10,000 PER DAY	\$0 PER DAY	\$0 PER DAY	6/1/2022	7/31/2022

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

THE SIGNS SHALL DISPLAY THE DATE OF THE CLOSURE IN MM-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.

NOTICE OF CLOSURE TIME TABLE

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

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION.

ITEM 410, TRAFFIC COMPACTED SURFACE, TYPE A OR B 10 CU. YD.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 10 CU. YD.

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

--US 127 NORTH OF THE US 224, US 127, MARSH ROAD INTERSECTION

--MARSH ROAD SOUTH OF THE US 224, US 127, MARSH ROAD INTERSECTION, AS SHOWN ON SHEET 19

--US 127/US 224 WEST OF THE US 224, US 127, MARSH ROAD INTERSECTION

--US 224 EAST OF THE US 224, US 127, MARSH ROAD INTERSECTION

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNING, DRUMS AND BARRICADES AS SHOWN ON SHEET 22 TO CLOSE MEDIANS ON US 30 AT DUTCH JOHN ROAD, MENDON ROAD AND BOROFF ROAD.

NO FORMAL SIGNED DETOUR ROUTE WILL BE MARKED FOR MARSH ROAD. THE "TOWNE CENTER" ROUTE MARKED ON SHEET 19 IS THE UNSIGNED DESIGNATED LOCAL DETOUR ROUTE FOR MARSH ROAD.

NO FORMAL SIGNED DETOUR ROUTE WILL BE MARKED ON CONVOY ROAD. THE "CONVOY ROAD" ROUTE MARKED ON SHEET 19 IS AN UNSIGNED DESIGNATED LOCAL DETOUR ROUTE.

SUPPLY, ERECT, MAINTAIN AND REMOVE ALL TRAFFIC CONTROL DEVICES INCLUDING SIGNING FOR THE US 30 - US 127 LOCAL DETOUR ROUTE. THE "HOAGLIN CENTER ROAD/ELM SUGAR ROAD" ROUTE MARKED ON SHEET 19 IS A MINIMALLY SIGNED, DESIGNATED LOCAL DETOUR ROUTE.

SUPPLY, ERECT, MAINTAIN AND REMOVE ALL TRAFFIC CONTROL DEVICES INCLUDING SIGNING FOR THE US 127 - US 224 LOCAL DETOUR ROUTE. THE "VAN WERT-DECATUR ROAD" ROUTE IS MARKED ON SHEET 20.

THE LOCAL DETOURS SHALL BE ESTABLISHED, MAINTAINED AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. THE FOLLOWING ITEM HAS BEEN INCLUDED FOR DETOUR SIGNING BY THE CONTRACTOR:

ITEM 614, DETOUR SIGNING, LUMP SUM

THE OFFICIAL US 127 AND US 224 DETOURS ON SHEET 18 SHALL BE ESTABLISHED, MAINTAINED AND SUBSEQUENTLY REMOVED BY THE STATE OF OHIO.

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.

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 OR TO ADJACENT RESIDENCES. 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.

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 5 M. GAL.

DESIGNATED LOCAL DETOUR ROUTE

IN ADDITION TO THE OFFICIAL, SIGNED DETOUR ROUTES, LOCAL ROUTES HAVE BEEN DETERMINED TO BE THE SECONDARY, UNSIGNED OR MINIMALLY SIGNED DETOUR ROUTES OR "DESIGNATED LOCAL DETOUR ROUTES". THESE ROUTES ARE SHOWN ON SHEETS 17, 19 AND 20. DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THESE ROUTES IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOURS ARE REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL DETOUR ROUTES SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO THEIR USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DETERMINED BY THE ENGINEER.

THE REPLACEMENT PAVEMENT FOR ITEM 253 PAVEMENT REPAIR SHALL CONSIST OF 1-1/4" ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 AND ITEM 407, TACK COAT PLACED ON 5" OF ITEM 301, ASPHALT CONCRETE BASE, PG64-22.

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR USE AS DETERMINED BY THE ENGINEER TO MAINTAIN AND SUBSEQUENTLY RESTORE THE DESIGNATED LOCAL DETOUR ROUTE.

ITEM 253, PAVEMENT REPAIR = 60 CU YD
 ITEM 304, AGGREGATE BASE = 60 CU YD
 ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (448) PG 64-22 = 30 CU YD
 ITEM 407, TACK COAT = 60 GAL
 ITEM 617, COMPACTED AGGREGATE = 150 CU YD

REMOVAL OF UNDERGROUND STORAGE TANKS AND BACKFILL WITH ITEM 304 SHALL OCCUR PRIOR TO JANUARY 31, 2022. THERE WILL BE NO ROAD CLOSURE PERMITTED DURING THE TANK REMOVAL AND BACKFILL PROCESS.

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.

IN ADDITION TO MESSAGES ON SHEET 21, THE PROBABLE PCMS LOCATIONS, 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.

CALCULATED
SUM
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MAINTENANCE OF TRAFFIC GENERAL NOTES

VAN-127 / 224-
12.04 / 15.68

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