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Prior to the bid date, if an exception to the above table is anticipated during construction, the DBT is required to submit a pre-bid question for approval at least 72 hours before bid. If approval is not received prior to bid, the DBT shall assume that they will have to comply with all requirements of the above table and all MOT requirements below, except as approved by the DWZTM.

11.2.1 Detours

All detour routes have been provided by the Department below and shall be signed by the DBT. The designated local detour shall also be provided by the Department at the pre-construction meeting.

The DBT shall not install conflicting or overlapping detour routes concurrently.

Except for Grill Rd as stated in Table 11-1 above, all existing intersection and ramp movements shall be maintained, except when the following side roads and ramp may be detoured using the following routes and as shown in Appendix F - Project Design Standards and Notes:

Table 11-2: Side Road and Ramp Detour Routes

Side Road/ Ramp	Leg	Detour Route (Cardinal Direction)
Clinton Rd (TR 100)	East & West	Calaboone Rd to Edwards Rd to Shank Rd
Edwards Rd (CR 206)	East & West	Hametown Rd to Eastern Rd to Cleveland-Massillon Rd to Clinton Rd to Shank Rd
Grill Rd (TR 63)	East	Hametown Rd to Edwards Rd to SR 21
	West	Taylor Rd to Edwards Rd to SR 21
Eastern Rd (CR 150)	East & West	SR 585/Wooster Rd to 31 st Street SW/Cleveland-Massillon Rd
SR 585 NB to SR 21 SB	Ramp	Hametown Rd to Eastern Rd

All turning movements from SR 21 to closed side streets will also be detoured using the routes specified in Table 11-2 above and utilizing SR 21. If only one leg of the above intersections is closed at a time, the detour shall be shortened by utilizing SR 21 to the opposite leg of the intersection, if possible.

11.2.2 Window Contract

Disincentives for violations of MOT durations shall be assessed per proposal note PN 129 and the window contract table below:

Table 11-3: Window Contract Table

Description of Critical Work	Calendar Days to Complete	Disincentive \$ Per Day	Work Window	
			Start	End
Grill Rd (TR 63) Detour	30	\$500	Contract Execution Date	Project Completion Date
Eastern Rd (CR 150) Detour	30	\$2,000	Chippewa Local Schools Summer Break	
Clinton Rd (TR 100) Detour	120	\$1,500	Contract Execution Date	Project Completion Date
Edwards Rd (CR 206) Detour		\$10,000		
SR 585 NB to SR 21 SB Ramp Detour	180	\$150	First Monday in April	Second Friday in November
All lanes on all roads returned to original or final configuration with all signs and long-term or final pavement markings installed (Winter Shut-Down)	See Work Window	\$5,000	Second Friday in November	First Monday in April

The calendar days to complete each detour in Table 11-3 above constitute the allowable closure time for each leg of the intersection independent of the opposite intersection leg. The allowable closure time does not need to be consecutive (i.e. one 30-day closure and one 90-day closure).

11.2.3 Additional MOT Requirements

The following project-specific MOT requirements shall apply:

- The Construction Zone limits include the length of roadway where work is being performed as well as the limits of the roadway where lane and shoulder restrictions are in-place using pavement markings or channelizing devices, etc.
- Maintain stopping sight distance and intersection sight distance per design standards, or at a minimum, sight distance shall not be restricted to less than what is available in the pre-construction condition at all intersections within the Project Limits.
- Comply with wet-reflective requirements per SS 807 and/or SS 873 for all work zone Class I pavement markings on any existing multi-lane facility, including all ramps. Wet-reflective work zone pavement markings shall not be installed for any Winter Shut-Down periods. Grooving for recessed pavement markings per SS 850 is not required for work zone wet-reflective pavement markings.

- Temporary pavement installed for work zone crossovers shall be removed outside the limits of the final edge of shoulder.
 - Any concrete temporary pavement shall be removed.
- The DBT shall submit the location of work zone access/egress points for Department review and approval before installation or submit as part of the MOT design plans. Design of such access/egress points and acceleration/deceleration areas shall be in accordance with SCD MT-101.30 and the TEM.
- The length of acceleration or deceleration lanes for ramps or access points shall be installed and signed according to appropriate SCDs. If the minimum required acceleration or deceleration distance cannot be achieved by use of existing or proposed pavement, temporary pavement shall be installed.
- When developing MOT plans, the DBT shall ensure that drainage is maintained during all phases of construction, and for any temporary pavement that is constructed, and shall include any grading, conduit, and/or structures required to do so.
- If the DBT's MOT plans include the removal and replacement of any existing concrete median barrier, the cost for replacement of the barrier and associated anchorages and assemblies in a shape matching what was removed shall be incidental to Item 614 Maintaining Traffic.
- When opening pavement to traffic, traffic shall only be placed on existing full-depth pavement or new intermediate or surface course asphalt, or full-depth concrete pavement, and all pavement markings shall be in-place.
- When opening to traffic for the winter shut-down period on existing pavement or new pavement, install new pavement markings conforming with CMS 642 on all pavement regardless if removed or unimpacted by the Work.
- Work zone pavement markings shall not be placed on final surface course asphalt or concrete surface, unless temporary tape is used per CMS 740.06.
- The DBT shall coordinate with planned local projects. The City of Norton has a project planned on Eastern Road to the east of SR 21. Construction is expected to be completed in 2023.
- The contractor shall perform a pre-construction video for any identified local maintenance detour routes or off-state-system haul routes.
- Unless required by other constraints, night work on the project is prohibited between the hours of 9 PM and 7 AM. Exception to this may be granted at the discretion of the Engineer.
- Other than the SR 585 NB to SR 21 SB ramp, if the DBT desires to close any of the ramps at the SR 585 interchange, these ramp closures violate ODOT Policy 21-008(P) and Standard Procedure 123-001(SP) and are permitted by an exception granted by the Maintenance of Traffic Exception Committee (MOTEC). The DBT shall contact the DWZTM and require MOTEC exception granted prior to performing the proposed ramp closure. The DBT shall also install any detour signing and other remedial measures required by MOTEC. The DBT shall not receive additional compensation for any of these incurred costs.

15 DRAINAGE

15.1 Drainage General

The DBT shall remove and replace all existing drainage features, including catch basins, inlets, and headwalls, within the project limits, except as modified below. Requirements for drainage installed within the project limits are:

- Underdrains shall be installed throughout the project limits. Tie underdrain outlets into median catch basins when feasible. When not feasible to tie into median catch basins, use precast reinforced concrete outlets.
- Unless otherwise specified in the Scope, all drainage items within the project limits shall be designed per the L&D Manual, Volume 2. Minimum conduit size shall be 15". The minimum conduit size does not apply to underdrains or underdrain outlets.
- Design and utilize open roadside drainage or adjust existing accordingly to meet altered alignments. Roadside ditches which outlet to existing streams are preferred, however, the replacement of ditches with enclosed conduit is permitted.
- In locations with a modified roadway cross section or impacted by the DBT's design, drainage work shall also include the analysis and modification to existing storm sewer systems as required by the DBT's design. In all other areas, the DBT can assume the size of existing drainage features are adequate.
- Culverts within the project limits shall either be replaced or not disturbed as detailed in Section 15.2.

Post-construction Storm Water Best Management Practices (BMP) according to ODOT L&D Manual Volume 2, Section 1115 are to be investigated, designed, and installed.

The DBT shall perform a detailed flood plain analysis for all highways that encroach on floodplains, bodies of water or streams. The analysis shall be in accordance with the L&D Volume 2 and the Bridge Design Manual. The extent of the analysis shall be from a minimum of 500' downstream, to the greater of either one bridge opening/width upstream, or to the limits of the area inundated by the 100-year event.

The results of the detailed flood plain study, supporting hydraulic calculations, and recommendations shall be submitted to the District for review and comment prior to construction of the drainage structure. If the proposed crossing is in a special flood hazard area as defined by FEMA, the detailed flood plain analysis shall be submitted concurrently to the local flood plain coordinator.

In addition, the DBT shall prepare all floodplain coordination documents per the L&D Volume 2, Section 1005. This includes, but is not limited to, hydrologic and hydraulic calculations, no-rise certification (if applicable), associated FEMA FIRM mapping showing the area of impact to the floodplain, and completed Stage 2 plans (roadway, drainage, and structure plans with

APPENDIX F

Project Design Standards and Notes

Contractual Appendix



Proposed ODOT Detour for PID 101439 WAY SR 0021 - SR 585 NB to SR 21 SB Ramp Closure



Proposed SR 585 NB to SR 21 SB ramp detour: SR 585 Northbound to Hametown Road Southbound to Eastern Road Eastbound to SR 21 Southbound.