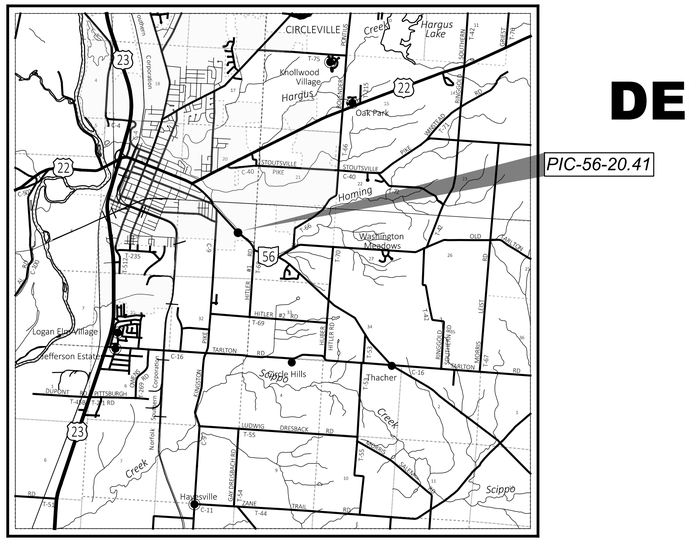
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION



LOCATION MAP

LATITUDE: 39°35'82" LONGITUDE: 82°55'23"

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

DESIGN DESIGNATION

CURRENT ADT (2023)	5,800
DESIGN YEAR ADT (2035)	5,900
DESIGN HOURLY VOLUME (2035)	800
DIRECTIONAL DISTRIBUTION	64.8%
TRUCKS (24 HOUR B&C)	6%
DESIGN SPEED	55 MPH
LEGAL SPEED	50 MPH

DESIGN FUNCTIONAL CLASSIFICATION:
MAJOR COLLECTOR

NHS PROJECT	NO

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE REQUIRED

UNDERGROUND UTILITIES
Contact Two Working Days Before You Dig
OHIO811.org Before You Dig
OHIO811, 8-1-1, or 1-800-362-2764
(Non members must be called directly)

PLAN PREPARED BY:
ODOT IN HOUSE DESIGN

PIC-56-20.41

CITY OF CIRCLEVILLE
WASHINGTON TOWNSHIP
PICKAWAY COUNTY

INDEX OF SHEETS:

TITLE SHEET P.1
TYPICAL SECTIONS P.2
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MAINTENANCE OF TRAFFIC ..... P.4 - P.7
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GENERAL PLAN ..... P.10 - P.12
SOIL PROFILE P.13

FEDERAL PROJECT NUMBER

E230(202)

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

EMBANKMENT STABILIZATION OF STATE ROUTE 56 ALONGSIDE HOMINY CREEK WITH THE INSTALLATION OF AN 80 FOOT SHEET PILE RETAINING WALL INSIDE THE CITY OF CIRCLEVILLE. ADDITIONALLY, INSTALLATION OF APPROXIMATELY 2000 FEET OF GUARDRAIL BETWEEN THE ROADWAY AND HOMINY CREEK.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	0.36 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.1 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

2019 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT DETOURS WILL BE PROVIDED AS INDICATED ON SHEET P.7.

Anthony C. Turowski, P.E.
District 06 Deputy Director

Jack Marchbanks, PhD
Director, Department of Transportation

ENGINEER'S SEAL
RETAINING WALLS
STATE OF OHIO
JEFFREY P. HIPP JR.
E-79642
REGISTERED
PROFESSIONAL ENGINEER
Digitally signed by Jeffrey P. Hipp Jr
Date: 2023.04.05 10:32:18-04'00'

STANDARD CONSTRUCTION DRAWINGS								SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS
DM-4.4	1/15/16	TC-42.20	10/18/13					800-2019	SEE PROPOSAL	
		TC-52.10	10/18/13					832	7/15/22	
MGS-1.1	7/16/21	TC-52.20	1/15/21							
MGS-2.1	1/19/18	TC-61.30	7/19/19							
MGS-4.3	1/18/13									
MGS-5.3	7/15/16									
MT-96.11	4/16/21									
MT-97.10	4/19/19									
MT-101.60	1/17/20									
MT-105.10	1/17/20									
MT-101.90	7/17/20									

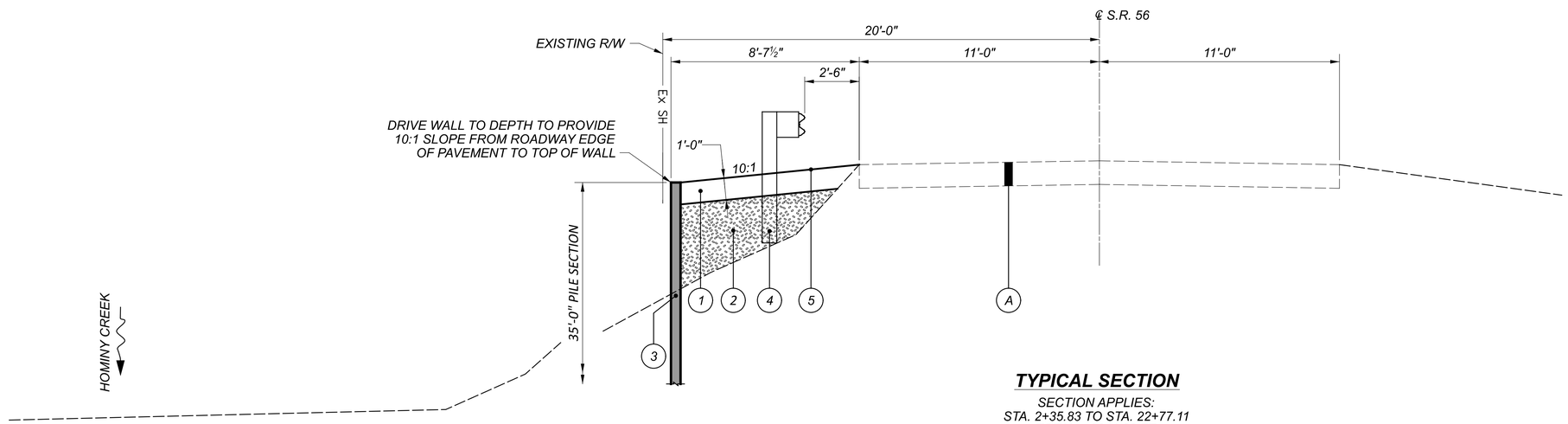
CONFORMED SET

PIC-56-20.41

DESIGN AGENCY

DESIGNER JDM
REVIEWER JPH MM-DD-YY
PROJECT ID 118525
SHEET P.1 TOTAL 12

PIC-56-20.41
MODEL: 118525_GT001 PAPERSIZE: 34x22 (in.) DATE: 4/5/2023 TIME: 10:00:14 AM USER: jhipp
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Pickaway\118525\400-Engineering\Roadway\Sheets\118525_GT001.dgn



TYPICAL SECTION

SECTION APPLIES:
STA. 2+35.83 TO STA. 22+77.11
TOTAL = 2041.28 FT

LEGEND

- (A) EXISTING ASPHALT PAVEMENT = 13" THICKNESS
- (1) ITEM 203 - EMBANKMENT, AS PER PLAN
- (2) ITEM 203 - GRANULAR MATERIAL, TYPE B, AS PER PLAN
- (3) ITEM 504 - SHEET PILING LEFT IN PLACE, AS PER PLAN, MINIMUM SECTION MODULUS 22.4 IN^3/FT
- (4) ITEM 606 - GUARDRAIL, TYPE MGS
- (5) ITEM 659 - SEEDING AND MULCHING, CLASS 3B

NOTES:

1. FOR SHEET PILING WALL LIMITS AND ADDITIONAL DETAILS SEE SHEET P.3.
2. THE EXISTING SLOPE IS A REPRESENTATION OF EXISTING CONDITIONS AND HAS NOT BEEN SURVEYED. EXISTING GROUND CONDITIONS MAY VARY FROM DESIGN TO ACTUAL FIELD CONDITIONS DUE TO SLOPE FAILURE.

TYPICAL SECTION

DESIGN AGENCY

DESIGNER
JDM

REVIEWER
JPH MM-DD-YY

PROJECT ID
118525

SHEET P.2 TOTAL 12

PIC-56-20.41

MODEL: Typical Section PAPERSIZE: 34x22 (in.) DATE: 4/5/2023 TIME: 10:06:59 AM USER: jhipp
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NOTIFICATION OF CONSTRUCTION INITIATION:

AT LEAST FOURTEEN DAYS PRIOR TO ANY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL ADVISE THE DISTRICT OFFICE OF COMMUNICATIONS VIA EMAIL AT d06.pio@dot.ohio.gov, CENTRAL OFFICE SPECIAL HAUL PERMITS VIA EMAIL AT hauling.permits@dot.ohio.gov, AND THE DISTRICT WORK ZONE TRAFFIC MANAGER VIA EMAIL AT d06.mot@dot.ohio.gov OF ANTICIPATED START DATE OF ANY CONSTRUCTION ACTIVITIES, INCLUDING BUT NOT LIMITED TO THE PLACING OF WORK ZONE SIGNS. THE NOTIFICATION SHALL ALSO INCLUDE THE PROJECT NUMBER, PID, NAME AND PHONE NUMBER OF THE CONTRACTOR, A POINT OF CONTACT AND THE ANTICIPATED IMPACT ON TRAFFIC. THE CONTRACTOR WILL IMMEDIATELY INFORM THE DISTRICT OFFICE OF COMMUNICATIONS AND THE DISTRICT WORK ZONE TRAFFIC MANAGER OF ANY AND ALL DELAYS AND/OR CHANGES REGARDING THE CONSTRUCTION INITIATION DATE.

GENERAL:

THE CONTRACTOR SHALL SUBMIT IN WRITING A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL IN WRITING BEFORE WORK IS STARTED ON THIS PROJECT. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

WORK LIMITS:

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

CONTRACTORS EQUIPMENT - OPERATION AND STORAGE:

THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAFFIC WHERE PRACTICAL. EQUIPMENT SHALL HAVE AT LEAST ONE AMBER FLASHING LIGHT. WHEN PARKED ALONG THE HIGHWAY, THE EQUIPMENT SHALL BE LOCATED EITHER A MINIMUM OF 30 FEET FROM THE EDGE OF PAVEMENT OR SIX FEET BEHIND GUARDRAIL WITH A MINIMUM OF 125 FEET OF GUARDRAIL PRECEDING THE EQUIPMENT. ALL OTHER EQUIPMENT, INCLUDING PRIVATE VEHICLES, SHALL BE STORED AT AN APPROVED CONTRACTOR'S STORAGE AREA.

REMOVAL ITEMS:

GUARDRAIL, POSTS, AND MISCELLANEOUS HARDWARE DESIGNATED FOR REMOVAL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF. PAYMENT FOR THE ABOVE SHALL BE INCLUDED IN THE UNIT BID FOR THE REMOVED ITEM.

UTILITIES:

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDERNEATH OR ADJACENT TO THE WORK AREA.

THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING OUPS AND ENSURING THERE ARE NO CONFLICTING UTILITIES PRIOR TO CONSTRUCTING THE PROPOSED RETAINING WALL AND GUARDRAIL.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (NCHRP 350 OR MASH 2016):

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEER'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE J, ASTM D4956 TYPE XI REFLECTIVE SHEETING, PER CMS 730.193.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. PLACEMENT OF THE FOUNDATION TUBES SHOULD BE APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES NOT PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT, AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT, AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 203 - EMBANKMENT, AS PER PLAN:

QUANTITIES FOR ITEM 203 EMBANKMENT, AS PER PLAN HAVE BEEN PROVIDED TO BUILD UP FORESLOPES AND ENSURE PROPER GRADING FOR THE PROPOSED MGS GUARDRAIL AND RETAINING WALL. THIS ITEM OF WORK INCLUDES ANY MINOR CLEARING AND GRUBBING NECESSARY TO PLACE THE EMBANKMENT AT THE LOCATIONS SPECIFIED OR DIRECTED.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 203 - EMBANKMENT, AS PER PLAN = 172 CY

THIS QUANTITY IS BASED ON AN ASSUMED AREA FROM THE EDGE OF PAVEMENT BEHIND THE GUARDRAIL AND THE ONE FOOT OF SOIL BEHIND PROPOSED WALL:

GUARDRAIL LIMITS:
1,970 FT x 4 FT (WIDTH) x 0.5 FT (DEPTH) / 27 = 146 CU YD

BEHIND PROPOSED WALL:
80.67 FT x 8.5 FT (WIDTH) X 1 FT (DEPTH) / 27 = 26 CU YD

ITEM 203 - GRANULAR MATERIAL, TYPE B, AS PER PLAN

THIS ITEM HAS BEEN PROVIDED TO FILL THE CAVITY BEHIND PROPOSED SHEET PILE WALL DUE TO SLOPE FAILURE. THE CONTRACTOR MUST PROVIDE AN EXCAVATOR WITH A PLATE COMPACTOR ABLE TO REACH INTO THE CAVITY TO SAFELY COMPACT THIS MATERIAL NOT TO EXCEED 8 INCH LIFTS. THE INTENT IS TO ACHIEVE A COMPACTED EMBANKMENT THAT WILL NOT SETTLE AND IS FREE TO DRAIN. REQUIREMENTS OF SUPPLEMENT 1015 IS NOT REQUIRED.

AN ESTIMATED QUANTITY OF 35 CY HAS BEEN PROVIDED IN THE GENERAL SUMMARY. THIS QUANTITY IS BASED ON AREA MEASURED FROM THE TYPICAL SECTION ASSUMING A SLOPE FAILURE OF 50 FEET DUE TO UNFORESEEN SLOPE CONDITIONS.

DESIGN DATA

STEEL SHEET PILES - ASTM A572 - YIELD STRENGTH 50 KSI

ITEM 504 - STEEL SHEET PILING LEFT IN PLACE, AS PER PLAN

THE CONTRACTOR SHALL FURNISH AND INSTALL NEW STEEL SHEET PILE SECTIONS IN ACCORDANCE WITH ASTM A572 GRADE 50, 35 FEET LONG, WITH A MINIMUM SECTION MODULUS OF 22.4 IN^3/FT. USED SHEET PILING SHALL NOT BE ACCEPTED. SPLICING OF THE SHEET PILE SECTION IS NOT PERMITTED EXCEPT WITHIN THE TOP 10 FEET OR BOTTOM 10 FEET. ANY SPLICING MUST BE WITH A FULL PENETRATION WELD.

SHEET PILE WALL INFORMATION

STATION	OFFSET FROM S.R. 56 CENTERLINE (FT)*	ELEVATION (FT)
9+51.00	-19.870	699.969
9+61.00	-19.870	700.057
9+71.00	-19.870	700.145
9+81.00	-19.870	700.233
9+91.00	-19.870	700.304
10+01.00	-19.870	700.373
10+11.00	-19.870	700.442
10+21.00	-19.870	700.511
10+31.00	-19.870	700.580
10+31.67	-19.870	700.584

NOTE:
* - OFFSET IS MEASURED FROM THE CENTERLINE OF S.R. 56 TO THE CREEK-FACING SIDE OF THE SHEET PILE WALL.

GRADING AND EROSION CONTROL:

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS

ITEM 659 - SEEDING AND MULCHING, CLASS 3B	= 1777 SQ YD
ITEM 659 - COMMERCIAL FERTILIZER	= 0.25 TON
ITEM 659 - LIME	= 0.41 ACRE
ITEM 659 - WATER	= 8 M. GAL

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS. QUANTITY FOR CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

BENCHMARKS:

THE TABLE BELOW SUMMARIZES THE SURVEY BENCHMARKS IDENTIFIED DURING PROJECT DEVELOPMENT AND ARE INCLUDED AS A REFERENCE ONLY. THE CONTRACTOR SHALL FIELD-VERIFY ALL SURVEY INFORMATION PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES.

BENCHMARK INFORMATION

NAME	NORTHING (FT)	EASTING (FT)	ELEVATION (FT)	STATION	DESCRIPTION
BM-1	579683.073	1848903.941	696.399	3+94.85	IRON PIN FOUND
BM-2	579278.708	1849287.171	700.929	9+51.75	NAIL IN TELEPHONE POLE

GENERAL NOTES

DESIGN AGENCY

DESIGNER
JDM

REVIEWER
JPH MM-DD-YY

PROJECT ID
118525

SHEET P.3 TOTAL 12

MODEL: 118525_GN001 PAPERSIZE: 34x22 (in.) DATE: 4/5/2023 TIME: 10:00:23 AM USER: jhipp
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ITEM 614 - MAINTAINING TRAFFIC:

ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (2012 EDITION). COPIES ARE AVAILABLE FROM:

THE OHIO DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC,
1980 WEST BROAD STREET
COLUMBUS, OHIO 43223.

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.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

ALL PERMANENT TRAFFIC CONTROLS NOT IN CONFLICT WITH THE TEMPORARY TRAFFIC CONTROLS SHALL BE MAINTAINED THROUGHOUT THIS PROJECT BY THE CONTRACTOR. PERMANENT TRAFFIC CONTROLS MAY BE TEMPORARILY RELOCATED BY THE ENGINEER. THE CONTRACTOR SHALL ASSUME ALL LIABILITY FOR MISSING, DAMAGED, AND IMPROPERLY PLACED SIGNS.

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.

NOTIFICATION OF TRAFFIC RESTRICTIONS:

THROUGHOUT THE DURATION OF THE PROJECT THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE BUT IS NOT LIMITED TO ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME FRAME TABLE

ITEM	DURATION OF CLOSURE	NOTIFICATION DUE TO DISTRICT 6 COMMUNICATIONS OFFICE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>=2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE	14 CALENDAR DAYS PRIOR TO CLOSURE
	>12 HOURS & <2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	7 CALENDAR DAYS PRIOR TO CLOSURE
	<=12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE	2 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	
	<2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE	
START OF CONSTRUCTION AND TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION	

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

PUBLIC OUTREACH AND NOTIFICATION (ROAD CLOSURE):

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE DISTRICT 6 PUBLIC INFORMATION OFFICE VIA EMAIL AT D06.PIO@DOT.OHIO.GOV TO COORDINATE EFFORTS TO NOTIFY ALL LOCAL COUNTY, STATE AND FEDERAL EMERGENCY SERVICES, SCHOOL DISTRICTS AND ADJACENT RESIDENTS AND BUSINESSES OF THE UPCOMING CLOSURE. ADVANCE NOTIFICATION SHALL OCCUR NO LATER THAN TWENTY-ONE (21) DAYS PRIOR TO CLOSING THE ROAD. IF, SUBSEQUENT TO THE ADVANCE NOTIFICATION, THE START DATE IS CHANGED, THEN A NEW SEVEN (7) DAY NOTIFICATION WILL BE REQUIRED. THE ROAD CANNOT BE CLOSED UNLESS PRIOR NOTIFICATION HAS BEEN ACCOMPLISHED. THE SAME PARTIES SHALL BE NOTIFIED WHEN THE CLOSURE HAS CONCLUDED AND THE ROAD IS BACK OPEN TO TRAFFIC. ALL NOTIFICATIONS SHALL BE MADE UTILIZING THE TEMPLATE PROVIDED BY THE DISTRICT 6 PUBLIC INFORMATION OFFICE.

USE OF STANDARD DRAWINGS:

IT MAY BE NECESSARY TO EXTEND THE ADVANCE WARNING AND BUFFER ZONES BEYOND THE MINIMUM DISTANCES SHOWN ON THE STANDARD DRAWINGS. THIS MAY BE DUE TO HORIZONTAL ALIGNMENT, VERTICAL ALIGNMENT, RAMP LOCATIONS, OR OTHER SIGHT OBSTRUCTIONS. LOCATIONS OF THE TAPER ZONES MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER. TAPERS SHOULD BE PLACED IN TANGENT SECTIONS WHEREVER POSSIBLE.

ACCESS TO PRIVATE PROPERTY:

ACCESS TO DRIVES SHALL BE MAINTAINED VIA EXISTING PAVEMENT OR TEMPORARY PAVEMENT. IN THE EVENT THAT A DRIVE CANNOT BE MAINTAINED AND A CLOSURE IS NEEDED THE CONTRACTOR WILL COORDINATE WITH THE PROPERTY OWNER TO MINIMIZE THE IMPACT TO THE OWNER.

COMMERCIAL PROPERTY WITH MULTIPLE DRIVES MAY HAVE ONE DRIVE CLOSED WHEN WORKING IN THE AREA OF THE DRIVE. COMMERCIAL PROPERTY WITH ONLY ONE DRIVEWAY OR DRIVEWAYS WITH ONE DIRECTION TRAFFIC USE WILL BE CONSTRUCTED PART WIDTH. THE CONTRACTOR WILL COORDINATE WITH THE PROPERTY OWNER TO MINIMIZE THE IMPACT TO THE OWNER.

MAINTAIN ACCESS TO RESIDENTIAL PROPERTIES AT ALL TIMES. WHEN A RESIDENTIAL DRIVE IS CLOSED FOR CONSTRUCTION, MAINTAIN ALTERNATE ACCESS TO THE PROPERTY. IT MAY BE REQUIRED FOR THE CONTRACTOR TO MAINTAIN ONE PASSABLE LANE WITHIN A CLOSURE IN ORDER FOR VEHICLES TO ACCESS RESIDENCY WITH A VEHICLE.

UNLESS CALLED OUT IN THE PLANS THE CONTRACTOR WILL COORDINATE ANY CLOSURES WITH PROPERTY OWNERS AND BE RESPONSIBLE FOR ANY AND ALL PROPERTY USE AGREEMENTS FOR ALTERNATIVE ACCESS.

SUCCESSFULLY NOTIFY THE OCCUPANTS/OWNERS OF COMMERCIAL OR RESIDENTIAL DRIVES TO BE CLOSED AND COORDINATE THE CLOSURE AT LEAST 48 HOURS BEFORE THE CLOSURE BEGINS (SIMPLY LEAVING A WRITTEN NOTICE OR PHONE MESSAGE IS NOT SUFFICIENT). COORDINATE ALTERNATE ACCESS TO RESIDENTIAL PROPERTIES WITH THE OWNER/OCCUPANT.

ITEM 614 - MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR):

AT LEAST ONE LANE OF TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 7 CALENDAR DAYS.

THE CONTRACTOR IS ONLY PERMITTED TO CLOSE SR 56 6:00AM MONDAY-5:00PM FRIDAY WITH THE EXCEPTION OF FRIDAY BEFORE MEMORIAL DAY. TRAFFIC MUST BE OPEN 12:00PM FRIDAY THROUGH 6:00AM MONDAY PER LANES OPEN DURING HOLIDAYS AND SPECIAL EVENTS NOTE. IF WORK CANNOT BE COMPLETED DURING THE WEEKDAY CLOSURE, THE CONTRACTOR IS REQUIRED TO OPEN SR 56 TO ONE LANE TWO WAY TRAFFIC IN ACCORDANCE WITH STANDARD DRAWING MT-96.11. PORTABLE TRAFFIC SIGNALS ARE ACCEPTABLE AND DRUMS ARE PERMITTED IN LIEU OF PORTABLE BARRIER . ALL SIGNAGE MUST BE PLACED IN ACCORDANCE WITH MT-96.11. ALL REQUIRED MATERIAL, EQUIPMENT, LABOR, AND INCIDENTALS TO SET UP THE TEMPORARY TRAFFIC ZONE SHALL BE INCLUDED IN LUMP SUM CONTRCT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

IF WORK IS NOT COMPLETED IN THE ALLOWABLE WEEKDAY CLOSURE TIMEFRAME, THE CONTRACTOR MUST CONTINUE WORK THE FOLLOWING ALLOWABLE WEEKDAY.

A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT AS SHOWN IN THE TABLE BELOW PER DAY AND PER PN129 FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMITS.

DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE $ PER DAY	WORK WINDOW	
			START	END
ALL CONTRACT WORK REQUIRED TO OPEN SR-56 TO ONE LANE OF TRAFFIC EACH DIRECTION	7	$3,000 PER DAY	CONTRACT EXECUTION DATE	PROJECT COMPLETION DATE

LANES OPEN DURING HOLIDAYS AND SPECIAL EVENTS:

NO WORK SHALL BE PERFORMED AND THE SAME NUMBER OF LANES AS WERE AVAILABLE AT THE START OF THE PROJECT SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS AND EVENTS:

HOLIDAYS
MOTHERS DAY
MEMORIAL DAY

WEEK OF MOTHER'S DAY MAY 8-14 WORK IS NOT PERMITTED AND ALL EXISTING LANES OF TRAFFIC ARE REQUIRED TO BE OPEN ON SR 56.

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00 NOON FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00 NOON FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00 NOON MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00 NOON TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00 NOON WEDNESDAY THROUGH 6:00 AM FRIDAY
THANKSGIVING	5:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00 NOON THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00 NOON FRIDAY THROUGH 6:00 AM MONDAY

SPECIAL EVENTS:
PICKAWAY COUNTY FAIR JUNE 17-26
PUMPKIN SHOW OCTOBER 14-22

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

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF $100 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY

DESIGNER JDM
REVIEWER JPH MM-DD-YY
PROJECT ID 118525
SHEET P.4 TOTAL 12

PIC-56-20.41

MODEL: 118525_MN001 PAPERSIZE: 34x22 (in.) DATE: 4/5/2023 TIME: 10:00:33 AM USER: jhipp
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Pickaway\118525\400-Engineering\MOT\Sheets\118525_MN001.dgn

ITEM 614 - DETOUR SIGNING:

SIZE AND PLACEMENT OF DETOUR SIGNS (M4-9) SHOULD FOLLOW THE REQUIREMENTS OF THE OMUTCD SECTION 6F.03, SECTION 2A.11 AND TABLE 6F-01.
DETOUR SIGNING SHALL PROVIDE DRIVERS ADEQUATE TIME TO CLEARLY READ THE SIGNS AND MAKE THE PROPER DECISIONS AT EACH REQUIRED TURNING MOVEMENT. THE DESIGNATED DETOUR ROUTE SHALL BE SIGNED IN ACCORDANCE WITH THE REQUIREMENTS BELOW:

- APPROXIMATELY 1500 FEET PRIOR TO TIP OF THE PAINTED GORE AT AN INTERCHANGE WHEN EXITING A HIGH SPEED (45 MPH OR HIGHER) FACILITY.
- AT OR NEAR THE EXISTING SIGN IN THE GORE OF AN INTERCHANGE RAMP.
- AT OR NEAR THE FIRST EXISTING LANE ASSIGNMENT SIGN ON AN INTERCHANGE EXIT RAMP.
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT THE END OF AN EXIT RAMP.
- APPROXIMATELY 500 FEET PRIOR TO A REQUIRED TURN AT AN INTERSECTION NOT CONTROLLED BY A STOP SIGN (FOR 45 MPH OR HIGHER ONLY).
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT AN INTERSECTION.
- EVERY TWO MILES ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS OUTSIDE A CITY.
- EVERY TWO BLOCKS ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS WITHIN A CITY.
- AT ANY OTHER INTERSECTION OR DECISION POINT WHERE THE DETOUR ROUTE IS CONTRARY TO THE NORMAL, EXPECTED TURNING MANEUVER OR OTHERWISE UNCLEAR.

DETOUR SIGNS SHALL BE PLACED, WHEN POSSIBLE, NEXT TO BUT NOT BLOCKING EXISTING ROUTE MARKERS OR LANE ASSIGNMENT SIGNS. DETOUR SIGNS SHALL NOT OBSCURE OR BE OBSCURED BY OTHER EXISTING OR TEMPORARY SIGNS.

DETOUR SIGNS SHALL BE ERECTED AND/OR UNCOVERED PRIOR TO THE ROAD OR RAMP BEING CLOSED TO TRAFFIC BUT NO EARLIER THAN FOUR HOURS PRIOR TO THE CLOSURE. DETOUR SIGNS SHALL BE COVERED AND/OR REMOVED NO LATER THAN FOUR HOURS FOLLOWING THE ROAD OR RAMP RE-OPENING TO TRAFFIC.

IF SR 56 MUST BE TEMPORARILY RE-OPENED OVER THE WEEKEND, ALL DETOUR TRAFFIC SIGNS MUST BE TEMPORARILY COVERED.

PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, PROPER SIGN PLACEMENT AND SIZING, TIMELY ERECTING AND/OR UNCOVERING OF SIGNS, MAINTAINING SIGNS, AND TIMELY COVERING AND/OR REMOVING SIGNS AND SUPPORTS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.
ITEM 614 - DETOUR SIGNING = LUMP SUM

ITEM 614 - MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN):

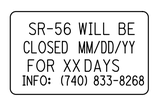
NOTICE OF CLOSURE SIGNS, W20-H13, SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDNACE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE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

NOTIFICATION OF CLOSURE SIGN TIME TABLE

ITEM	DURATION OF CLOSURE	SIGN DISPLAY TO PUBLIC	NOTIFICATION DUE TO DISTRICT 6 COMMUNICATIONS OFFICE
RAMP & ROAD CLOSURES	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	21 CALENDAR DAYS PRIOR TO CLOSURE
	>12 HOURS & <2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE	14 CALENDAR DAYS PRIOR TO CLOSURE
	<=12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE	4 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MM/DD/YY FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN SHALL DISPLAY THE PHONE NUMBER OF THE DISTRICT 6 PUBLIC INFORMATION CONSTRUCTION LINE, (740)833-8268, WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION.



W20-H13-60

DESIGNATED LOCAL DETOUR ROUTE:

IN ADDITION TO THE OFFICIAL, SIGNED DETOUR ROUTE, A LOCAL ROUTE HAS BEEN DETERMINED TO BE THE SECONDARY, UNSIGNED DETOUR ROUTE OR DESIGNATED LOCAL DETOUR ROUTE. THIS ROUTE IS SHOWN ON SHEET P.7. DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DETERMINED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR USE AS DETERMINED BY THE ENGINEER TO MAINTAIN AND SUBSEQUENTLY RESTORE THE DESIGNATED LOCAL DETOUR ROUTE. THESE QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY LISTED UNDER THE MAINTENANCE OF TRAFFIC HEADING.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC = 100 CY
ITEM 617 - WATER = 1 MGAL
ITEM 642 - CENTER LINE, TYPE 1 = 0.5 MI

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, 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 LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE TO BE APPROVED BY THE ENGINEER. 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 2 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 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 ACTON 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 3 SIGN MONTHS
(3 PCMS SIGNS FOR 1 MONTH / SIGN)

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY

DESIGNER JDM
REVIEWER JPH MM-DD-YY
PROJECT ID 118525
SHEET P.5 TOTAL 12

PIC-56-20.41

MODEL: 118525_MN002 PAPERSIZE: 34x22 (in.) DATE: 4/9/2023 TIME: 10:00:34 AM USER: jhipp
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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 32 HOURS

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

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

DROPOFFS IN WORK ZONES:

THE DROPOFF ADJACENT TO THE TRAVELED LANE SHALL MEET THE CRITERIA OUTLINED IN STANDARD DRAWING MT-101.90. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR MATERIALS, LABOR, OR EQUIPMENT NECESSARY TO MEET THE REQUIREMENTS OF MT-101.90.

COORDINATION WITH ADJACENT PROJECTS:

THE CONTRACTOR SHALL COORDINATE WORK WITH ODOT AND THE CONTRACTORS ON ADJACENT PROJECTS, LISTED BELOW:

PIC-22-17.12 PID 113673
PIC-56-28.27 PID 100765

COORDINATION SHALL BE MADE TO MITIGATE IMPACTS WHICH INCLUDE BUT ARE NOT LIMITED TO CONFLICTING DETOUR ROUTES AND OVERLAPPING ADVANCED WARNING SIGNS. THE DEPARTMENT RESERVES THE RIGHT TO DECIDE WHICH PROJECT'S ACTIVITIES TAKE PRECEDENCE. PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WILL CONSIDER THIS AN EXCUSABLE, NON-COMPENSABLE DELAY PER 108.06.B. ON PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WHERE THE CONTRACTOR FAILED TO MEET THE NOTIFICATION REQUIREMENTS, THE DELAYS SHALL NOT BE CONSIDERED EXCUSABLE OR COMPENSABLE.

ATTENDANCE AT DEPARTMENT ORDERED TRAFFIC COORDINATION MEETINGS BETWEEN ADJACENT PROJECTS SHALL BE CONSIDERED MANDATORY FOR EACH PROJECT'S SUPERINTENDENT AND WORKSITE TRAFFIC SUPERVISOR (WTS), AND INCIDENTAL TO THE LUMP SUM MAINTENANCE OF TRAFFIC PAYMENT ITEM.*

**IF REQUIRED BY THE PROJECT.*

MAINTENANCE OF TRAFFIC DETOUR MAP

56 — M1-5-30-2

56 — M1-5-30-2

56 — M1-5-30-2

DETOUR ← — M4-9L-30

DETOUR → — M4-9R-30

DETOUR ↑ — M4-H9T-30

56 — M1-5-30-2

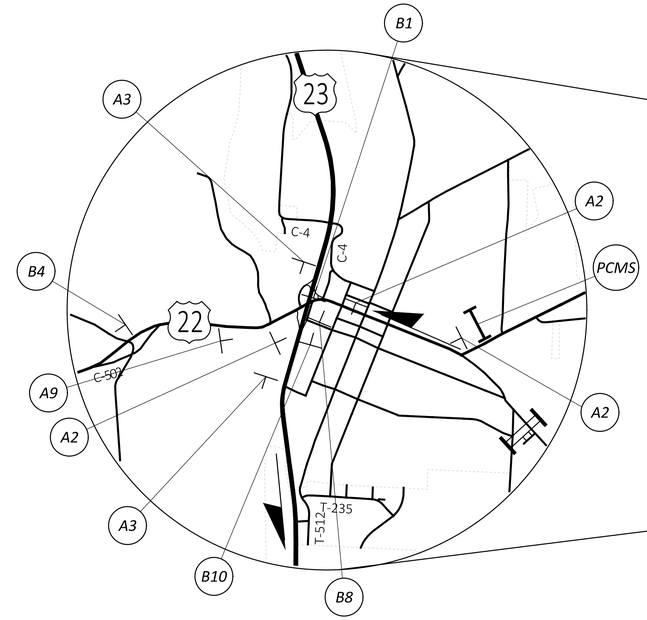
EAST — M3-2-24

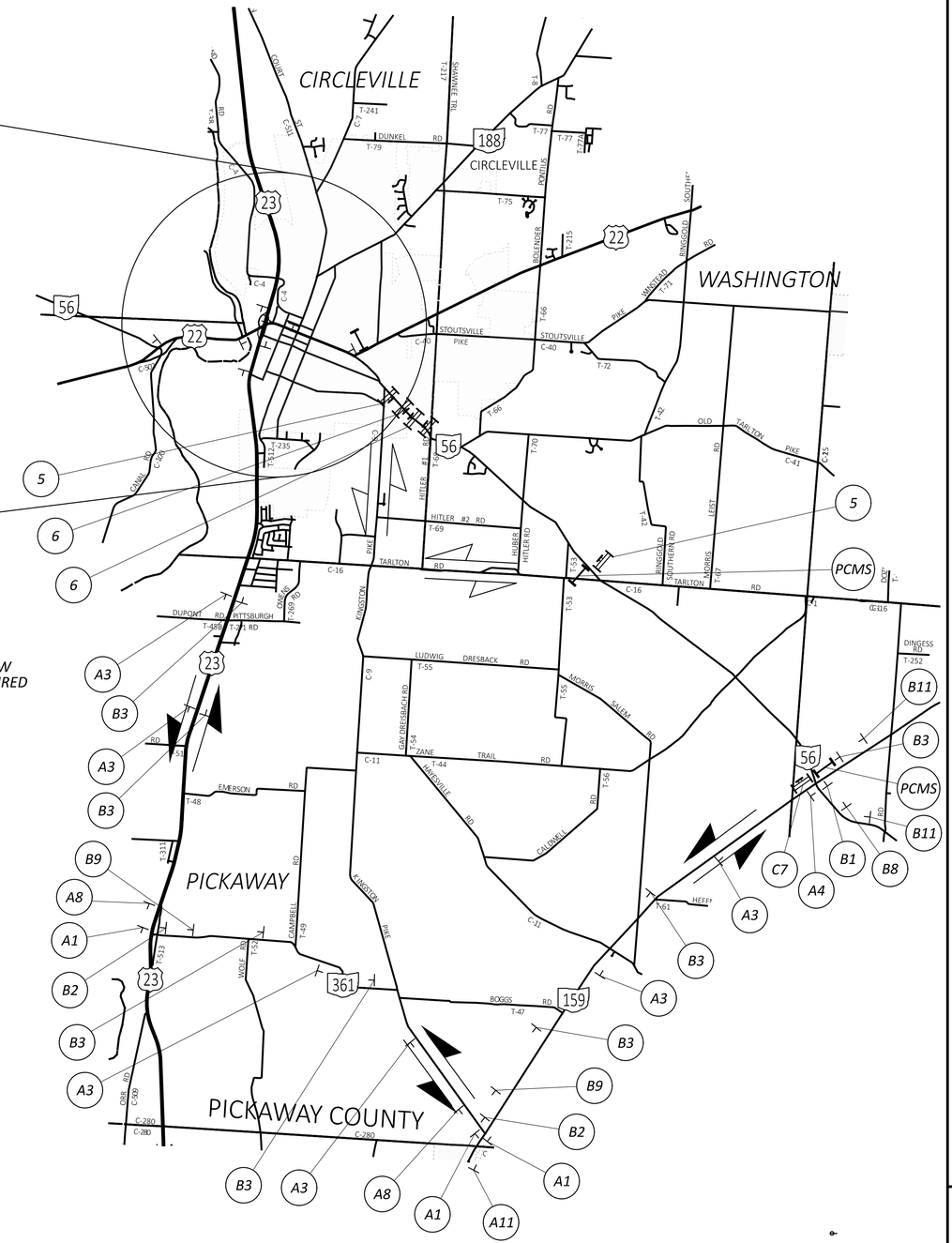
DETOUR ← — M4-10L-48

END DETOUR — M4-8a-24

WEST — M3-4-24

DETOUR → — M4-10R-48





5

TYPE B YELLOW LIGHTS REQUIRED AT NIGHT

R11-3A-60 (60" X 30")

SEE NOTE BELOW

ROAD CLOSED
MILES AHEAD
LOCAL TRAFFIC ONLY

See Section 6F.63 and Figure 6F-7 of the OMUTCD.

6

TYPE B YELLOW LIGHTS REQUIRED AT NIGHT

R11-3A-60 (60" X 30")

SEE NOTE BELOW

ROAD CLOSED

See Section 6F.63 and Figure 6F-7 of the OMUTCD.

7

TYPE B YELLOW LIGHTS REQUIRED AT NIGHT

R11-3A-60 (60" X 30")

SEE NOTE BELOW

ROAD CLOSED

M4-10L-48

DETOUR

See Section 6F.63 and Figure 6F-7 of the OMUTCD.

LEGEND:

- LOCAL DETOUR (UNSIGNED)
- STATE DETOUR
- SIGNS
- BARRICADES
- PORTABLE CHANGEABLE MESSAGE SIGN

56 — M1-5-30-2

56 — M1-5-30-2

56 — M1-5-30-2

DETOUR ↰ — M4-H9BL-30

DETOUR ↱ — M4-H9BR-30

DETOUR ↗ — M4-H9CR-30

DETOUR AHEAD — W20-2-48

56 — M1-5-30-2

NOTE:

THE CONTRACTOR SHALL PROVIDE, ERECT, MAINTAIN, AND REMOVE ALL DETOUR SIGNING. ALL SIGNS AND BARRICADES ARE TO BE INCLUDED IN PAYMENT ITEM 614 - DETOUR SIGNING. ALL SIGNS EXCEPT M1-5 ARE TO BE BLACK ON ORANGE CONSTRUCTION SIGNS, ON TYPE 2 POSTS OR BARRICADES, ON OR ADJACENT TO EXISTING ROUTE MARKING SIGNS WHERE PRACTICAL. FLASHING LIGHTS ARE REQUIRED AT NIGHT FOR SIGNS 5-7, 11.

DESIGN AGENCY

DESIGNER: JDM

REVIEWER: JPH MM-DD-YY

PROJECT ID: 118525

SHEET: P.7 TOTAL: 12

PIC-56-20.41

SHEET NUM.												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
						3	5	6	9	10	12	01/S5K/44	02/S50/44						
																		ROADWAY	
									25			25		202	38000	25	FT	GUARDRAIL REMOVED	P.9
									1			1		202	42040	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T	P.9
												172		203	20001	172	CY	EMBANKMENT, AS PER PLAN	P.3
						35						35		203	35111	35	CY	GRANULAR MATERIAL, TYPE B, AS PER PLAN	P.3
									2,006.25			381.25	1,625	606	15050	2,006.25	FT	GUARDRAIL, TYPE MGS	P.9
									1			1		606	26151	1	EACH	ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN, (NCHRP 350 OR MASH 2016)	P.9
									21			21		626	00110	21	EACH	BARRIER REFLECTOR, TYPE 2, 1 WAY	P.9
									1			1		630	85100	1	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	P.9
																		EROSION CONTROL	
												1,777		659	00530	1,777	SY	SEEDING AND MULCHING, CLASS 3B	P.3
												0.25		659	20000	0.25	TON	COMMERCIAL FERTILIZER	P.3
												0.41		659	31000	0.41	ACRE	LIME	P.3
												8		659	35000	8	MGAL	WATER	P.3
												2,000		832	30000	2,000	EACH	EROSION CONTROL	
																		PAVEMENT	
							1					1		617	25000	1	MGAL	WATER	
																		TRAFFIC CONTROL	
							0.5					0.5		642	00300	0.5	MILE	CENTER LINE, TYPE 1	
																		MAINTENANCE OF TRAFFIC	
												LS		614	12420	LS		DETOUR SIGNING	
							100					100		614	13000	100	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
							3					3		614	18601	3	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.5
								32				32		614	11110	32	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	P.6
																		RETAINING WALLS	
										2,824		2,824		504	11100	2,824	SF	STEEL SHEET PILING LEFT IN PLACE, MIN. SECTION MODULUS 22.4 CU. IN/FT	
																		INCIDENTALS	
												LS		614	11000	LS		MAINTAINING TRAFFIC	
												LS		623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
												LS		624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY

DESIGNER
JDM

REVIEWER
JPH MM-DD-YY

PROJECT ID
118525

SHEET P.8 TOTAL 12

PIC-56-20.41

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 4/5/2023 TIME: 10:00:43 AM USER: jhipp
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	STATION			202	202	606	606	626	630
				GUARDRAIL REMOVED	ANCHOR ASSEMBLY REMOVED, TYPE T	GUARDRAIL, TYPE MGS	ANCHOR ASSEMBLY, TYPE E	BARRIER REFLECTOR, TYPE 2, 1 WAY	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION
REF. NO.	FROM	TO	SIDE	FT	EACH	FT	EACH	EACH	EACH
GR-1	2+23.33	22+79.58	LT	25	1	2006.25	1	21	1
	TOTALS TO GENERAL SUMMARY			25	1	2006.25	1	21	1

GUARDRAIL SUBSUMMARY

SUBSUMMARY

DESIGN AGENCY

DESIGNER
JDM

REVIEWER
JPH MM-DD-YY

PROJECT ID
118525

SHEET P.9 TOTAL 12

PIC-56-20.41

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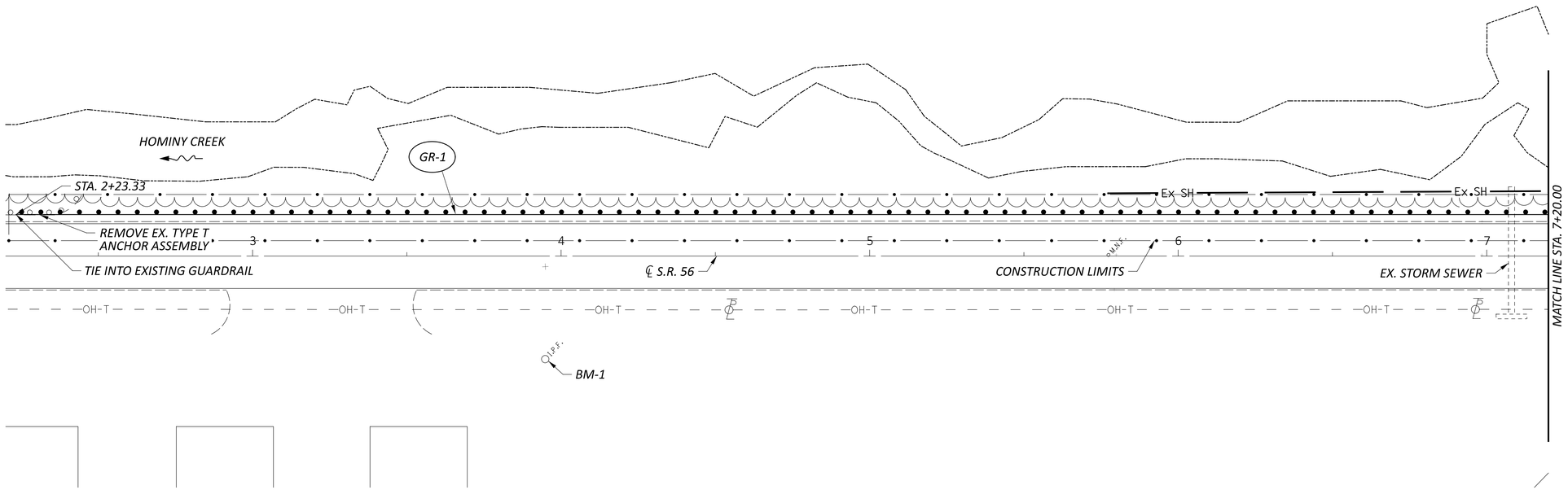
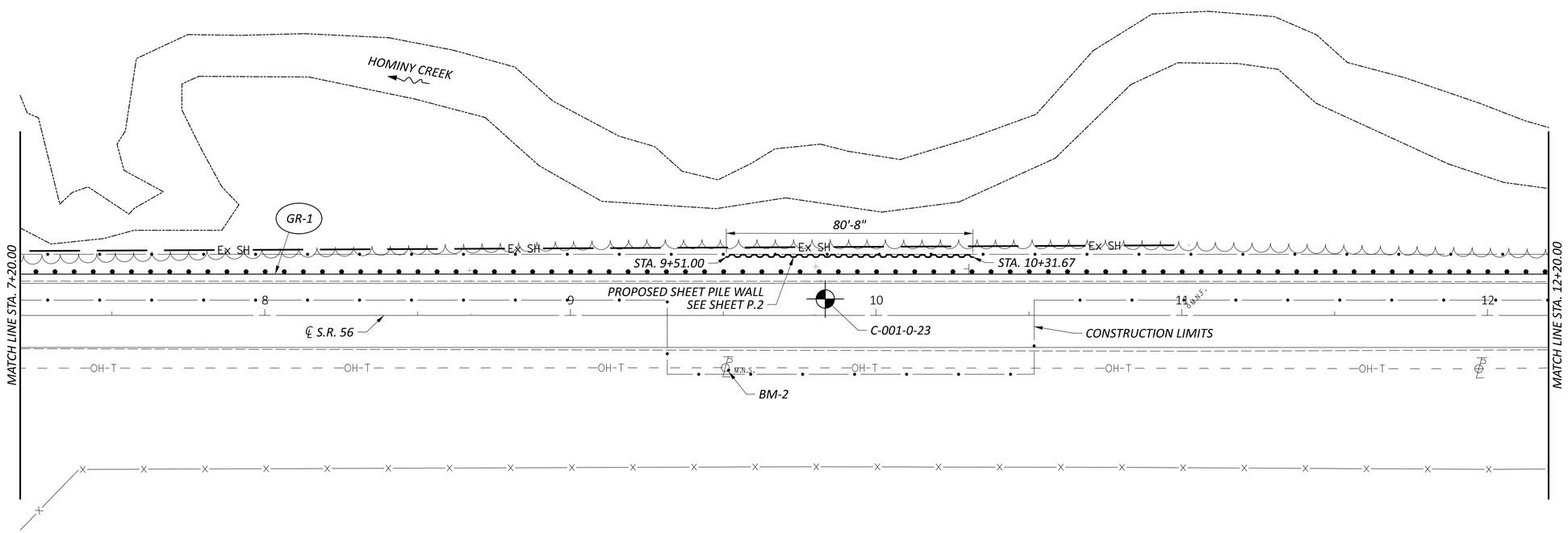
NOTE:

- SEE SHEET P.8 FOR QUANTITIES





HORIZONTAL SCALE IN FEET
0 10 20 40

SITE PLAN
STA. 2+20.00 TO STA. 12+20.00

DESIGN AGENCY

DESIGNER
JDM

REVIEWER
JPH MM-DD-YY

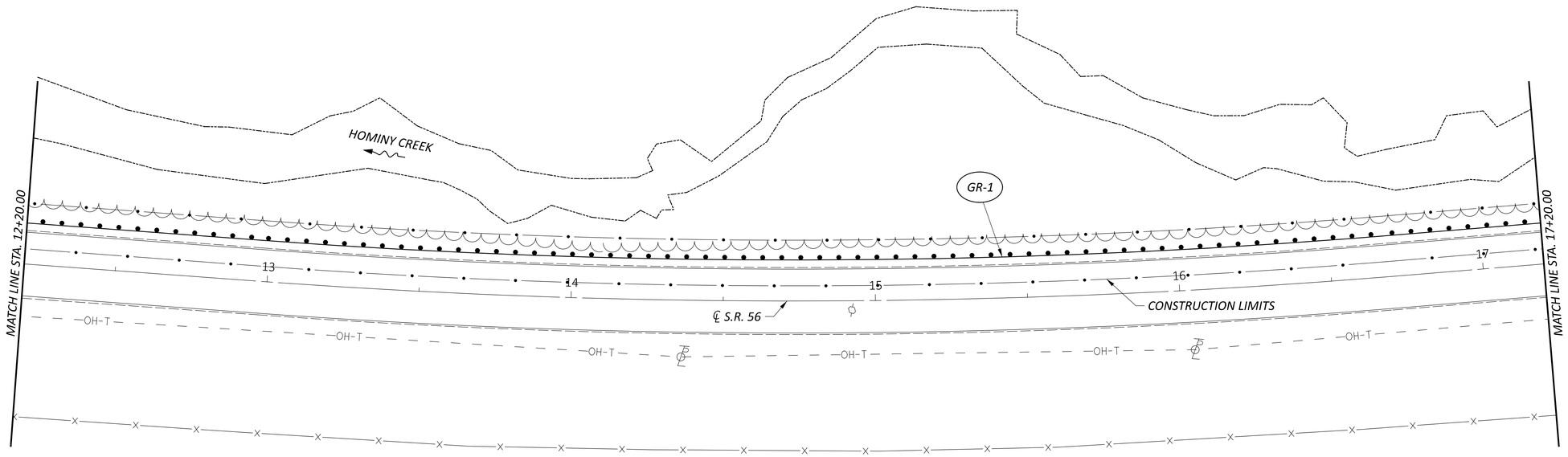
PROJECT ID
118525

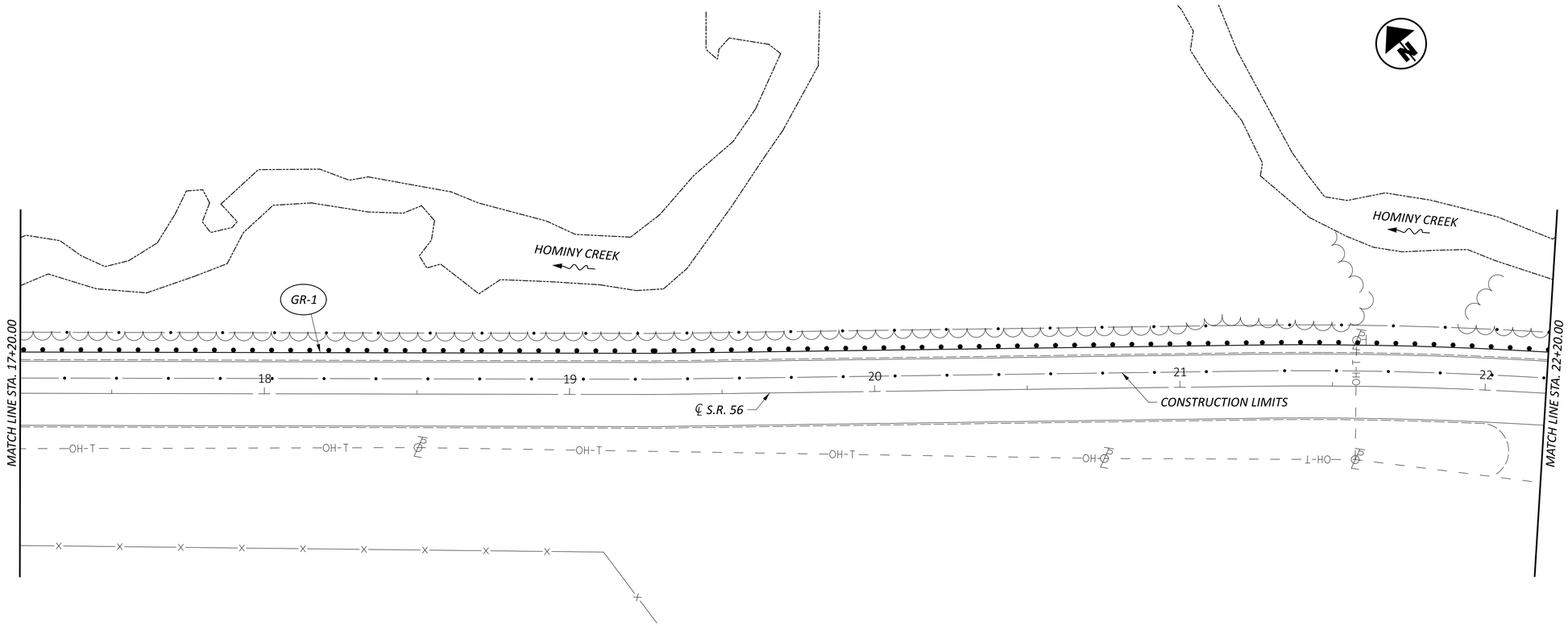
SHEET P.10 TOTAL 13

PIC-56-20.41

NOTE:

- SEE SHEET P.8 FOR QUANTITIES





HORIZONTAL SCALE IN FEET
0 10 20 40

SITE PLAN
STA. 12+20.00 TO STA. 22+20.00

DESIGN AGENCY

DESIGNER
JDM

REVIEWER
JPH MM-DD-YY

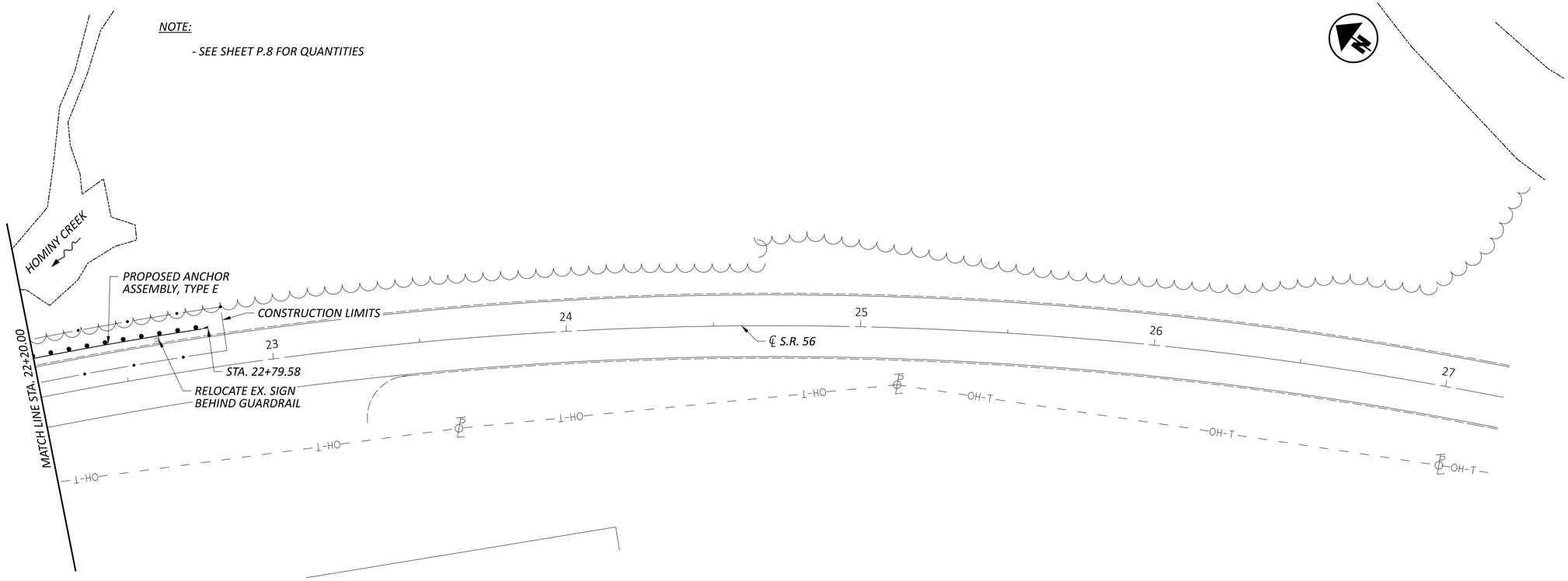
PROJECT ID
118525

SHEET P.11 TOTAL 13

PIC-56-20.41

NOTE:

- SEE SHEET P.8 FOR QUANTITIES



HORIZONTAL SCALE IN FEET
0 10 20 40

SITE PLAN
STA. 22+20.00 TO STA. 22+84.75

DESIGN AGENCY

DESIGNER
JDM

REVIEWER
JPH MM-DD-YY

PROJECT ID
118525

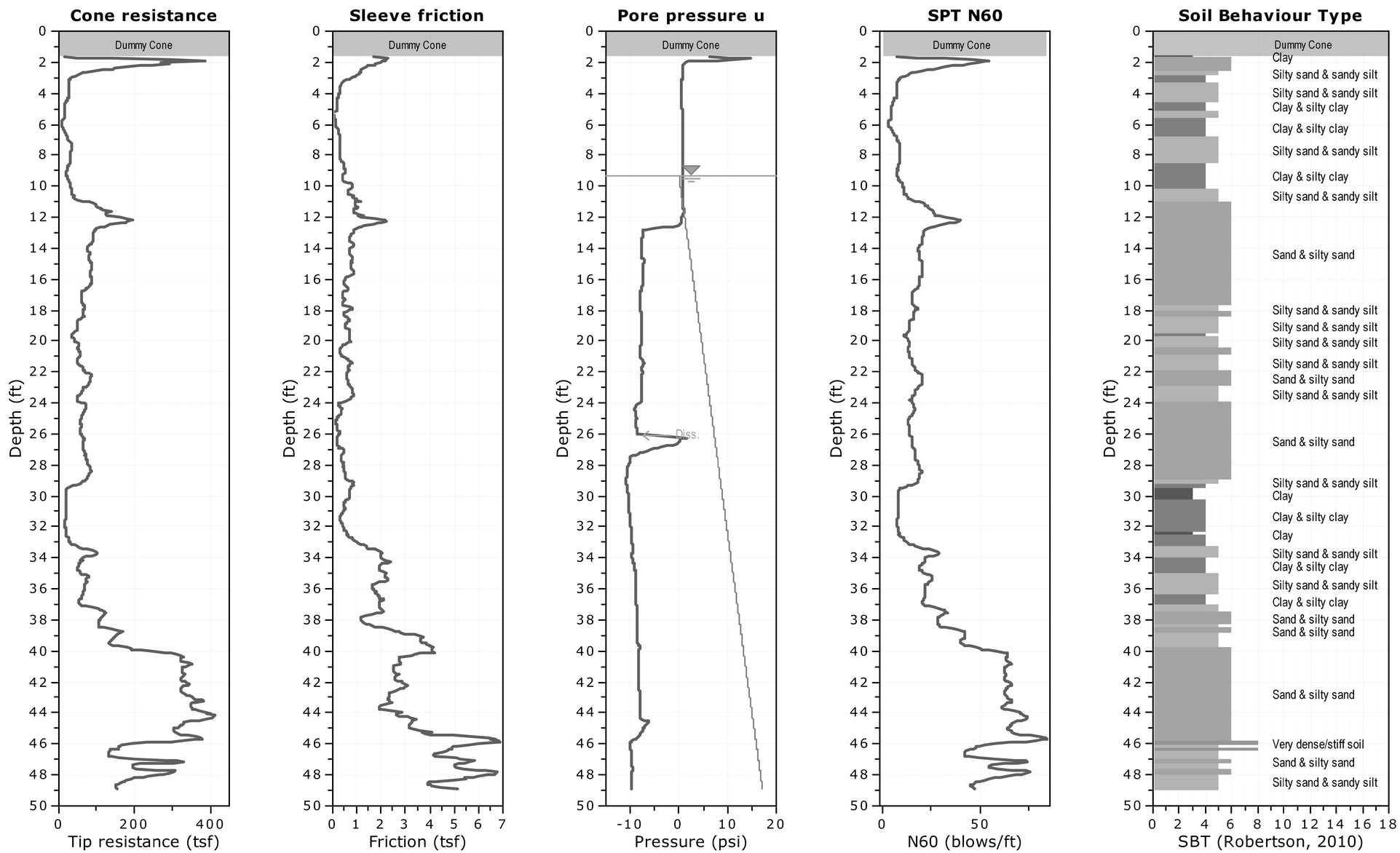
SHEET P.12 TOTAL 13

PIC-56-20.41

Office of Geotechnical Engineering
Geology, Exploration and, Laboratory Section
http://www.dot.state.oh.us/Divisions/Engineering/Geotechnical

CPT: C-001-0-23
Total depth: 48.87 ft, Date: 1/4/2023
Surface Elevation: 700.63 ft
Coords: lat 39.589685° lon -82.922881°

Project: PIC-56-20.41
Location: Pickaway County



CPeT-IT v.3.6.1.5 - CPTU data presentation & interpretation software - Report created on: 1/19/2023, 7:58:11 AM
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PIC-56-20.41

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SOIL PROFILE

DESIGN AGENCY

DESIGNER JDM
REVIEWER JPH MM-DD-YY
PROJECT ID 118525
SHEET P.13 TOTAL 13