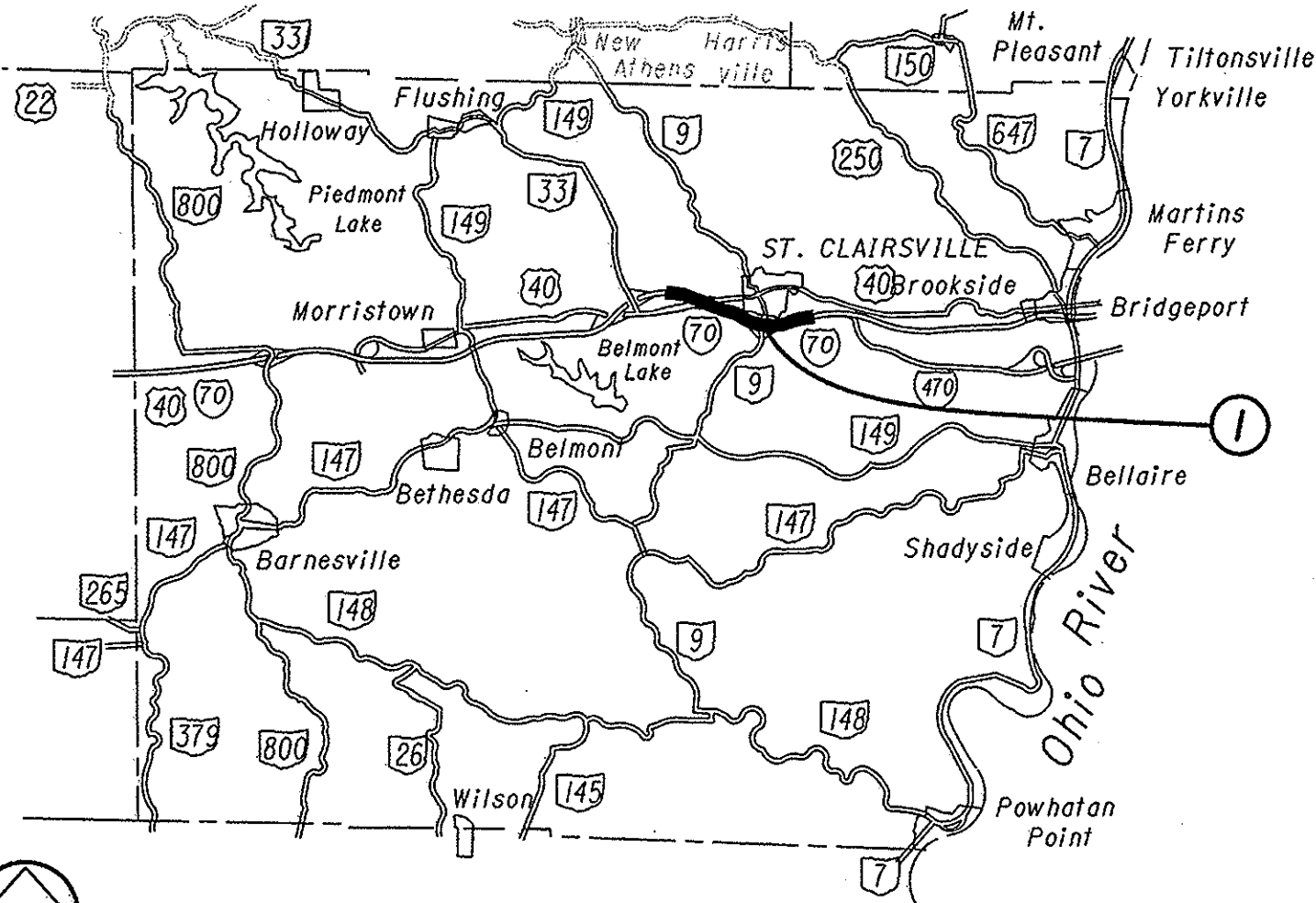


STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

PLAN NO.

BELMONT COUNTY

BEL-70-15.72
424 PREVENTATIVE MAINTENANCE



LATITUDE: N 40° 04' 20" LONGITUDE W 80° 54' 50"

PORTIONS TO BE IMPROVED

PART	COUNTY	ROUTE	SECTIONS	PROJECT TERMINI		NET LENGTH MILES	COMMENT
				BEGIN	END		
1	BEL	IR 70	15.72	15.72	19.17	2.47	ST. CLAIRSVILLE

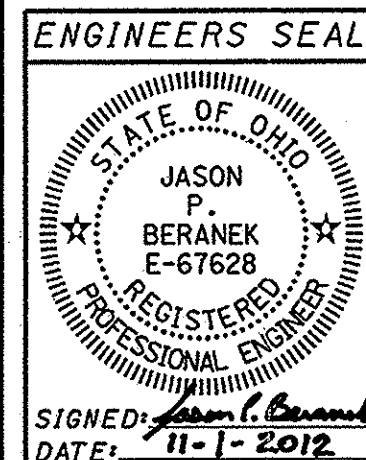
Project Earth Disturbed Area - N/A (Maintenance Project)
Estimated Contractor Earth Disturbed Area - N/A (Maintenance Project)
Notice of Intent Earth Disturbed Area - N/A (Maintenance Project)

INDEX OF SHEETS

TITLE SHEET	1
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WORK ZONE AND PAVEMENT MARKING SUB-SUMMARY	13
RPM SUB-SUMMARY	14

DESIGN DESIGNATION

SEE SHEET 2.



The Standard 2010 Specifications of the State of Ohio, Department of Transportation, including changes and Supplemental Specifications listed in the plans and proposal govern these improvements.

I hereby approve these plans and declare that the making of these improvements will require the closing of the highways to traffic on Parts No. _____ and that detours will be provided by State forces. The closing to traffic of the highways will not be required on Part No. 1 and provisions for the maintenance and safety of traffic will be as indicated in the proposal.

APPROVED
DATE: 11/01/12

David V. McElroy P.E., P.S.
DISTRICT DEPUTY DIRECTOR

APPROVED
DATE: 11-20-12

James L. Brand
DIRECTOR, DEPARTMENT OF TRANSPORTATION

UNDERGROUND UTILITIES
CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG
CALL
1-800-362-2764
(TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY
OIL & GAS PRODUCERS PROTECTIVE
SERVICE CALL: 1-800-925-0988

PLAN PREPARED BY:
O.D.O.T. DISTRICT ELEVEN
PLANNING & ENGINEERING DEPT.
NEW PHILADELPHIA, OHIO

STANDARD DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	4-20-12	MT-95.30	7-20-12	TC-41.20	1-19-01	800	10-19-12
BP-9.1	4-15-05	MT-95.50	7-20-12	TC-52.10	1-19-07	821	4-20-12
		MT-98.10	7-20-12	TC-52.20	1-19-07	832	5-5-09
DM-4.3	7-20-12	MT-98.11	7-20-12	TC-65.10	4-20-12		
DM-4.4	7-20-12	MT-98.20	7-20-12	TC-65.11	4-20-12		
		MT-98.22	7-20-12	TC-72.20	7-20-12		
		MT-99.20	7-20-12	TC-73.10	4-20-12		
		MT-101.90	10-19-12				
		MT-105.10	7-20-12				

FEDERAL PROJECT NO.
E110(671)

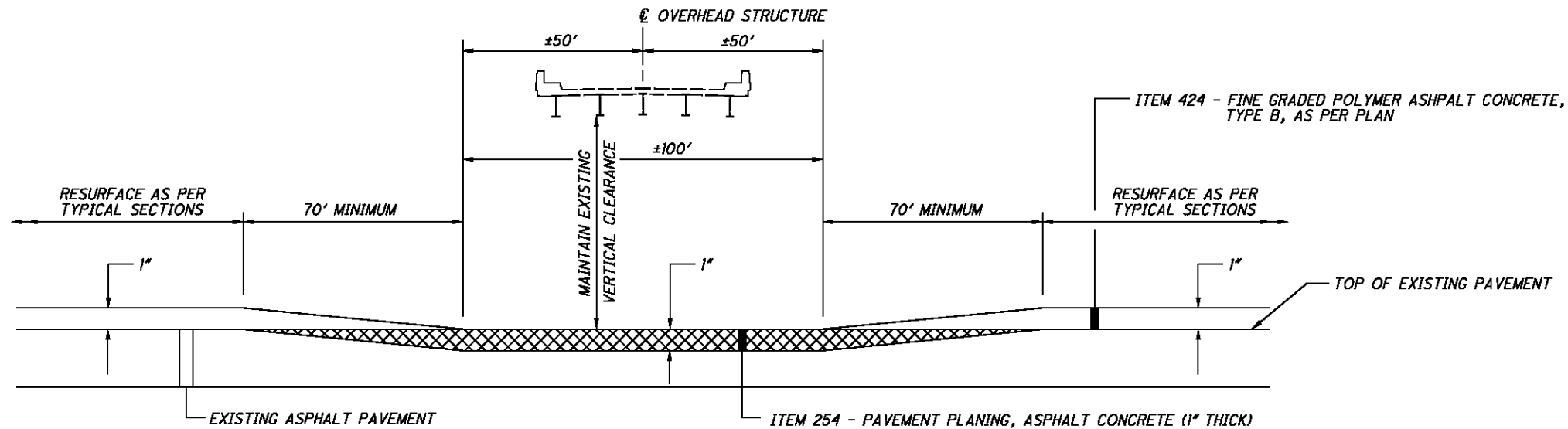
PID NO.
77355

CONSTRUCTION PROJECT NO.

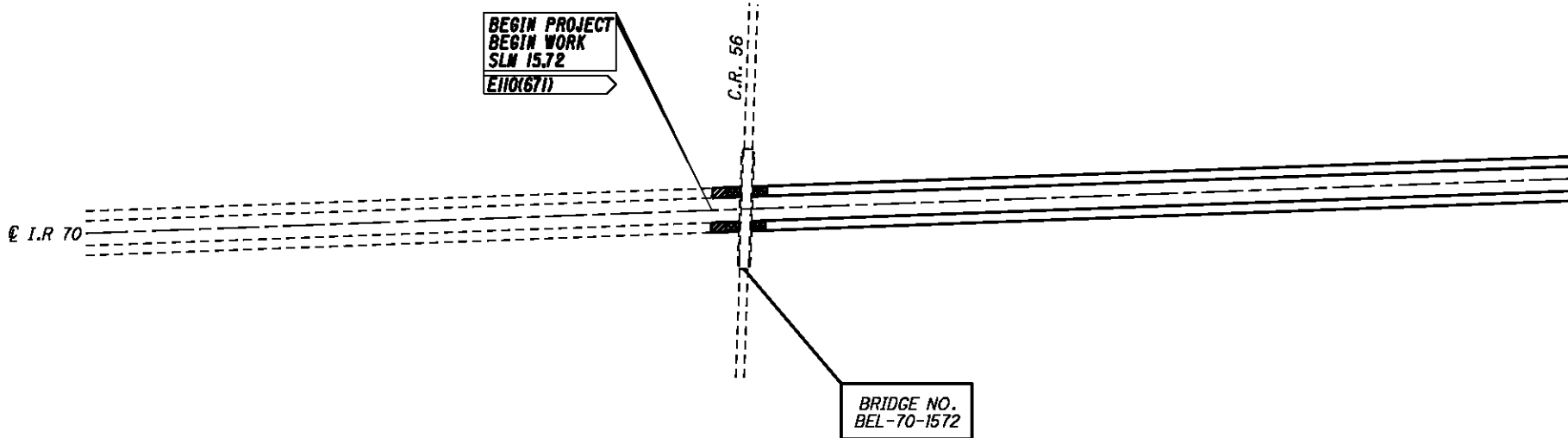
RAILROAD INVOLVEMENT
NONE

BEL-70-15.72

1
14



DETAIL FOR PLANING AND RESURFACING UNDER STRUCTURES
(NOT TO SCALE)

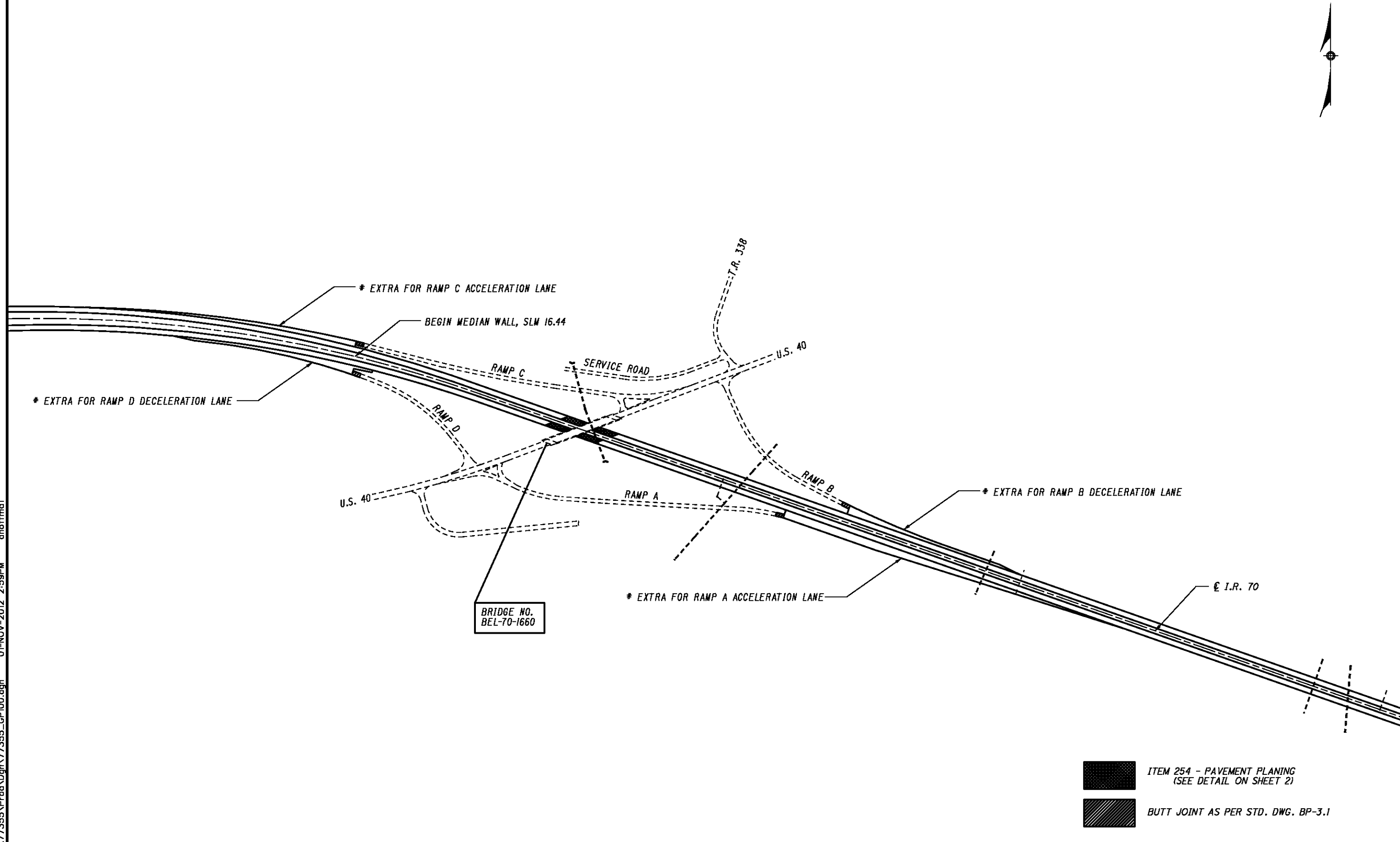


DESIGN DESIGNATIONS	
SLM 15.72 TO SLM 16.60 (BEGIN PROJECT TO U.S. 40)	
CURRENT ADT (2013)	44,290
DESIGN YEAR ADT (2025)	51,450
DESIGN HOURLY VOLUME (2025)	5,190
DIRECTIONAL DISTRIBUTION	50%
TRUCKS (24 HOUR B&C)	17%
DESIGN SPEED	65 MPH
LEGAL SPEED	65 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
RURAL INTERSTATE	
NHS PROJECT	YES
DESIGN EXCEPTIONS	NONE REQUIRED
SLM 16.60 TO SLM 18.17 (U.S. 40 TO S.R. 9)	
CURRENT ADT (2013)	44,590
DESIGN YEAR ADT (2025)	51,580
DESIGN HOURLY VOLUME (2025)	5,200
DIRECTIONAL DISTRIBUTION	50%
TRUCKS (24 HOUR B&C)	17%
DESIGN SPEED	65 MPH
LEGAL SPEED	65 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
RURAL INTERSTATE (SLM 16.60 TO 17.13)	
URBAN INTERSTATE (SLM 17.13 TO 18.17)	
NHS PROJECT	YES
DESIGN EXCEPTIONS	NONE REQUIRED
SLM 18.17 TO SLM 19.17 (S.R. 9 TO END PROJECT)	
CURRENT ADT (2013)	51,530
DESIGN YEAR ADT (2025)	58,890
DESIGN HOURLY VOLUME (2025)	5,940
DIRECTIONAL DISTRIBUTION	50%
TRUCKS (24 HOUR B&C)	15%
DESIGN SPEED	65 MPH
LEGAL SPEED	65 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
URBAN INTERSTATE	
NHS PROJECT	YES
DESIGN EXCEPTIONS	NONE REQUIRED

ROADWAY TREATMENTS AT STRUCTURES		
STRUCTURE	STRUCTURE FILE NUMBER	COMMENTS
BEL-70-1572	0702498	MAINTAIN EXISTING CLEARANCE @ 16'-3" (SEE DETAIL ABOVE)
BEL-70-1660	0701564	MAINTAIN EXISTING CLEARANCE @ 16'-1" (SEE DETAIL ABOVE)
BEL-70-1752	0702552	MAINTAIN EXISTING CLEARANCE @ 15'-0" (SEE DETAIL ABOVE)
BEL-70-1783 L	0702587	NO WORK. SEE PROJECT BEL-70-17.73, PID 25510.
BEL-70-1783 R	0702617	NO WORK. SEE PROJECT BEL-70-17.73, PID 25510.
BEL-70-1817 L	0702641	NO WORK. SEE PROJECT BEL-70-17.73, PID 25510.
BEL-70-1817 R	0702676	NO WORK. SEE PROJECT BEL-70-17.73, PID 25510.
BEL-70-1843	0702706	NO WORK. SEE PROJECT BEL-70-17.73, PID 25510.

- ITEM 254 - PAVEMENT PLANING
(SEE DETAIL ON THIS SHEET)
- BUTT JOINT AS PER STD. DWG. BP-3.1

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ITEM 254 - PAVEMENT PLANING
(SEE DETAIL ON SHEET 2)

BUTT JOINT AS PER STD. DWG. BP-3.1

* CADD MEASURED AREA

* SEE NOTE ON SHEET 7 FOR 'COOPERATION BETWEEN CONTRACTORS'
WITH REGARDS TO PROJECT BEL-70-17.73, PID 25510.

* SUSPEND PROJECT
STA. 929+85.00
SLW 17.53

BRIDGE NO.
BEL-70-1752

BRIDGE NO.
BEL-70-1783 L&R

ST. CLAIR BIKEWAY

BRIDGE NO.
BEL-70-1817 L&R

BRIDGE NO.
BEL-70-1843

* RESUME PROJECT
STA. 981+50.00
SLW 18.51



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* EXTRA FOR RIGHT LANE, SLM 19.00 TO SLM 19.17

END PROJECT
END WORK
SLM 19.17
E110(671)

℄ I.R. 70

OLD WEIGH STATION

* EXTRA FOR OLD WEIGH STATION DECELERATION LANE, SLM 18.89 TO SLM 19.04
(SEE "OLD WEIGH STATION RAMP DETAIL" ON SHEET 6)



ITEM 254 - PAVEMENT PLANING
(SEE DETAIL ON SHEET 2)



BUTT JOINT AS PER STD. DWG. BP-3.1

* CADD MEASURED AREA



SCHEMATIC PLAN

BEL - 70 - 15.72

5
14

CALCULATED	BEB
CHECKED	DAH

EXISTING LEGEND

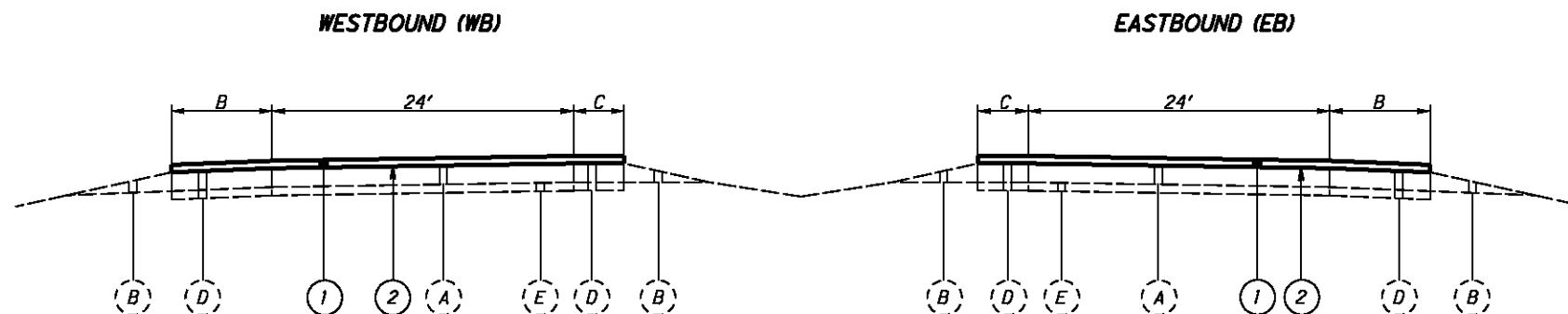
- (A) — EX. ASPHALT CONCRETE
- (B) — EX. AGGERGATE SHOULDER
- (C) — EX. CONCRETE BARRIER
- (D) — EX. PAVED SHOULDER
- (E) — EX. CONCRETE PAVEMENT

PROPOSED LEGEND

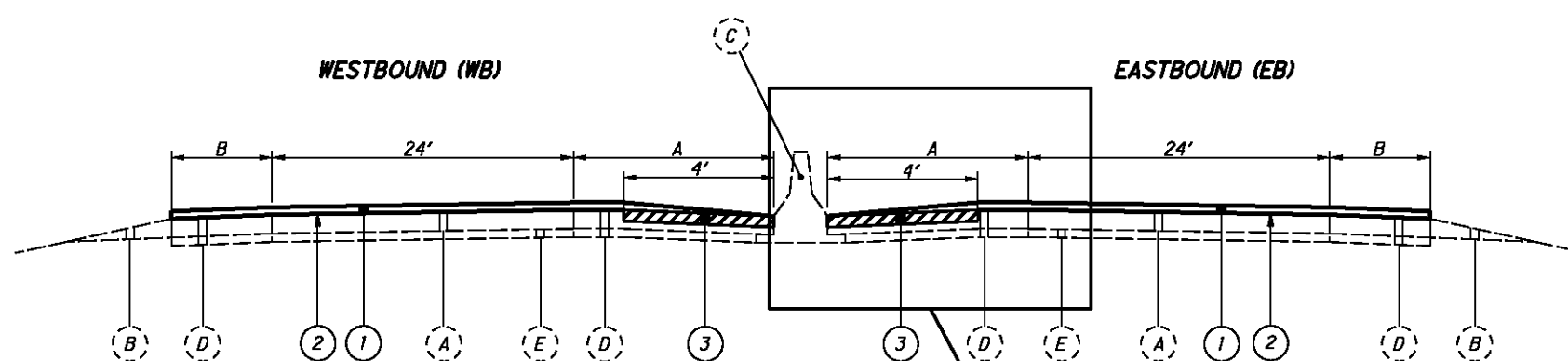
- (1) — ITEM 424 - 1" FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, AS PER PLAN
- (2) — TACK COAT (@ 0.075 GAL/S.Y.)
- (3) — ITEM 254 - PAVEMENT PLANING ASPHALT CONCRETE (1" NOMINAL DEPTH)

NOTES:

SEE SHEET 12 FOR SHOULDER WIDTHS A, B, AND C.
SHOULDERS ON RAMP AREAS WILL BE AS SHOWN ON MAINLINE TYPICALS.

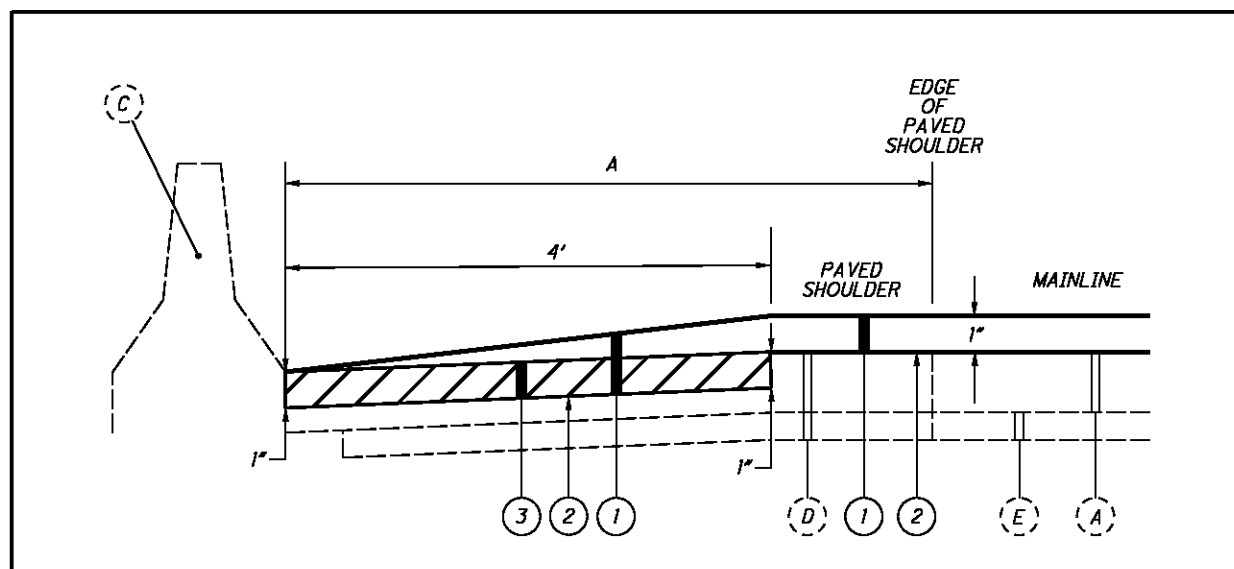


MAINLINE TYPICAL 1
SLM 15.72 TO SLM 16.44

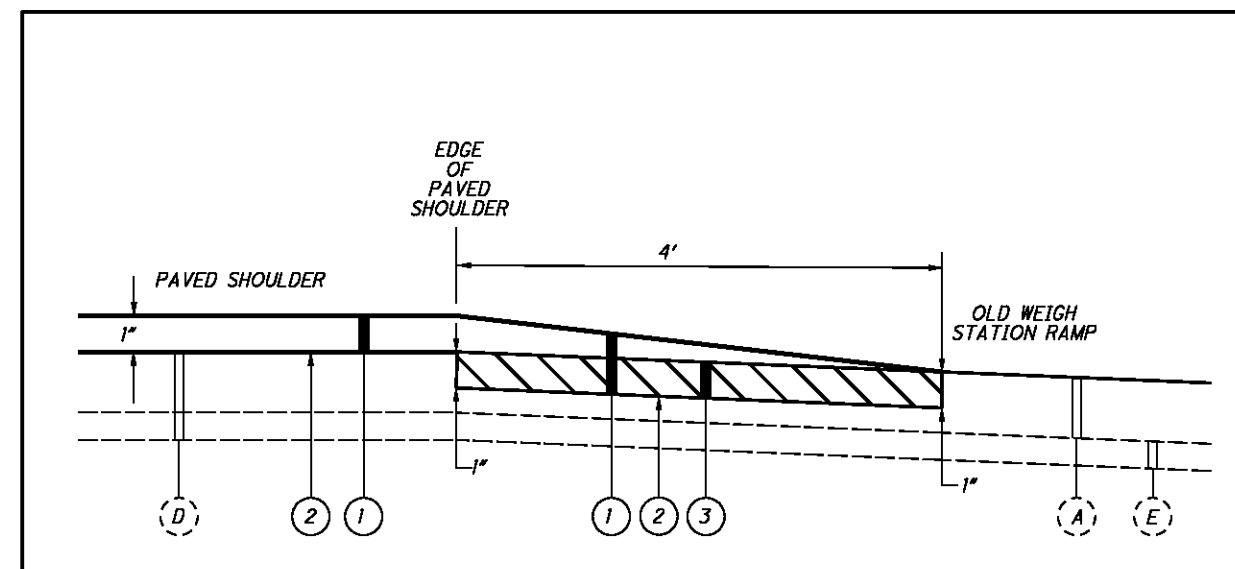


MAINLINE TYPICAL 2
SLM 16.44 TO SLM 17.53
SLM 18.51 TO SLM 19.17

SEE 'PLANING ALONG BARRIER' DETAIL



'PLANING ALONG BARRIER' DETAIL



OLD WEIGH STATION RAMP DETAIL

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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 UNDER OR ADJACENT TO THE WORK AREA.

PROFILE AND ALIGNMENT

THE PROPOSED PAVEMENT RESURFACING SHALL FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. THE PROPOSED ASPHALT CONCRETE OVERLAY SHALL HAVE A UNIFORM SURFACE THICKNESS AS SHOWN ON THE PAVEMENT DATA SHEETS.

ITEM 442- FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B,AS PER PLAN

MATERIALS FURNISHED FOR FINE AND COARSE AGGREGATES USED IN THIS ITEM SHALL EXCLUDE ALL STONE AND CRUSHED CARBONATE STONE.

ITEM 442 - PAVEMENT MARKINGS

THE CONTRACTOR SHALL REPLACE THE EXISTING PAVEMENT MARKINGS WITHIN THE PROJECT LIMITS WITH NEW PAVEMENT MARKINGS AT THE SAME LOCATIONS PER 641.06. SEE STANDARD DRAWINGS TC-65.11, TC-72.20 AND TC-73.10 FOR PAVEMENT MARKING DETAILS.

PREVIOUS CONSTRUCTION PLANS

THE FOLLOWING PREVIOUS CONSTRUCTION PLANS ARE AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT 11 OFFICE:

- BEL-40-12.61, ORIGINAL CONSTRUCTION 1963
- BEL-40-16.80, ORIGINAL CONSTRUCTION 1956
- BEL-70-12.63, 4-LANE UPGRADE 1989
- BEL-70-16.69, 4-LANE RECONSTRUCTION 1990
- BEL-70-15.72, 4-LANE RESURFACING 2007

SURFACE COURSE COMPLETION REQUIREMENTS

ANY GIVEN LENGTH OF WORK ON WHICH RESURFACING OPERATIONS HAVE BEEN STARTED IN A CONSTRUCTION SEASON SHALL HAVE THE SURFACE COURSE PLACED THAT SAME SEASON.

ELEVATION DATUM

ALL ELEVATIONS ARE ASSUMED, UNLESS OTHERWISE NOTED.

WORK LIMITS

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

ITEM 201 - 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.

COOPERATION BETWEEN CONTRACTORS

THE CONTRACTOR IS ADVISED THAT ADJACENT CONSTRUCTION OPERATIONS INCLUDING, BUT NOT LIMITED TO, BEL-70-17.73 (PID 25510), MAY IMPACT THE PROJECT SCHEDULE, SEQUENCE OF CONSTRUCTION, AND/OR TRAFFIC CONTROL BETWEEN ADJACENT CONSTRUCTION ZONES. THE CONTRACTOR IS REQUIRED TO COORDINATE ALL MAINTENANCE OF TRAFFIC OPERATIONS WITH THOSE OF ADJACENT CONSTRUCTION PROJECTS.

COOPERATION WITH THE ENGINEER, INSPECTORS, AND ALL OTHER CONTRACTORS ON OR ADJACENT TO THE PROJECT IS REQUIRED, AS PER CMS 105.08.

SPEEDINFO DEVICES WITHIN PROJECT LIMITS

THE CONTRACTOR SHALL TAKE MEASURES TO MAINTAIN THE PROPER OPERATION OF ANY SPEEDINFO DEVICES WITHIN THE PROJECT LIMITS. THE DEVICES ARE DOPPLER RADAR UNITS WHICH LOOK LIKE CYLINDRICAL TUBES WITH SOLAR PANELS ATTACHED TO THEM. THE SENSORS ARE IMPLEMENTED ON ALL INTERSTATES STATEWIDE AND OTHER MAJOR US AND STATE ROUTES IN URBAN AREAS, GENERALLY SPACED BETWEEN 1 TO 2 MILES APART, AND INSTALLED ON ANY EXISTING ODOT INFRASTRUCTURE (TYPICALLY OVERHEAD TRUSSES, CANTILEVERS, GROUND-MOUNTED SIGN SUPPORTS, OR LIGHT POLES). ODOT WILL COORDINATE THE RELOCATION OF ANY DEVICES THAT MAY BE AFFECTED BY THE CONTRACTOR'S OPERATION. THE CONTRACTOR SHALL NOT REMOVE THE DEVICES THEMSELVES. THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER A MINIMUM OF TEN CALENDAR DAYS PRIOR TO PERFORMING ANY WORK WHICH REQUIRES DEVICE RELOCATION. THE PROJECT ENGINEER SHALL THEN NOTIFY SPEEDINFO, INC. AND THE ODOT OFFICE OF TRAFFIC ENGINEERING OF ANY DEVICES THAT REQUIRE RELOCATION. THE CONTRACTOR SHOULD BE AWARE THAT SINCE SPEED DATA IS STILL DESIRABLE TO ODOT, THE PROJECT ENGINEER WILL ATTEMPT TO INFORM SPEEDINFO, INC. OF NEWLY AVAILABLE INSTALL LOCATIONS FOR THE SENSORS TO BE RELOCATED TO, WITH MINIMAL DOWNTIME.

IF IMMEDIATE ATTENTION TO A SPEEDINFO SENSOR IS REQUIRED, THE CONTRACTOR MAY DIRECTLY CONTACT THE REGIONAL INSTALLER FOR SPEEDINFO, INC. FROM THE PROVIDED CONTACT INFORMATION. THE REGIONAL INSTALLER WOULD BE ABLE TO PROVIDE THE QUICKEST POSSIBLE ATTENTION TO THE SITUATION. IF THE REGIONAL INSTALLER CANNOT BE REACHED, THE LIST OF STATEWIDE CONTACTS SHOULD BE USED IN THE ORDER IT IS PRESENTED. AN EMAIL INFORMING ALL PARTIES OF THE SITUATION SHOULD ALSO BE SENT AT THE EARLIEST CONVENIENCE.

1. REGIONAL CONTACTS:

JEFF CHASE, A+A SAFETY
WORK: (216) 283-8040
CELL: (216) 854-6531
JEFFC@AASAFETYINC.COM

2. STATEWIDE CONTACTS:

CHARLIE ARMIGER, SPEEDINFO
OFFICE: (408) 333-9960
CELL: (408) 425-4684
CARMIGER@SPEEDINFO.COM

BRYAN COMER, ODOT
(614) 387-1253
BRYAN.COMER@DOT.STATE.OH.US

GEORGE SAYLOR, ODOT
(614) 752-8099
GEORGE.SAYLOR@DOT.STATE.OH.US

JASON YERAY, ODOT
(614) 752-8099
JASON.YERAY@DOT.STATE.OH.US

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ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN

THE CONTRACTOR SHALL MAINTAIN TRAFFIC AT ALL TIMES IN ACCORDANCE WITH THE REQUIREMENTS OF CMS ITEM 614, THESE MAINTENANCE OF TRAFFIC NOTES AND DETAILS, THE STANDARD CONSTRUCTION DRAWINGS, AND THE TRAFFIC CONTROL DETAILS DESCRIBED IN THESE PLANS.

THE MINIMUM LANE WIDTH FOR TRAFFIC CONTROL SHALL BE 11 FEET AT ALL TIMES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ORGANIZE HIS WORK IN SUCH A MANNER TO PROVIDE THE MOST SAFETY WITH THE LEAST INCONVENIENCE TO THE TRAVELING PUBLIC.

THE CONTRACTOR IS RESPONSIBLE FOR DESIGNING THE MAINTENANCE OF TRAFFIC SCHEME. THE CONTRACTOR SHALL SUBMIT, IN WRITING, THIS MAINTENANCE OF TRAFFIC SCHEME AND A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT.

UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO HAVE WORK ZONES WHICH ALTERNATELY CLOSE BOTH THE PASSING AND TRAVEL LANE UNLESS THE DISTANCE BETWEEN THE LANE RESTRICTIONS EXCEEDS 2 MILES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR SMOOTH AND ORDERLY FLOW OF TRAFFIC THROUGH THE PROJECT AREA 24 HOURS PER DAY FOR THE DURATION OF THE PROJECT. THIS CONSISTS OF NOTIFYING THE OHIO STATE HIGHWAY PATROL AFTER ENCOUNTERING ANY ACCIDENTS OR DISABLED VEHICLES OR OBJECTS HINDERING THE FLOW OF TRAFFIC.

THE CONTRACTOR SHALL DESIGNATE TO THE ENGINEER A PERSON RESPONSIBLE FOR MAINTENANCE OF TRAFFIC CONTROL DURING NON-WORK HOURS WHO SHALL BE AVAILABLE WITHIN THIRTY (30) MINUTES AFTER NOTIFICATION.

PAYMENT FOR PROVIDING WATCHMEN, FURNISHING, ERECTING, MAINTAINING, AND REMOVING SIGNS, CONES, MARKERS, SPECIAL LIGHTING, FLOODLIGHTING, WORK ZONE RAISED PAVEMENT MARKERS, ETC., SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN.

THE CONTRACTOR SHALL FURNISH INSTALL AND MAINTAIN ALL ADDITIONAL SIGNS OR OTHER TRAFFIC CONTROL DEVICES AS REQUIRED ABOVE. ALL COSTS INVOLVED IN FURNISHING, INSTALLING AND MAINTAINING THESE DEVICES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN.

UNLESS THE ENGINEER DEEMS IT PHYSICALLY IMPOSSIBLE, ALL CONSTRUCTION EQUIPMENT SHALL EXIT ALL WORK ZONES FROM THE DOWNSTREAM END OF THE WORK ZONE OR BY INTERCHANGE RAMPS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO DIRECTLY TRANSPORT OR OPERATE ANY EQUIPMENT ACROSS THE OPEN LANES OF THE ROADWAY.

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 REASON-ABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAIN-TENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN (CONTINUED)

THE CONTRACTOR SHALL ONLY CLOSE LANES, OR OTHERWISE RESTRICT TRAFFIC, ACCORDING TO THE PERMITTED LANE CLOSURE TIMES, AS SHOWN ON THE FOLLOWING WEBSITE:

HTTP://PLCM.DOT.STATE.OH.US

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

MEMORIAL DAY
FOURTH OF JULY
JAMBOREE IN THE HILLS
(THIRD THURSDAY THRU SUNDAY IN JULY)
LABOR DAY

DAY OF HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 12:00N MONDAY
MONDAY	12:00N FRIDAY THROUGH 12:00N TUESDAY
TUESDAY	12:00N MONDAY THROUGH 12:00N WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 12:00N THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 12:00N MONDAY
FRIDAY	12:00N THURSDAY THROUGH 12:00N MONDAY
SATURDAY	12:00N FRIDAY THROUGH 12:00N MONDAY

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

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.

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. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

NOTIFICATION OF WORK ZONE LANE RESTRICTIONS

THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST EIGHTEEN (18) DAYS PRIOR TO IMPLEMENTING ANY WORK ZONE LANE RESTRICTION THAT WILL REDUCE THE WIDTH OR VERTICAL CLEARANCE OF ANY LANE ON WHICH TRAFFIC WILL BE MAINTAINED DURING CONSTRUCTION. THE ENGINEER SHALL IMMEDIATELY NOTIFY THE DISTRICT ROADWAY SERVICES MANAGER TO ADVISE THE OFFICE OF HIGHWAY MANAGEMENT OF THE RESTRICTIONS.

MOVEMENT OF DRUMS

THE ROW OF DRUMS ALONG A CLOSED LANE SHALL BE MOVED OUT OF THE OPEN LANE ONTO THE NEW PAVEMENT AS SOON AS THE PAVING OPERATIONS PERMIT.

WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)

R11-H5A-48 SIGNS SHALL BE FURNISHED, ERECTED, AND MAIN-TAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. SIGNS SHALL BE MOUNTED AT THE APPROPRIATE OFFSETS AND ELE-VATIONS 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 TEMP-ORARY 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 CONSTRUC-TION 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 CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE RETROREFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF CMS 730.19.

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUD-ING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUP-PORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, IT SHALL BE CON-SIDERED 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, INCIDEN-TALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVAL OF THE SIGN AND SUPPORT.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN - - 10 EACH

CONTRACTOR'S EQUIPMENT - OPERATION AND STORAGE

IN ADDITION TO THE REQUIREMENTS OF SECTION 614.03 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS THE FOLLOWING SHALL APPLY. THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAFFIC WHERE PRACTICAL. A FLAGGER SHALL BE USED WHERE THE CONTRACTOR'S EQUIPMENT MUST MERGE WITH THE TRAFFIC STREAM. THE CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE EQUIPPED WITH AT LEAST ONE AMBER FLASHING LIGHT VISIBLE FROM 360°.

EQUIPMENT MAY BE PARKED IN AREAS ALONG THE HIGHWAY, THIRTY (30) FEET FROM THE EDGE OF THE TRAVELED HIGHWAY UNLESS BEHIND GUARDRAIL, WHEN VARIOUS OPERATIONS ARE SCHEDULED TO BE CONTINUED THE NEXT WORKDAY. ON WEEKENDS OR AT OTHER TIMES OF SUSPENSION OF WORK, THE EQUIPMENT SHALL BE STORED AT A STORAGE AREA REMOVED FROM THE HIGHWAY ROUTE RIGHT OF WAY. NO EQUIPMENT SHALL BE PARKED IN THE MEDIAN OF THE HIGHWAY. ADEQUATE BARRICADES AND LIGHT SHALL BE PLACED ON THE EQUIPMENT TO IDENTIFY THE LIMITS OF THE EQUIPMENT. ALL OTHER EQUIPMENT, INCLUDING PRIVATE VEHICLES, SHALL BE STORED AT THE APPROVED CONTRACTOR'S STORAGE AREA.

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ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

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 REQUIREMENT OF CMS 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:

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). IN GENERAL, LEOS SHOULD BE POSITIONED AT THE POINT OF LANE RESTRICTION OR ROAD CLOSURE AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH INTERSECTIONS IN WORK ZONES.

WHEN CONSTRUCTION VEHICLES ARE ENTERING/EXITING THE ZONE DIRECTLY FROM/INTO AN OPEN LANE OF TRAFFIC. IF A LANE HAS BEEN CLOSED TO PROVIDE AN ACCELERATION/ DECELERATION LANE FOR THE VEHICLE, THE LEO WILL NOT BE REQUIRED.

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.

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. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. 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 WHICH 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 - - 200 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.

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LOCATION	S.L.M. TO S.L.M.	LENGTH (FT)	WIDTH (FT)	TYPICAL	EXISTING PAVEMENT TYPE	PAVEMENT AREA (SQ YD)	202	254		407	424		
							WEARING COURSE REMOVED	PAVEMENT PLANING, ASPHALT CONCRETE		TACK COAT (APPLIED @ 0.075 GAL/SY)	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, AS PER PLAN (1" THICK)		
							SQ YD	SQ YD		GALLON	CU YD		
IR 70 EB	15.72 TO 16.44	3802	24	1	ASPHALT	10,139		640		760	282		
IR 70 EB	16.44 TO 17.53	5755	24	2	ASPHALT	15,347		1107		1151	426		
IR 70 EB	18.51 TO 19.17	3485	24	2	ASPHALT	9,293	187			697	258		
IR 70 WB	15.72 TO 16.44	3802	24	1	ASPHALT	10,139		640		760	282		
IR 70 WB	16.44 TO 17.53	5755	24	2	ASPHALT	15,347		1107		1151	426		
IR 70 WB	18.51 TO 19.17	3485	24	2	ASPHALT	9,293	187			697	258		
# EXTRA FOR RAMP A ACCELERATION LANE @ U.S. 40 INT.					ASPHALT	4050	97			304	113		
# EXTRA FOR RAMP B DECELERATION LANE @ U.S. 40 INT.					ASPHALT	1550	97			116	43		
# EXTRA FOR RAMP C ACCELERATION LANE @ U.S. 40 INT.					ASPHALT	1750	97			131	49		
# EXTRA FOR RAMP D DECELERATION LANE @ U.S. 40 INT.					ASPHALT	1800	97			135	50		
# EXTRA FOR OLD WEIGH STATION RAMP					ASPHALT	356		356		27	15		
# EXTRA FOR RIGHT LANE S.L.M. 19.00 - S.L.M. 19.17					ASPHALT	600	47			45	17		
# CADD MEASURED AREA													
TOTALS (CARRIED TO GENERAL SUMMARY)							809	3,850		5,974	2,219		

CALCULATED
BEB

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PAVEMENT DATA

BEL-70-15.72

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LOCATION	S.L.M. TO S.L.M. (RAMP LOCATION)	SIDE	646									614					CALCULATED BEB CHECKED DAH	SUB-SUMMARY			
			EDGE LINE, 6"		LANE LINE, 6"	12" CHANNELIZING LINE	DOTTED LINE, 12"					WORK ZONE LANE LINE, CLASS 1, 642 PAINT	WORK ZONE EDGE LINE, CLASS 1, 642 PAINT		WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT	WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT					
			YELLOW	WHITE									YELLOW	WHITE							
IR 70 EB	15.72 TO 17.53	CTR			1.81							*1.96									
		LT	1.81									*1.96									
		RT		1.81									*1.96								
IR 70 EB	18.51 TO 19.17	CTR			0.66							0.66									
		LT	0.66									0.66									
		RT		0.66									0.66								
IR 70 WB	15.72 TO 17.53	CTR			1.81							*1.96									
		LT	1.81									*1.96									
		RT		1.81									*1.96								
IR 70 WB	18.51 TO 19.17	CTR			0.66							0.66									
		LT	0.66									0.66									
		RT		0.66									0.66								
RAMP A	US 40 INTERCHANGE ACCELERATION LANE	LT	0.01			1040	1060						0.01		1040	1060					
		RT		0.01									0.01								
RAMP B	US 40 INTERCHANGE DECELERATION LANE	LT	0.01			560	520						0.01		560	520					
		RT		0.01									0.01								
RAMP C	US 40 INTERCHANGE ACCELERATION LANE	LT	0.01			420	1000						0.01		420	1000					
		RT		0.01									0.01								
RAMP D	US 40 INTERCHANGE DECELERATION LANE	LT	0.01			710	460						0.01		710	460					
		RT		0.01									0.01								
NOTE: LT AND RT INDICATES SIDE IN THE DIRECTION OF TRAFFIC FLOW.																					
*ADDITIONAL QUANTITY PROVIDED FOR PLANING UNDER STRUCTURES.																					
SUB-TOTALS			4.98	4.98									5.28	5.28							
TOTALS (CARRIED TO GENERAL SUMMARY)			9.96		4.94	2730	3040					5.24	10.56		2730	3040					
																					13 14

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