

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.

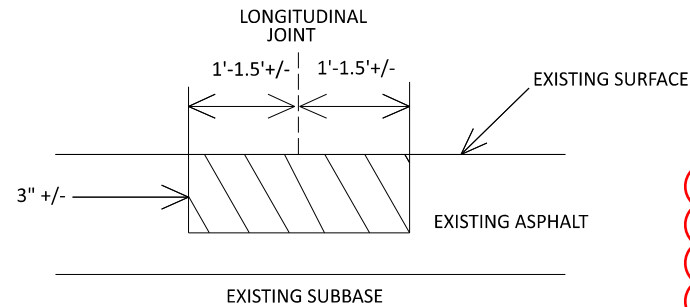
ITEM 623- CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN

PRIOR TO THE START OF ROADWAY OPERATION, THE CONTRACTOR SHALL REFERENCE THE LENGTH OF THE PROJECT ON BOTH SIDES OF THE ROADWAY, IN A MANNER SATISFACTORY TO THE ENGINEER. THE PAVEMENT SHALL BE REFERENCED IN 1000' FEET INCREMENTS, OR IN INCREMENTS ACCEPTABLE TO THE ENGINEER, IN A SEMI-PERMANENT CONDITION.

ITEM 251- PARTIAL DEPTH PAVEMENT REPAIR.

BUT- IR 75 7.04-11.23, WAR- IR 75 0.00-11.59

AN ESTIMATED QUANTITY OF 6250 CU YD OF ITEM 251- PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN HAS BEEN CARRIED TO THE GENERAL SUMMARY. THIS OPERATION SHALL INCLUDE THE NORTH AND SOUTH BOUND LANE LINES, DECELERATION LANES, AND ASPHALT RAMPS. LONGITUDINAL JOINTS ADJACENT TO EDGE LINE SHALL NOT BE REPAIRED. REPAIRS AREAS SHALL BE DETERMINED BY THE ENGINEER.



ALL EXISTING ASPHALT/DETERIORATED ASPHALT AT LONGITUDINAL JOINTS SHALL BE REMOVED TO A WIDTH BETWEEN 2'-3'+/- AND A DEPTH OF 3"+/- AND REPLACED WITH ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448). AN ESTIMATED QUANTITY FOR 2' WIDE REPAIRS IS 5290 CY AND 3' WIDE REPAIRS IS 960 CY. THESE QUANTITIES ARE INCLUDED IN THE OVERALL PAY ITEM QUANITITY LISTED AT THE START OF THIS NOTE.

ITEM 621-RPM, 1-WAY WHITE/RED

THE FOLLOWING RPM QUANTITIES ARE TO BE USED ON BUT- IR 75 7.04-11.23, WAR- IR 75 0.00-11.59 AND HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 621- RPM..... 2450 EA

ITEM 621- RAISED PAVEMENT MARKER REMOVED..... 2450 EA

ITEM 642 TRAFFIC PAINT

BUT- IR 75 7.04-11.23, WAR- IR 75 0.00-11.59

THE CONTRACTOR SHALL REFERENCE LANE LINE PAVEMENT MARKINGS BEFORE THE START OF THE LONGITUDINAL JOINT REPAIR OPERATION. THIS WILL BE NECESSARY TO ASSURE THE CORRECT PLACEMENT OF THE LANE LINE MARKINGS IN ORIGINAL LOCATION.

THE CONTRACTOR SHALL PLACE THE PAVEMENT REPAIR WORK ZONE OR PERMANENT PAVEMENT MARKINGS PRIOR TO OPENING THE ROADWAY TO TRAFFIC.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS DIRECTED BY THE ENGINEER.

ITEM 642 LANE LINE 6", TYPE I	<u>95.96 MILE</u>
ITEM 642 CHANNELIZINE LINE 12", TPYE I	<u>895 FEET</u>
ITEM 642 DOTTED LINE 6", TYPE I	<u>5140 FEET</u>

SOLE SOURCE AQUIFER

THIS PROJECT IS LOCATED WITHIN THE GREAT MIAMI SOLE SOURCE AQUIFER FROM SLM 0.3 TO SLM 1.9 AND SLM 7.8 TO SLM 8.2 IN WARREN COUNTY. USE PROPER CONTAINMENT AND DIKING IN REFUELING AREAS. DO NOT STORE FUELS, TOXIC/HAZARDOUS MATERIALS, AND CHEMICALS NEAR DRAINAGE WAYS, DITCHES, OR STREAMS. MAINTAIN A SPILL KIT ON-SITE THROUGHOUT CONSTRUCTION ACTIVITIES. IMMEDIATELY MITIGATE ANY EVENT, SUCH AS A SPILL OF FUELS, OILS, OR CHEMICALS, THAT COULD THREATEN TO CONTAMINATE THE DRINKING WATER SUPPLY. IF THE SPILL IS A REPORTABLE AMOUNT (PER OHIO EPA'S RELEASE REPORTING REQUIREMENTS), CONTACT THE MONROE FIRE STATION 61 AT (513)-539-3115 FOR SLM 0.3 TO SLM 1.9 IN WARREN COUNTY AND FRANKLIN FIRE DEPARTMENT AT 937-746-4542 FOR SLM 7.8 TO SLM 8.2 IN WARREN COUNTY OR THE OHIO EPA'S SPILLS HOTLINE 1-800-282-9378 FOR CLEAN UP OF THE SPILL

COORDINATION BETWEEN CONTRACTORS

THE CONSTRUCTION WORK NORTH OF APPROXIMATELY WAR-75-10.00 (INTERSTATE 75/STATE ROUTE 73 INTERCHANGE) WILL REQUIRE THE CONTRACTOR TO COORDINATE WITH THE ADJACENT PROJECT, WAR/MOT-75-11.56/0.00, PID 113579, 26-0251.

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

DESIGN AGENCY



DESIGNER

JED

REVIEWER

JDO 01/06/26

PROJECT ID

121406

SHEET TOTAL

P.3 6

ITEM 614, WORK ZONE SPEED ZONES (WZSZS)

THE FOLLOWING WORK ZONE SPEED ZONE (WZSZ) SPEED LIMIT REVISION(S) HAVE BEEN APPROVED FOR USE ON THIS PROJECT WHEN WORK ZONE CONDITIONS AND FACTORS ARE MET AS DESCRIBED BELOW:

WZSZ REVISION NUMBER	COUNTY & ROUTE	DIRECTION
WZ- 45144	BUT-75	NB/SB
WZ- 45144	WAR-75	NB/SB

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRE-CONSTRUCTION) POSTED SPEED LIMIT OF =55 MPH, A QUALIFYING WORK ZONE CONDITION OF AT LEAST 0.5 MILE IN LENGTH, AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS, AND A WORK ZONE CONDITION IN PLACE THAT REDUCES THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS (I.E., LANE CLOSURE, LANE SHIFT, CROSSOVER, CONTRAFLOW AND/OR SHOULDER CLOSURE). THE LENGTH OF THE WORK ZONE CONDITION IS MEASURED FROM THE BEGINNING OF THE TAPER FOR THE SUBJECT WORK ZONE CONDITION IMPACTING THE TRAVEL LANES AND/OR SHOULDER TO THE END OF THE DOWNSTREAM TAPER, WHERE DRIVERS ARE RETURNED TO TYPICAL ALIGNMENT. AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS IS REQUIRED TO BALANCE THE ADDITIONAL EXPOSURE CREATED BY INSTALLING AND REMOVING WZSZ SIGNING WITH THE TIME NEEDED TO COMPLETE THE WORK.

IF THE WORK ZONE MEETS THESE MINIMUM CRITERIA, IT SHALL BE ANALYZED FURTHER USING TABLE 1 BELOW TO DETERMINE IF AND WHEN IT QUALIFIES FOR A SPEED LIMIT REDUCTION. DEPENDING ON THE ORIGINAL POSTED SPEED LIMIT, THE TYPE OF TEMPORARY TRAFFIC CONTROL USED, AND WHETHER OR NOT WORKERS ARE PRESENT, A WARRANTED WZSZ WILL VARY IN THE APPROVED SPEED LIMIT TO BE POSTED OVER TIME.

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ. THE PRIMARY SIGNING STRATEGY USES DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLIES. WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, SUPPLEMENTAL SPECIFICATION (SS) 808, AND TRAFFIC SCD MT-104.10. ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN ODOTCD PART 6.

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRE-CONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WITHOUT POSITIVE PROTECTION IS GENERALLY REGARDED AS USING DRUMS, CONES, SHADOW VEHICLE, ETC., ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WORKERS ARE CONSIDERED AS BEING PRESENT WHEN ON-SITE, WORKING WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WHEN THE WORK ZONE CONDITION REDUCING THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

TABLE 1: WARRANTED WORK ZONE SPEED LIMITS (MPH) FOR WORK ZONES ON HIGH-SPEED (=55 MPH) MULTI-LANE HIGHWAYS

ORIGINAL POSTED SPEED LIMIT	WITH POSITIVE PROTECTION		WITHOUT POSITIVE PROTECTION	
	WORKERS PRESENT	WORKERS NOT PRESENT	WORKERS PRESENT	WORKERS NOT PRESENT
70	60	65	55	65
65	55	60	50	60
60	55	60	50	60
55	50	55	45	55

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.
 ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY(IES)..... 6 SIGN MONTH(S)
 ASSUMING 3 DSL SIGN ASSEMBLY(IES) FOR 2 MONTH(S)

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.

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.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN _3_ SIGN MONTH ASSUMING _3_ PCMS SIGN(S) FOR _9_ MONTH(S)

INTERIM COMPLETION REQUIREMENTS

THE PROJECT HAS AN INTERIM COMPLETION DATE OF _11/01/2026_. ON OR BEFORE THE INTERIM COMPLETION DATE, COMPLETE ALL JOINT REPAIRS INCLUDING APPLICABLE PAVEMENT MARKINGS AND RPM INSTALLATION ON SOUTHBOUND WAR-IR 75 BETWEEN SLM 0.00 TO 8.10.

THE CONTRACTOR SHALL BE ASSESSED A DAILY DISINCENTIVE IN THE AMOUNT SPECIFIED IN THE BELOW TABLE PER DAY FOR FAILURE TO COMPLETE ALL THE REQUIRED WORK AND ASSOCIATED INCIDENTALS RELATED TO THE WORK. DAILY DISINCENTIVES ARE APPLICABLE TO THE WORK REQUIRED TO THE INTERIM COMPLETION DATE ONLY. THE CONTRACTOR IS STILL SUBJECT TO LIQUIDATED DAMAGES AS OUTLINED IN CMS 108.07 FOR THE REMAINDER OF THE CONTRACT.


DESCRIPTION OR LOCATION OF CRITICAL WORK	COMPLETION DATE	TIME PERIOD	DISINCENTIVE \$ PER TIME PERIOD
COMPLETE ALL JOINT REPAIRS INCLUDING APPLICABLE PAVEMENT MARKINGS AND RPM INSTALLATION ON SOUTHBOUND WAR-IR 75 BETWEEN SLM 0.00 TO 8.10.	11/01/2026	DAY	\$ 7500



SHEET NUMBER				PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
3	4	5		01/IMS	EXT	TOTAL				
PAVEMENT										
	6,250			6,250	251	01030	6,250	CY	PARTIAL DEPTH PAVEMENT REPAIR (442)	
TRAFFIC CONTROL										
	2,450			2,450	621	00100	2,450	EACH	RPM	
	2,450			2,450	621	54000	2,450	EACH	RAISED PAVEMENT MARKER REMOVED	
	95.96			95.96	642	00204	95.96	MILE	LANE LINE, 6", TYPE 1	
	895			895	642	00404	895	FT	CHANNELIZING LINE, 12", TYPE 1	
	5,140			5,140	642	01510	5,140	FT	DOTTED LINE, 6", TYPE 1	
MAINTENANCE OF TRAFFIC										
	750			750	614	11110	750	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
	95.96			95.96	614	20560	95.96	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
	895			895	614	23690	895	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
	5,140			5,140	614	24612	5,140	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	
		9		9	614	18601	9	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	5
		6		6	808	18700	6	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
INCIDENTALS										
				LUMP	614	11000	LS		MAINTAINING TRAFFIC	
				LUMP	623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	3
				LUMP	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER: JED
 REVIEWER: JDO 01/06/26
 PROJECT ID: 121406
 SHEET: P.6 TOTAL: 6