

ALIGNMENT AND PROFILE

THE WORK PROPOSED BY THIS PROJECT CONSISTS OF RESURFACING OF THE EXISTING PAVEMENT. THE ALIGNMENT OF THE EXISTING PAVEMENT WILL NOT BE CHANGED AND THE PROFILE OF THE PROPOSED SURFACE WILL BE SIMILAR TO THAT OF THE EXISTING PAVEMENT.

ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE

AN ESTIMATED QUANTITY OF ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE HAS BEEN INCLUDED IN THE PLANS.

THE APPROXIMATE DEPTH OF PAVEMENT PLANING SHALL BE ONE INCH (1").

THE APPROXIMATE WIDTH OF THE PAVEMENT PLANING SHALL VARY FROM TWENTY TWO FEET (22.0') TO THIRTY EIGHT FEET (38.0').

NO AREA OF PAVEMENT PLANING SHALL BE OPENED TO THE TRAVELING PUBLIC. IT IS THE INTENT OF THE OHIO DEPT. OF TRANSPORTATION THAT THE PAVEMENT PLANING AND THE PLACEMENT OF ITEM 424 BE IN CONJUNCTION WITH EACH OTHER ON A NIGHTLY BASES PRIOR TO OPENING THE ROAD TO THE TRAVELING PUBLIC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ASSURING THAT THIS IS A COMPLETE PROCESS EACH NIGHT.

ITEM 897 - PATCHING PLANED SURFACE, AS PER PLAN

PAVEMENT AREAS DESIGNATED FOR PATCHING AFTER PAVEMENT PLANING OPERATION SHALL BE MILLED TWO INCHES (2") IN DEPTH.

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

ITEM 897 - PATCHING PLANED SURFACE, AS PER PLAN = 400 SQ YD

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN

THE PAVEMENT REPAIRS SHALL BE IN ACCORDANCE WITH ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, WITH THE FOLLOWING ADDITIONS:

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. THE AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND SAWED OR MILLED TO A NEAT LINE. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT. THE REPLACEMENT MATERIAL SHALL BE ITEM 301 - ASPHALT CONCRETE BASE, (449), PG64-22.

THE ESTIMATED PAVEMENT REPAIR AREAS SHALL BE A MINIMUM OF 4 FEET IN WIDTH. THE DEPTH SHALL BE 4 INCHES MEASURED FROM THE MILLED SURFACE OR DOWN TO THE TOP OF THE CONCRETE BASE, WHATEVER IS LESS, OR AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN = 600 SY

ITEM 252 - FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT

PAVEMENT REPAIR SHALL BE IN ACCORDANCE WITH ITEM 252 - FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, WITH THE FOLLOWING ADDITIONS: THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. THE AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND SAWED OR MILLED TO A NEAT LINE. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL OF THE DETERIORATED PAVEMENT. THE ESTIMATED PAVEMENT REMOVAL DEPTH IS 13". THE ENTIRE AREA INCLUDING VERTICAL FACES SHALL BE COATED PRIOR TO PLACING THE REPLACEMENT MATERIAL AS PER 252.04. THE REPLACEMENT MATERIAL SHALL BE 13" OF ITEM 301 - ASPHALT CONCRETE BASE, (449), PG64-22.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

THE FOLLOWING QUANTITIES INCLUDE A 15% CONTINGENCY FOR LOCATIONS NOT LISTED IN THE TABLES ON THIS SHEET:

100 JOINT REPAIRS (USR 68) (6' X 12') = 800 SY
48 JOINT REPAIRS (RAMPS) (6' X 16') = 512 SY

ITEM 252 - FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT = 1312 SY

ITEM 252 - FULL DEPTH PAVEMENT SAWING = 5712 FT

FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT LOCATIONS (RAMPS)

LISTED BELOW ARE POSSIBLE REPAIR LOCATIONS THAT HAVE BEEN IDENTIFIED BY FIELD OBSERVATIONS. THESE LOCATIONS ARE FOR REFERENCE ONLY. ALL REPAIR LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

FULL DEPTH REPAIRS (6' X 16')			
INTERCHANGE	ENT/EXIT	RAMP NAME	# JOINTS
USR68 SB X USR40/SR4	ENT.	G	3
USR68 SB X USR40/SR4	ENT.	A	1
USR68 NB X USR40/SR4	EXIT	C	2
USR68 NB X USR40/SR4	ENT.	F	6
USR 68 SB X SR 334		COL/DIST	12
USR 68 SB X SR 334	ENT.	E	7
USR 68 SB X SR 334	EXIT	F	1
USR 68 SB X SR 334	ENT.	D	1
USR 68 NB X SR 334	EXIT	G	4
USR 68 NB X SR 334	ENT.	H	3
USR 68 X COUNTY LINE	EXIT	W	1

FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT LOCATIONS (USR 68 MAINLINE)

LISTED BELOW ARE POSSIBLE REPAIR LOCATIONS THAT HAVE BEEN IDENTIFIED BY FIELD OBSERVATIONS. THESE LOCATIONS ARE FOR REFERENCE ONLY. ALL REPAIR LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

FULL DEPTH REPAIRS (6' X 12')			
Route	SLM	Route	SLM
USR 68 NB	4.94	USR 68 SB	5.03
USR 68 NB	5.05	USR 68 SB	5.59
USR 68 NB	5.11	USR 68 SB	5.85
USR 68 NB	5.15	USR 68 SB	5.91
USR 68 NB	5.37	USR 68 SB	6.20
USR 68 NB	5.57	USR 68 SB	6.39
USR 68 NB	5.58	USR 68 SB	8.02
USR 68 NB	5.69	USR 68 SB	8.99
USR 68 NB	5.69	USR 68 SB	9.36
USR 68 NB	5.69	USR 68 SB	9.53
USR 68 NB	5.69	USR 68 SB	9.63
USR 68 NB	5.70	USR 68 SB	9.72
USR 68 NB	6.03	USR 68 SB	9.93
USR 68 NB	6.17	USR 68 SB	10.37
USR 68 NB	6.33	USR 68 SB	10.64
USR 68 NB	6.59	USR 68 SB	11.41
USR 68 NB	6.66	USR 68 SB	11.50
USR 68 NB	7.19	USR 68 SB	11.51
USR 68 NB	7.20	USR 68 SB	11.52
USR 68 NB	7.38	USR 68 SB	11.65
USR 68 NB	8.22	USR 68 SB	11.74
USR 68 NB	8.91	USR 68 SB	11.93
USR 68 NB	9.68	USR 68 SB	12.44
USR 68 NB	9.78	USR 68 SB	12.46
USR 68 NB	9.80	USR 68 SB	12.79
USR 68 NB	9.80	USR 68 SB	12.80
USR 68 NB	9.90	USR 68 SB	12.81
USR 68 NB	10.06	USR 68 SB	12.91
USR 68 NB	10.32	USR 68 SB	13.13
USR 68 NB	10.62	USR 68 SB	13.34
USR 68 NB	10.74	USR 68 SB	13.52
USR 68 NB	10.92	USR 68 SB	13.66
USR 68 NB	11.19	USR 68 SB	13.67
USR 68 NB	11.31	USR 68 SB	13.68
USR 68 NB	11.41	USR 68 SB	13.75
USR 68 NB	11.49	USR 68 SB	13.83
USR 68 NB	11.90	USR 68 SB	14.19
USR 68 NB	12.08	USR 68 SB	14.27
USR 68 NB	12.43	USR 68 SB	14.34
USR 68 NB	12.45	USR 68 SB	14.52
USR 68 NB	12.62		
USR 68 NB	12.84		
USR 68 NB	13.46		
USR 68 NB	13.95		
USR 68 NB	14.44		
USR 68 NB	14.73		
USR 68 NB	15.00		

COORDINATION OF WORK:

CLA-68-4.43 (PID 109773)
CLA-PAVE-FY25(B) (PID 109775)

THE CONTRACTOR IS ADVISED THAT ADJACENT CONSTRUCTION PROJECTS WITHIN OR NEAR THE WORK LIMITS OF THIS PLAN MAY IMPACT THE PROJECT SCHEDULE, SEQUENCE OF CONSTRUCTION AND/OR TRAFFIC CONTROL BETWEEN ADJACENT ZONES. THE CONTRACTOR IS REQUIRED TO COORDINATE ALL MAINTENANCE OF TRAFFIC OPERATIONS WITH ADJACENT CONSTRUCTION PROJECTS. COOPERATION WITH THE ENGINEER, INSPECTORS AND ALL OTHER CONTRACTORS ON OR ADJACENT TO THE PROJECT IS REQUIRED PER CMS 105.08.

COOPERATION WITH RAILROAD

THE CONTRACTOR SHALL COORDINATE ALL WORK ON, OVER OR ADJACENT TO THE RAILROAD WITHIN PROJECT LIMITS. THE CONTRACTOR SHALL CONTACT THE FOLLOWING, AT LEAST 30 DAYS IN ADVANCE, IN ORDER TO COORDINATE THE NECESSARY WORK. UNDER NO CIRCUMSTANCES SHALL THERE BE ANY WORK PERFORMED WITHIN THE RAILROAD RIGHT-OF-WAY WITHOUT THE PROPER WRITTEN AUTHORIZATION AND/OR FLAGGING PROTECTION FROM THE RAILROAD.

NORFOLK SOUTHERN
CROSSING LOCATION: CLA-68-7.18

INDIANA & OHIO RAILWAY
CROSSING LOCATIONS: CLA-68-7.65 & CLA-68-8.31

ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)

A QUANTITY OF 41.12 MILES OF ITEM 618, RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) HAS BEEN CARRIED TO THE GENERAL SUMMARY.

THE LOCATION IS:
CLA-IR 68 FROM SLM 4.43 TO SLM 15.05 = 10.62 MILES
DEDUCT FOR BRIDGE DECKS = -0.34 MILES
TOTAL = 10.28 MILES

10.28 MILES X 4 SHOULDERS = 41.12 MILES

PAVEMENT MARKINGS

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DOCUMENT THE LAYOUT OF THE EXISTING PAVEMENT MARKINGS INCLUDING EXISTING LANE AND SHOULDER WIDTHS IN A LOG AND SUBMIT TO THE DEPARTMENT FOR ACCEPTANCE. THE DEPARTMENT WILL NOT ALLOW THE CONTRACTOR TO PERFORM ANY PAVEMENT WORK FUNCTIONS (MILLING, OVERLAY, ETC.) UNTIL ACCEPTANCE OF THE SUBMITTED EXISTING MARKING LOG.

MARKINGS SHALL BE REPLACED IN KIND EXCEPT WHERE EXISTING MARKINGS DO NOT MEET THE CURRENT STANDARD CONSTRUCTION DRAWINGS. THE CONTRACTOR SHALL COORDINATE AND CORROBORATE THE PROPOSED LAYOUT OF ALL PAVEMENT MARKINGS PER APPLICABLE STANDARD CONSTRUCTION DRAWINGS WITH ODOT.

NO PERMANENT PAVEMENT MARKINGS OR RAISED PAVEMENT MARKERS SHALL BE PLACED UNTIL THE ODOT PROJECT ENGINEER HAS APPROVED THE LOCATION AND/OR LAYOUT OF THE WORK ZONE PAVEMENT MARKINGS.

DESIGN AGENCY



DESIGNER
TMK

REVIEWER

BJA 8-16-24

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SHEET TOTAL

P.5 24

ITEM 614 - MAINTAINING TRAFFIC

TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. THE LENGTH OF RESTRICTED TRAFFIC WORK ZONES SHALL BE KEPT TO A MAXIMUM FOUR (4.0) MILE WORK ZONE CONSISTENT WITH THE SPECIFICATION REQUIREMENTS FOR A PROTECTION OF COMPLETED COURSES. THIS INCLUDES PATCHING ON BRIDGE DECKS, WHEN A LANE MAY BE CLOSED BEYOND EACH NIGHT. IN ADDITION TO THE REQUIREMENTS AS INDICATED IN THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", AND PERTINENT ITEMS OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS, THE FOLLOWING REQUIREMENTS SHALL APPLY.

IT IS THE INTENTION TO PERFORM THE REQUIRED WORK WITH THE LEAST INCONVENIENCE TO AND THE MAXIMUM SAFETY OF THE CONTRACTOR AND THE TRAVELING PUBLIC. ANY VARIANCES FROM THESE MAINTENANCE OF TRAFFIC NOTES MUST BE APPROVED IN ADVANCE IN WRITING BY THE DIRECTOR. TRAFFIC IS TO BE MAINTAINED IN A UNIFORM PATTERN THROUGHOUT THE ENTIRE LENGTH OF THE PROJECT AND NOT BE SUBJECTED TO CONSTANT LANE SHIFTS.

THE CONTRACTOR'S OPERATIONS SHALL BE ARRANGED TO PREVENT ANY INTERFERENCE TO THE CONTINUOUS FLOW OF TRAFFIC. ALL VEHICLES, EQUIPMENT, WORKERS AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE APPROVED BY THE ENGINEER.

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE, ERECT, MAINTAIN (IN PROPER POSITION, CLEAN, LEGIBLE AND GOOD WORKING CONDITION) AND REMOVE ALL LIGHTS, SIGNS BARRICADES, CONES AND ALL OTHER TRAFFIC CONTROL DEVICES NECESSARY FOR THE MAINTENANCE OF TRAFFIC, INCLUDING PAVEMENT MARKINGS.

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, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

ITEM 614, MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

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

NEW YEAR'S (OBSERVED)	GENERAL/REGULAR ELECTION DAY (NOV)
MEMORIAL DAY	THANKSGIVING
FOURTH OF JULY (OBSERVED)	CHRISTMAS (OBSERVED)
LABOR DAY	(OTHER HOLIDAY OR SPECIAL EVENT)

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

DAY OF HOLIDAY OR SPECIAL EVENT TIME ALL LANES MUST BE OPEN TO TRAFFIC

SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY	(GEN./REG. ELECTION)
	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY	(THANKSGIVING ONLY)
	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE AS SHOWN IN THE PERMITTED LANE CLOSURE NOTE.

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

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 DRIVEABLE PAVEMENT DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO D7 PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HRS & < 2 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HRS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES AND RESTRICTIONS	>= 2 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & 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 TABLE.

PERMITTED LANE CLOSURE SCHEDULE (PLCS)

LANE CLOSURE(S) SHALL CONFORM TO THE PLCS. PUBLISHED PLCS INFORMATION CAN BE FOUND ON THE ODOT WEBSITE AT: [HTTPS://WWW.TRANSPORTATION.OHIO.GOV/WPS/PORTAL/GOV/ODOT/WORKING/DATA-TOOLS/RESOURCES/PERMITTED-LANE-CLOSURE](https://www.transportation.ohio.gov/wps/portal/gov/odot/working/data-tools/resources/permited-lane-closure)

THE MONTHLY PUBLISHED SCHEDULES REQUIRED TO BE USED, FOR EACH PLCS SEGMENT WITHIN THE PROJECT AREA, ARE THOSE THAT COMPRISE THE CONSECUTIVE 12-MONTH PERIOD BEGINNING 15 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE AND ENDING 4 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE. THESE SAME 12 MONTHS APPLY FOR THE LIFE OF THE PROJECT AND SHALL BE APPLIED TO EACH RESPECTIVE MONTH OF CONSTRUCTION (MONTH OF LANE CLOSURE(S) SHALL MATCH MONTH OF PLCS USED). LANE CLOSURE(S) IN PLACE FOR MULTIPLE MONTHS SHALL ALWAYS COMPLY WITH THE CURRENT RESPECTIVE MONTH.

(FOR EXAMPLE: IF THE SALE DATE FOR THE PROJECT WAS MARCH OF 2021, THE MONTHLY PUBLISHED SCHEDULES FOR EACH APPLICABLE PLCS SEGMENT WOULD BE DECEMBER 2019 TO NOVEMBER 2020. IF THIS WAS A THREE-YEAR PROJECT, YEAR THREE WOULD STILL BE USING THE DECEMBER 2019 TO NOVEMBER 2020 MONTHLY SCHEDULES. IF THE PROJECT DESIRED TO CLOSE TWO LANES IN JUNE 2021, REFERENCE WOULD BE MADE TO THE JUNE 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S). IF THE SAME TWO LANES WERE DESIRED TO BE CLOSED AGAIN IN JULY 2021, REFERENCE WOULD BE MADE TO THE JULY 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S).)

MORE RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE AT THE DISCRETION OF THE ENGINEER IN ORDER TO COMPLY WITH THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

LESS RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE SUBJECT TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)) AND SHALL NOT BE IMPLEMENTED UNTIL, AND UNLESS, APPROVED BY THE PROPER ODOT AUTHORITY.

ALLOWABLE LANE CLOSURE HOURS FOR FACILITIES NOT COVERED BY THE PLCS, IF ANY, SHALL BE AS SPECIFIED ELSEWHERE IN THE PLANS.

NO WORK WITHIN ACTIVE TRAVEL LANES OR WHICH WILL SLOW TRAFFIC IS PERMITTED AT ANY OTHER TIMES. SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$50/MINUTE/LANE FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

DESIGN AGENCY



DESIGNER

TMK

REVIEWER

BJA 8-16-24

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SHEET

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TOTAL

24