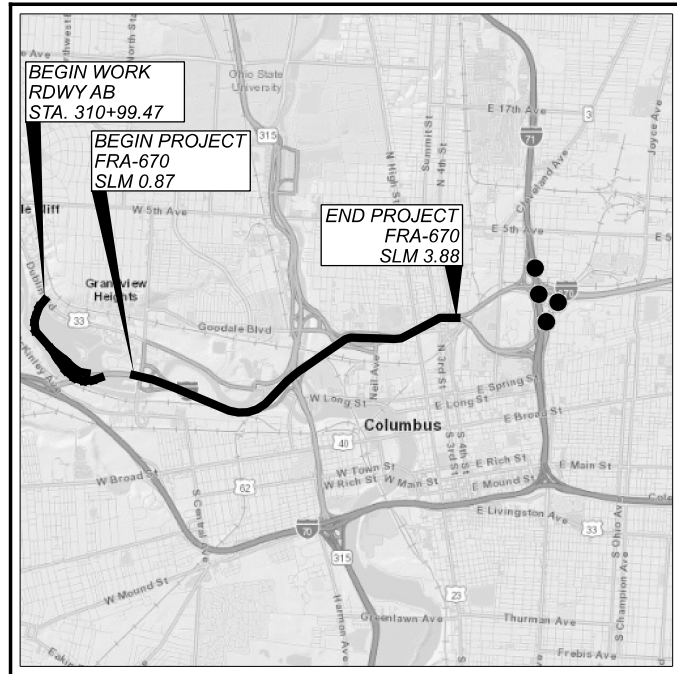


STATE OF OHIO DEPARTMENT OF TRANSPORTATION

FRA-670-0.87

CITY OF COLUMBUS
FRANKLIN COUNTY



LOCATION MAP

LATITUDE: 39°58'5" LONGITUDE: 83°01'25"



PORTION TO BE IMPROVED	-----	
VARIOUS BRIDGES OUTSIDE OF PROJECT LIMITS	-----	
INTERSTATE HIGHWAY	-----	
FEDERAL ROUTES	-----	
STATE ROUTES	-----	
COUNTY & TOWNSHIP ROADS	-----	
OTHER ROADS	-----	

DESIGN DESIGNATION

CURRENT ADT (2023)	129,000
DESIGN YEAR ADT (2035)	152,000
DESIGN HOURLY VOLUME (2035)	15,000
DIRECTIONAL DISTRIBUTION	50%
TRUCKS (24 HOUR B&C)	8%
DESIGN SPEED	65 MPH
LEGAL SPEED	65 MPH (0.00-2.11)/55 MPH (2.11-4.00)
DESIGN FUNCTIONAL CLASSIFICATION:	01 INTERSTATES (URBAN)
NHS PROJECT	YES

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

NONE REQUIRED

UNDERGROUND UTILITIES
Contact Two Working Days
Before You Dig

OHIO811.org
Before You Dig

OHIO 811, 8-1-1, or 1-800-362-2764
(Non members must be called directly)

PLAN PREPARED BY:
 IN HOUSE DESIGN

ENGINEER'S SEAL:

SIGNED: *Katherine L. Montoya*
DATE: 1/6/2022

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NO FILL WILL BE ADDED TO THE 100-YEAR FLOODPLAIN

STANDARD CONSTRUCTION DRAWINGS							SUPPLEMENTAL SPECIFICATIONS		
BP-2.3	07/18/14	MT-95.30	07/19/19	MT-98.30	07/16/21	TC-41.20	10/18/13	800	10/15/21
BP-2.4	07/19/13	MT-95.45	01/17/20	MT-99.20	04/19/19	TC-42.20	10/18/13	807	7/16/21
BP-2.5	07/19/13	MT-95.50	07/21/17	MT-101.60	01/17/20	TC-52.10	10/18/13	809	10/15/21
BP-3.1	01/17/20	MT-98.10	01/17/20	MT-101.70	01/17/20	TC-52.20	01/15/21	821	4/20/12
BP-5.1	07/16/21	MT-98.11	01/17/20	MT-101.75	01/17/20	TC-61.10	01/17/20	832	10/19/18
		MT-98.20	04/19/19	MT-101.90	07/17/20	TC-65.10	01/17/14	850	4/16/21
RM-4.2	04/17/20	MT-98.22	01/17/20	MT-102.10	01/17/20	TC-65.11	07/21/17	872	04/17/20
RM-4.3	07/18/14	MT-98.28	01/17/20	MT-105.10	01/17/20	TC-71.10	07/16/21	875	01/18/19
		MT-98.29	01/17/20			TC-72.20	07/20/18	897	01/16/15
I-3C	07/16/21					TC-73.20	01/17/20	921	04/20/12
BR-1-13	01/17/14								
PCB-91	07/17/20								
TVPF-1-18	07/20/18								
VPF-1-90	07/20/18								
SPECIAL PROVISIONS									
CSX TRANSPORTATION, INC. JULY 2017							PAVER MOUNTED THERMAL PROFILING MARCH 16, 2022		

DOW# 21-144

FEDERAL PROJECT NUMBER

E191(328)

RAILROAD INVOLVEMENT

CSX TRANSPORTATION, INC.

PROJECT DESCRIPTION

RESURFACING 3.01 MILES OF INTERSTATE 670 IN FRANKLIN COUNTY FROM SLM 0.87 (280' WEST OF GRANDVIEW BRIDGE) TO SLM 3.88 (238' EAST OF FRA-670-3.81 BRIDGE).

RESURFACING VARIOUS RAMPS WITHIN WORK LIMITS.

MINOR REHAB WORK ON VARIOUS STRUCTURES.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	0.03
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.00
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)*
	*ROUTINE MAINTENANCE PROJECT

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

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 NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED:
DATE: 1/7/22 DISTRICT DEPUTY DIRECTOR

APPROVED: _____
DATE: _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

DESIGN AGENCY



DESIGNER

KLM

REVIEWER

XXX MM-DD-YY

PROJECT ID

110051

SHEET

P.1

TOTAL

104

FRA-670-0.87

MODEL: 110051_G1001.PAPER SIZE: 11x17 (in.) DATE: 3/24/2022 TIME: 6:57:45 AM USER: kknowman pwc:\ohio\dot-pw-bentley.com\shahdo\pww-102\Documents\01 Active Projects\Distict 06\Franklin\110051\400-Engineering\Roadway\Sheets\110051_G1001.dgn

FRA-670-0.87 PID#110051

ITEM 611 - INLET ADJUSTED TO GRADE:
THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY FOR USE WHEN ENCOUNTERING INLET(S) THAT REQUIRE ADJUSTMENT TO GRADE:

ITEM 611 - INLET ADJUSTED TO GRADE = 4 EACH

DRAINAGE AT INTERSECTING STREETS:
AT INTERSECTING STREETS (ROADS) WHERE THE DRAINAGE IS TOWARD OR INTO THE PROJECT, SPECIAL CARE SHALL BE TAKEN BY THE CONTRACTOR TO MAINTAIN PROPER GRADE ALONG THE EDGE OF PAVEMENT SO THAT WATER WILL NOT POND. AT INTERSECTING STREETS (ROADS), WHERE THE EDGE OF PAVEMENT CONTINUES ACROSS THE STREET (ROAD), CARE SHALL BE TAKEN TO TRANSITION DOWN AND FORM A NEAT SEAM WITH THE PROPER GRADE.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.0":
REPAIR AREAS SHALL BE DETERMINED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. REPAIRS SHALL CONSIST OF REMOVING 4" OF PAVEMENT AND PLACING 4" OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22. SEE SHEET P.12 FOR DETAILS. WORK SHALL BE PERFORMED PRIOR TO RESURFACING. NO MORE PARTIAL DEPTH PAVEMENT REPAIR SHALL BE STARTED AND PERFORMED THAN CAN BE COMPLETED IN THE SAME WORKING DAY.

IN ADDITION TO SPECIFIC LOCATIONS FOUND ON SHEET P.41, THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER AND CARRIED TO THE GENERAL SUMMARY:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.0" = 718 SY

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE:
ITEM 897- PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A:
THE CONTRACTOR SHALL BE TOTALLY RESPONSIBLE FOR ANY AND ALL DAMAGE TO THE CONTRACTORS EQUIPMENT THAT MAY RESULT FROM THE PLANING OPERATION, INCLUDING DAMAGE CAUSED BY CASTINGS AND LOOP DETECTORS. THE DEPTH OF PLANING CLOSE TO THE CASTINGS SHALL BE AS DIRECTED; TO ACHIEVE A SMOOTH RIDING FINISHED PAVEMENT. GREAT CARE SHALL BE TAKEN TO PREVENT THE REMOVAL OF THE EXISTING PAVEMENT CROSS SLOPES (CROWN) DURING THE PLANING OPERATION.

BUTT JOINTS SHALL BE PROVIDED AT THE BEGINNING AND END OF PAVING LIMITS AND AT THE APPROACH SLABS OF ALL STRUCTURES NOT BEING PAVED OVER.

AT NO TIME SHALL TRAFFIC BE EXPOSED TO PLANED PAVEMENT WITHIN THE TRAVELED WAY/LANE(S). AT NO TIME OUTSIDE OF THE WORK SHIFT SHALL THE SHOULDERS BE LEFT AT A HIGHER ELEVATION THAN THE DRIVING LANES. PLACED OUTSIDE SHOULDERS MAY BE EXPOSED TO TRAFFIC FOR FIVE (5) CALENDAR DAYS.

FAILURE TO COMPLY SHALL SUBJECT THE CONTRACTOR TO LIQUIDATED DAMAGES AS PER SECTION 108.07 OF CMS.

THE 3.5" PLANING DEPTH INCLUDES APPROXIMATELY 0.5" OF EXISTING MICROSURFACE COURSE ON TOP OF 3.0" OF ASPHALT CONCRETE. THE INTENT IS TO PLANE DOWN TO THE TOP OF EXISTING CONCRETE (BASE).

ITEM 254 - PATCHING PLANED SURFACE:
ITEM 897 - PATCHING PLANED SURFACE:
THESE ITEMS HAVE BEEN PROVIDED FOR USE AS DETERMINED BY THE PROJECT ENGINEER FOR PATCHING PLANED PAVEMENT.

ROUTE	BEG SLM	END SLM	254 PATCHING SY	897 PATCHING SY
I-670	0.870	1.077		191
I-670	3.165	3.886		637
US 33T RAMPS			388	
GOODALE ST/NEIL AVE RAMPS			54	
US 23D(N. THIRD)/US 23(N. FOURTH) RAMPS			89	
TOTAL			531	828

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY:

ITEM 254 - PATCHING PLANED SURFACE = 531 SY
ITEM 897 - PATCHING PLANED SURFACE = 828 SY

ITEM 255 - FULL DEPTH PAVEMENT SAWING:
THIS ITEM OF WORK SHALL BE USED IN CONJUNCTION WITH ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER AND CARRIED TO THE GENERAL SUMMARY:

ITEM 255 - FULL DEPTH PAVEMENT SAWING = 1716 FT

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, 11.00":
REPAIR AREAS SHALL BE DETERMINED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. REPAIRS SHALL CONSIST OF REMOVING 11.00" OF PAVEMENT. REPLACEMENT SHALL INCLUDE PLACING 11.00" OF CLASS QC MS CONCRETE. SEE SHEET P.12 FOR DETAILS.

IN ADDITION TO SPECIFIC LOCATIONS FOUND ON SHEET P.41, THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER AND CARRIED TO THE GENERAL SUMMARY:

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, 11.00" = 415 SY

ITEM 257 - DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT:
THIS ITEM OF WORK SHALL BE USED IN CONJUNCTION WITH BOTH ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS ITEMS. PLANING ON EDGE ABUTTING SHOULDER SHALL EXTEND ONTO SHOULDER FAR ENOUGH TO ENSURE PROPER DRAINAGE OFF OF THE PAVEMENT. THE ENGINEER IS TO DETERMINE THE EXTENT OF GRINDING TO ENSURE PROPER DRAINAGE.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER AND CARRIED TO THE GENERAL SUMMARY:

ITEM 257 - DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT = 415 SY

ITEM 304 - AGGREGATE BASE, AS PER PLAN:
THE SUBGRADES OF THE EXISTING ABUTTING PAVEMENT AND PROPOSED PAVEMENT SHOULD MEET AT THE SAME ELEVATION. IF NECESSARY, THE AGGREGATE BASE UNDER THE REPLACEMENT SHOULD BE THICKENED SO THE SUBGRADE ELEVATIONS WILL MATCH.

ITEM 424 - FINE GRADED ASPHALT CONCRETE SURFACE COURSE, TYPE B, AS PER PLAN:
LOCATE LONGITUDINAL JOINTS IN THE SURFACE COURSE SUBJECT TO THE FOLLOWING REQUIREMENTS:

- FOR PAVEMENT SECTIONS WITH 2 LANES IN A SINGLE DIRECTION, PLACE A SINGLE COLD LONGITUDINAL JOINT BETWEEN THE 2 LANES.

- FOR PAVEMENT SECTIONS WITH 3 OR 4 LANES IN A SINGLE DIRECTION, PLACE A SINGLE COLD LONGITUDINAL JOINT BETWEEN THE SECOND AND THIRD LANE FROM THE MEDIAN.

- FOR PAVEMENT SECTIONS WITH 5 OR 6 LANES IN A SINGLE DIRECTION, PLACE 2 COLD LONGITUDINAL JOINTS. THE FIRST WILL BE PLACED BETWEEN THE SECOND AND THIRD LANE FROM THE MEDIAN. THE SECOND WILL BE PLACED BETWEEN THE FOURTH AND FIFTH LANE FROM THE MEDIAN.

- WHEN LANES BECOME IN CONTACT WITH THE STRIPED GORE THEY ARE CONSIDERED TO BE ON THE RAMP AND COUNTED SEPARATELY FROM THE MAINLINE.

A COLD LONGITUDINAL JOINT IS PERMITTED BETWEEN THE MAINLINE AND SHOULDER FOR THIS PROJECT. THIS INCLUDES ONE JOINT ALONG ONE OF THE TWO LINES THAT MAKE UP THE STRIPED GORE. ITEM 872 VRAM QUANTITIES DO NOT INCLUDE THESE LOCATIONS AND IT IS NOT TO BE PLACED THERE.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN:
ALL REQUIREMENTS OF ITEM 442 APPLY EXCEPT:
THE PG BINDER SHALL BE PG76-22M.
THE 3" SHALL BE PLACED AS A SINGLE LIFT

THE CONTRACTOR SHALL BE PREPARED FOR THE LONGER COOLING TIME (DUE TO THE INCREASED LIFT THICKNESS). PAVEMENT SHALL NOT BE OPENED TO TRAFFIC UNTIL THE MAT SURFACE TEMPERATURE IS LESS THAN 140 DEGREES FAHRENHEIT. VERIFICATION OF THE TEMPERATURE SHALL BE AT A METHOD APPROVED BY THE ENGINEER.

BOTH ITEM 875 AND 705.04 JOINT SEALER ARE INCIDENTAL TO THIS ITEM.

ITEM 442 - ANTI-SEGREGATION EQUIPMENT:
PROVIDE ANTI-SEGREGATION EQUIPMENT FOR ALL COURSES OF UNIFORM THICKNESS IN ACCORDANCE WITH C&MS 401.12. THE QUANTITY FOR THIS ITEM IS IN CUBIC YARDS AND IS EQUAL TO THE AMOUNT OF SURFACE (AND INTERMEDIATE) COURSES ON THE MAINLINE (EXCLUDING SHOULDERS) AND RAMPS (INCLUDING SHOULDERS).

ITEM 617 - WATER:
THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY:

ITEM 617 - WATER = 1 MGAL

ITEM SPECIAL - PAVER MOUNTED THERMAL PROFILING (PMTP):
THIS ITEM CONSISTS OF PROVIDING A PAVER MOUNTED THERMAL PROFILING (PMTP) SYSTEM TO IDENTIFY THE PRESENCE OF ANY THERMAL SEGREGATION OF AN UNCOMPACTED MAT OF HOT MIX ASPHALT. METHODS AND PROCEDURES FOR DETERMINING THE THERMAL PROFILE USING A PAVER MOUNTED THERMAL IMAGING SYSTEM SHALL CONFORM TO THE SPECIFICATIONS FOUND IN THE SPECIAL PROVISIONS.

THE CONTRACTOR SHALL NOTIFY ODOT OFFICE OF PAVEMENT ENGINEERING AT LEAST TWO (2) WEEKS PRIOR TO THE START OF PMTP DATA COLLECTION.

CRAIG LANDEFELD
614.644.6622
CRAIG.LANDEFELD@DOT.OHIO.GOV

ALL LABOR, EQUIPMENT, SOFTWARE, AND INCIDENTALS NECESSARY TO INSTALL THE EQUIPMENT AND ANALYZE THE DATA SHALL BE INCLUDED FOR PAYMENT WITH THE LUMP SUM BID FOR ITEM SPECIAL, PAVER MOUNTED THERMAL PROFILING (PMTP).

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY:
ITEM SPECIAL - PAVER MOUNTED THERMAL PROFILING = LUMP SUM

ITEM 638 - VALVE BOX ADJUSTED TO GRADE:
THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY FOR USE WHEN ENCOUNTERING VALVE BOX(ES) THAT REQUIRE ADJUSTMENT TO GRADE:
ITEM 638 - VALVE BOX ADJUSTED TO GRADE = 4 EACH

ITEM 626 - BARRIER REFLECTOR, TYPE 1, ONE-WAY:
THIS ITEM IS PROVIDED TO REPLACE BROKEN OR MISSING BARRIER REFLECTORS ON CONCRETE BARRIER WITHIN THE PROJECT LIMITS. THE EXISTING BARRIER REFLECTORS ARE TRIPLE STACKED.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY:
ITEM 626 - BARRIER REFLECTOR, TYPE 1, ONE-WAY = 12 EACH

ITEM 644 - THERMOPLASTIC PAVEMENT MARKINGS:
ITEM 646 - EPOXY PAVEMENT MARKINGS:
ITEM 807 - WET REFLECTIVE LIQUID APPLIED PAVEMENT MARKINGS:
THE LOCATIONS, SIZES AND SHAPES OF PROPOSED PAVEMENT MARKINGS WILL BE THE SAME AS EXISTING ON THE MAJORITY OF THIS PROJECT. ANY DEVIATION FROM EXISTING WILL BE IDENTIFIED WITHIN THIS PLAN.

ENTRANCE AND EXIT RAMP PAVEMENT MARKINGS WILL BE UPDATED TO THE CURRENT STANDARDS (CHEVRON AND DOTTED LINE MARKINGS) PER SCD TC-72.20 AND AS DETAILED IN THE PLAN SHEETS. TRANSVERSE/DIAGONAL LINE AND CHEVRON MARKINGS SHALL BE SPACED AS DETAILED PER TEM 301-14 AND SCD TC-72.20.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THESE EXISTING PAVEMENT MARKINGS BEFORE THE PAVEMENT PLANING AND RESURFACING OBLITERATES THEM. ANY PAVEMENT MARKING WHICH IS PLACED AT THE WRONG LOCATION SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED TO PERMANENTLY STRIPE FULL DEPTH CONCRETE REPAIR LOCATIONS AND HAVE BEEN CARRIED TO THE GENERAL SUMMARY:
ITEM 646 - EDGE LINE, 6" = 0.40 MILE
ITEM 646 - LANE LINE, 6" = 0.20 MILE



GENERAL:

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 (CURRENT 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 PROPERLY 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.

TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

PUBLIC OUTREACH AND NOTIFICATION:

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 ADJACENT RESIDENTS, BUSINESSES, AND EMERGENCY SERVICES OF THE UPCOMING RESURFACING PROJECT. ADVANCE NOTIFICATION SHALL OCCUR NO LATER THAN FOURTEEN (14) DAYS PRIOR TO A NEW LOCATION. ALL NOTIFICATIONS SHALL BE MAKE UTILIZING THE TEMPLATE PROVIDED BY THE DISTRICT 6 PUBLIC INFORMATION OFFICE.

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 MET THE REQUIREMENTS OF MT-101.90.

RIGHT OF WAY PERMITS:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE RIGHT OF WAY USE PERMITS TO INSTALL MAINTENANCE OF TRAFFIC SIGNING.

CITY OF COLUMBUS OCCUPANCY PERMIT:

TO WORK WITHIN THE CITY OF COLUMBUS, THE APPLICANT MUST ALSO OBTAIN AN OCCUPANCY PERMIT FROM THE CITY OF COLUMBUS PERMIT DEPARTMENT.

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 & 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.

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 OR EVENTS:

HOLIDAYS

CHRISTMAS FOURTH OF JULY
 NEW YEARS LABOR DAY
 MEMORIAL DAY THANKSGIVING

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	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THANKSGIVING	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

SPECIAL EVENT

OSU HOME FOOTBALL GAME DAYS - LANE, RAMP OR SHOULDER CLOSURES ARE NOT PERMITTED FROM 3 HOURS PRIOR TO KICKOFF TO 3 HOURS FOLLOWING THE CONCLUSION OF THE GAME.

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 PER THE LANE VALUE CONTRACT TABLE FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

NOTIFICATION OF CONSTRUCTION INITIATION:

AT LEAST FOURTEEN DAYS PRIOR TO STARTING INITIAL CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL ADVISE THE DISTRICT OFFICE OF COMMUNICATIONS VIA EMAIL AT d06.pio@dot.ohio.gov, THE DISTRICT WORK ZONE TRAFFIC MANAGER VIA EMAIL AT d06.mot@dot.ohio.gov, AND THE CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY EMAIL AT hauling.permits@dot.ohio.gov OF THE 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.

WORK ZONE LIGHTING:

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

USE OF STANDARD DRAWINGS:

FOR THE PURPOSE OF THIS PROJECT, "MOVING OPERATION" SHALL BE LIMITED TO PAVEMENT MARKING STRIPING.

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, BUT TAPER LENGTHS MUST MEET THE MINIMUM STANDARDS. TAPERS SHOULD BE PLACED IN TANGENT SECTIONS WHENEVER POSSIBLE. ADDITIONAL YIELD SIGNS MAY BE REQUIRED FOR RAMPS WITHIN 1,000 FEET OF A WORK ZONE. PAYMENT SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

FOR ANY MULTILANE HIGHWAY, DEVICE SPACING SHALL BE A MAXIMUM OF 40' CENTER ON CENTER IN THE TAPERS AND 80' CENTER ON CENTER IN THE TANGENT SECTIONS.

COORDINATION WITH ADJACENT PROJECTS:

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

- FRA-670-0.18, PID 111641
- LIGHTING OPTIMIZATION SE OHIO, PID 112676
- FRA-670-3.12 BRIDGE RETROFIT, PID 115831
- FRA-670-3.31, PID 111340
- FRA-70/71 PART 1 (4R), PID 105523; PART 2 (6R), PID 105588

COORDINATION SHALL BE MADE TO PREVENT CONFLICTING ADVANCE WARNING SIGNS, CONFLICTING DETOUR ROUTES, OVERLAPPING/CONFLICTING LANE CLOSURES, AND TO ENSURE THAT A MINIMUM DISTANCE OF 2 MILES BETWEEN ADJACENT LANE CLOSURES IS MAINTAINED. THIS IS NOT AN EXHAUSTIVE LIST OF COORDINATION ITEMS THAT MAY NEED TO BE RESOLVED BETWEEN PROJECTS. 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 SEQUENCE:

THE FOLLOWING MOT PHASES DESCRIBE THE MULTIPLE MOT SET-UPS TO BE USED FOR THIS PROJECT. THE PHASES MAY OCCUR IN ANY ORDER OR SIMULTANEOUSLY, WHILE ALSO FOLLOWING THE INTERIM COMPLETION DATE, EXCEPT THAT PHASE II AND THE 251 REPAIRS OF PHASE I MUST BE COMPLETED BEFORE PHASE III.

PHASE I (PAVEMENT REPAIRS):

ITEM 251 AND ITEM 255 PAVEMENT REPAIRS ON I-670 MAINLINE AND INTERCHANGE RAMPS. THIS WORK WILL BE PERFORMED DURING ALLOWABLE LANE AND RAMP CLOSURE TIMES IN ACCORDANCE WITH THE LANE VALUE CONTRACT TABLE AND RAMP CLOSURE RESTRICTION TABLE, EXCEPT AS FOLLOWS:
 - GRANDVIEW AVE RAMPS A AND D MAY EACH BE CLOSED FOR 1 WEEKEND FRIDAY 7P TO MONDAY 5A (58 HOURS MAX.)
 - GRANDVIEW AVE RAMP B MAY BE CLOSED FOR 1 WEEKEND FRIDAY 7P TO MONDAY 5A (58 HOURS MAX.) FOR PAVEMENT REPAIRS AND ONE ADDITIONAL TIME FROM FRIDAY 7P TO SUNDAY 8A OR SATURDAY 7P TO MONDAY 5A FOR BRIDGE WORK.

PHASE II (CONCRETE BARRIER REPLACEMENT):

REPLACEMENT OF CONCRETE BARRIER AND ADJACENT EASTBOUND PAVEMENT FROM STA. 173+81.69 TO STA. 174+56.69. THIS WORK WILL BE PERFORMED BY SHIFTING ALL LANES TO THE RIGHT FOR 7 DAYS. SEE SHEET P.29 FOR DETAILS.

PHASE III (RESURFACING):

ASPHALT CONCRETE PAVEMENT PLANING & RESURFACING ON I-670 MAINLINE AND INTERCHANGE RAMPS. THIS WORK WILL BE PERFORMED DURING ALLOWABLE LANE AND RAMP CLOSURE TIMES IN ACCORDANCE WITH THE LANE VALUE CONTRACT TABLE AND RAMP CLOSURE RESTRICTION TABLE.

PHASE IV (STRUCTURE WORK):

DECK PATCHING, CONCRETE SEALING, PRESSURE RELIEF JOINT REPAIR, PARAPET REPAIR, AND VANDAL FENCE REPLACEMENT WILL BE PERFORMED DURING ALLOWABLE LANE AND RAMP CLOSURE TIMES IN ACCORDANCE WITH THE LANE VALUE CONTRACT TABLE AND RAMP CLOSURE RESTRICTION TABLE, EXCEPT AS FOLLOWS:

- GRANDVIEW AVE RAMP C MAY BE CLOSED ONE TIME FROM FRIDAY 7P TO SUNDAY 8A OR SATURDAY 7P TO MONDAY 5A.
- GRANDVIEW AVE RAMP B, SEE ABOVE IN PAVEMENT REPAIR SECTION.
- US-33 RAMP S-E MAY BE CLOSED ONE TIME FROM FRIDAY 7P TO SUNDAY 8A OR SATURDAY 7P TO MONDAY 5A.
- W GOODALE ST RAMP ND MAY BE CLOSED ONE TIME FROM FRIDAY 8P TO SUNDAY 8A OR SATURDAY 7P TO MONDAY 6A.
- NEIL AVE RAMP NC MAY BE CLOSED ONE TIME FROM FRIDAY 8P TO SUNDAY 8A OR SATURDAY 7P TO MONDAY 6A.
- STRUCTURE US-23D (N 3RD ST) OVER 670 WEEKEND LANE CLOSURES, INCLUDING THE CLOSURE OF THE BIKE LANE, SHALL BE COORDINATED WITH CITY OF COLUMBUS.
- US-23D (N 3RD ST) RAMP NO MAY BE CLOSED ONE TIME FROM FRIDAY 8P TO SUNDAY 8A OR SATURDAY 7P TO MONDAY 6A.

WELDING OF MANHOLE COVERS:

PRIOR TO PHASE II WHEN TRAFFIC WILL BE SHIFTED ONTO THE OUTSIDE SHOULDER OF I-670 EASTBOUND, THE COVERS OF MANHOLES AT STA. 169+75.40 AND STA. 172+03.18 SHALL BE WELDED SHUT TO PREVENT THE COVERS FROM COMING OFF UNDER LIVE TRAFFIC.

ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO ADEQUATELY WELD THE MANHOLE COVER SHUT SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

USE OF WEIGHTED CHANNELIZERS:

THE WEIGHTED CHANNELIZERS MAY BE USED IN ACCORDANCE WITH THIS SECTION. THE WEIGHTED CHANNELIZERS SHALL BE PREDOMINANTLY ORANGE IN COLOR AND SHALL BE MADE OF LIGHTWEIGHT, FLEXIBLE, AND DEFORMABLE MATERIAL. THEY SHALL BE AT LEAST 42 INCHES IN HEIGHT WITH A WEIGHTED BASE. THEY MAY HAVE A HANDLE OR LIFTING DEVICE, WHICH EXTENDS ABOVE THE 42" MINIMUM HEIGHT.

THE MARKINGS ON THE WEIGHTED CHANNELIZERS SHALL BE HORIZONTAL, CIRCUMFERENTIAL, ALTERNATING ORANGE AND WHITE RETRO REFLECTIVE STRIPES 6 INCHES WIDE. EACH WEIGHTED CHANNELIZER SHALL HAVE A MINIMUM OF TWO ORANGE AND TWO WHITE STRIPES. ANY NON-RETRO REFLECTIVE SPACES BETWEEN THE HORIZONTAL ORANGE AND WHITE STRIPES SHALL NOT EXCEED 2 INCHES WIDE. THE WEIGHTED CHANNELIZERS SHALL HAVE A 4-INCH MINIMUM WIDTH, REGARDLESS OF ORIENTATION.

USE OF THE WEIGHTED CHANNELIZERS ON FREEWAYS AND MULTILANE HIGHWAYS SHALL BE LIMITED TO SHORT-TERM OPERATION FOR EITHER DAY OR NIGHT. UPON COMPLETION OF WORK, THE WEIGHTED CHANNELIZERS MAY AGAIN BE PLACED ON THE HIGHWAY WHEN THE WORK IS TO RESUME ON THE FOLLOWING DAY OR NIGHT. ANY LANE CLOSURE USING CHANNELIZATION DEVICES, EXPECTED TO REMAIN FOR MORE THAN TWELVE HOURS, SHALL REQUIRE THE USE OF DRUMS OR BARRIERS.

WHEN USED AT NIGHT, WEIGHTED CHANNELIZERS SHALL ONLY BE PLACED IN THE TANGENT AREA. THE TANGENT AREA IS DEFINED AS THE AREA AFTER THE TRANSITION TAPER WHERE THE WORK TAKES PLACE. DRUMS SHALL BE USED IN THE TRANSITION TAPERS FOR NIGHT OPERATIONS. MAXIMUM SPACING OF THE WEIGHTED CHANNELIZERS SHALL BE 40 FEET.

STEPS SHOULD BE TAKEN TO ENSURE THAT THE WEIGHTED CHANNELIZERS WILL NOT BE BLOWN OVER OR DISPLACED BY WIND OR MOVING TRAFFIC. BALLASTS SHOULD NOT PRESENT A HAZARD IF THE WEIGHTED CHANNELIZERS ARE INADVERTENTLY STRUCK, NOR SHOULD THEY AFFECT THE VISIBILITY OF THE WEIGHTED CHANNELIZERS. ALL BALLASTS USED SHOULD BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

PAYMENT SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

MAINTENANCE OF TRAFFIC FOR MARKING PAVEMENT REPAIRS:

PROVIDE LANE CLOSURES AS PER THE MAINTENANCE OF TRAFFIC NOTES IN THESE PLANS A MINIMUM OF 24 HOURS PRIOR TO PERFORMING PAVEMENT REPAIRS TO ALLOW THE ENGINEER TO IDENTIFY AND MARK THE AREAS OF THE PAVEMENT IN NEED OF REPAIRS.

PAYMENT FOR ALL LABOR, EQUIPMENT, LAW ENFORCEMENT OFFICERS AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

INTERSTATE ENTRANCE RAMP CLOSURES (FRANKLIN COUNTY ONLY):

IF THE INTERSTATE IS REDUCED TO ONE THROUGH LANE, ALL NON INTERSTATE ENTRANCE RAMPS ENTERING DIRECTLY INTO THE WORK ZONE TRANSITION AREA, ACTIVITY AREA, OR TERMINATION AREA AS DEFINED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD) OR ENTERING WITHIN 1000 FEET OF THE FIRST ARROW BOARD SHALL BE CLOSED IN ACCORDANCE WITH THE SHORT DURATION RAMP CLOSURES NOTE.

SHORT DURATION RAMP CLOSURES:

FOR THE PURPOSE OF PERFORMING THE REQUIRED WORK OR WHEN REQUIRED BY THE INTERSTATE ENTRANCE RAMP CLOSURE NOTE, RAMPS MAY BE CLOSED FOR SHORT DURATIONS AND DETOURED IN ACCORDANCE WITH THE RAMP CLOSURE TABLE IF APPROVED BY THE ENGINEER. RAMP CLOSURES ARE SUBJECT TO DISINCENTIVES.

FOR ALL SERVICE RAMP CLOSURES LASTING MORE THAN 12 HOURS BUT LESS THAN 60 HOURS AND/OR, FOR ALL SYSTEM RAMP CLOSURES LASTING MORE THAN 12 HOURS BUT LESS THAN 24 HOURS

THE CONTRACTOR SHALL PROVIDE THE FOLLOWING:

- A MINIMUM OF TWO PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) PLACED, AS DIRECTED BY THE ENGINEER, TO WARN DRIVERS OF THE CLOSURE AND TO PROVIDE THE DESIGNATED DETOUR ROUTE.
- POSITIVE GUIDANCE ALONG THE DETOUR ROUTE WITH DETOUR SIGNS (M4-9 SERIES) IN ACCORDANCE WITH THE DETOUR SIGNS NOTE.

FOR ALL RAMP CLOSURES LASTING LESS THAN 12 HOURS, THE CONTRACTOR SHALL PROVIDE THE FOLLOWING:

- A MINIMUM OF TWO PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) PLACED, AS DIRECTED BY THE ENGINEER, TO WARN DRIVERS OF THE CLOSURE AND TO PROVIDE THE DESIGNATED DETOUR ROUTE.

WHEN CLOSING ENTRANCE RAMPS, CORRESPONDING LEAD-IN LANES AND TURN LANES SHALL ALSO BE CLOSED.

IF A DESIGNATED DETOUR ROUTE IS NOT PROVIDED IN THE PLANS, TRAFFIC SHALL BE DIRECTED TO THE NEXT INTERCHANGE, IF AVAILABLE, TO TURN AROUND. IF THE USE OF THE NEXT INTERCHANGE IS NOT POSSIBLE, AN ALTERNATIVE DETOUR SHALL BE PROVIDED BY THE ENGINEER.

SERVICE RAMP: INTERCHANGE RAMPS BETWEEN FREEWAYS (OR EXPRESSWAYS) AND NON-FREEWAYS (OR NONEXPRESSWAYS). THESE RAMPS PROVIDE ACCESS (CONNECTIONS) BETWEEN FREEWAYS/EXPRESSWAYS AND OTHER PRINCIPAL/MINOR ARTERIALS, COLLECTORS OR LOCAL ROADS.

SYSTEM RAMP: INTERCHANGE RAMPS (OR CONNECTORS) BETWEEN FREEWAYS (OR EXPRESSWAYS) AND FREEWAYS (OR EXPRESSWAYS).

DETOUR SIGNING :

THE CONTRACTOR SHALL PROVIDE, ERECT, AND MAINTAIN SIGNS, SIGN SUPPORTS, TYPE III BARRICADES, AND LIGHTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND SCD MT-101.60. 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.

THIS ITEM SHALL BE USED TO DETOUR RAMPS ON THE PRIMARY ROUTES DESCRIBED ON SHEET P.26.

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 QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - DETOUR SIGNING, AS PER PLAN = LUMP SUM

DESIGN AGENCY



DESIGNER

KLM

REVIEWER

GF MM-DD-YY

PROJECT ID

110051

SHEET TOTAL

P.23 104

ITEM 614 - WORK ZONE PAVEMENT MARKING, CLASS III, 642 PAINT:
 WORK ZONE PAVEMENT MARKINGS SHALL BE PLACED TO REFLECT THE PROPOSED PAVEMENT MARKINGS AS DETERMINED FROM THE PROPOSED MARKINGS WITHIN THE PROJECT LIMITS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE, AND TYPE OF WORK ZONE MARKINGS NEEDED MEETING THE REQUIREMENTS OF ITEM 614 BEFORE THE REMOVAL OR RESURFACING OBLITERATES THE EXISTING.

LOCATION	LANE LINE	EDGE LINE	CHANNELIZING LINE	DOTTED LINE	STOP LINE
I-670 EASTBOUND	7.49 MILE	6.10 MILE	7924 FT	4806 FT	
I-670 WESTBOUND	7.85 MILE	6.06 MILE	12037 FT	2954 FT	
RAMP B (US 33T)		0.08 MILE			
RDWY AB (US 33 T)	0.70 MILE	1.65 MILE	623 FT	23 FT	34 FT
RDWY A (US 33T)	0.50 MILE	1.00 MILE			
RDWY B (US 33T)	0.62 MILE	1.24 MILE			
RAMP C (GRANDVIEW)		0.34 MILE			
RAMP B (GRANDVIEW)		0.08 MILE			
RAMP S-C (US 33T)	0.23 MILE	0.46 MILE			
RAMP S-E (US 33T)	0.21 MILE	0.63 MILE	570 FT		30 FT
ROAD S-G (SR 315)		0.42 MILE			
ROAD S-L (SR 315)		0.52 MILE			
ROAD S-K (SR 315)		0.12 MILE			
RAMP NC (NEIL)		0.46 MILE		265 FT	
RAMP ND (GOODALE)		0.38 MILE			
RAMP NE (NEIL)		0.20 MILE			
RAMP NF (GOODALE)	0.09 MILE	0.18 MILE			
RAMP NI (N 3RD)		0.28 MILE	400 FT	136 FT	
RAMP NJ (GOODALE)		0.10 MILE	97 FT		31 FT
RAMP NL (N 3RD)		0.24 MILE	224 FT		
RAMP NM (N 4TH)		0.26 MILE			
PAVEMENT REPAIRS	0.20 MILE	0.40 MILE			
TOTAL	17.89 MILE	21.20 MILE	21875 FT	8184 FT	95 FT

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED AND THE TOTALS HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

- ITEM 614 - WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT = 17.89 MILE
- ITEM 614 - WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT = 21.20 MILE
- ITEM 614 - WZ CHANNELIZING LINE, CLASS III, 12", 642 PAINT = 21875 FT
- ITEM 614 - WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT = 8184 FT
- ITEM 614 - WORK ZONE STOP LINE, CLASS III, 642 PAINT = 95 FT

WORK ZONE PAVEMENT MARKINGS ARE NOT TO BE SUBSTITUTED FOR PERMANENT PAVEMENT MARKINGS.

INTERIM COMPLETION DATE:

THE CONTRACTOR SHALL HAVE AN INTERIM COMPLETION DATE IN ACCORDANCE WITH THE INCENTIVE/DISINCENTIVE CONTRACT TABLE BELOW:

DESCRIPTION OF CRITICAL WORK	INTERIM COMPLETION DATE	TIME PERIOD	DISINCENTIVE \$ PER TIME PERIOD	INCENTIVE \$ PER TIME PERIOD	MAXIMUM DISINCENTIVE
PAVEMENT REPAIRS, FINAL PERMANENT PAVEMENT, STRIPING, AND RPM INSTALLATION ON MAINLINE I-670 FROM STRUCTURE FRA-670-0107 FORWARD APPROACH (SLM 1.148EB/1.149WB) TO STRUCTURE FRA-670-0312 REAR APPROACH (SLM 3.132EB/3.128WB)	10/15/2022	DAYS	\$3,000	\$0	\$90,000

PASSING AND DRIVING LANES:

LANE CLOSURES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS. SEE THE LANE VALUE CONTRACT TABLE.
 - DURING TIMES WHEN NO WORK IS BEING PERFORMED, ONLY DRUMS SHALL BE USED TO DELINEATE THE WORK ZONE AND SHALL NOT ENCROACH ON AN OPEN LIVE LANE OF TRAFFIC.
 - DURING TIMES WHEN WORK IS IN PROGRESS, WEIGHTED CHANNELIZERS MAY BE USED TO DELINEATE THE IMMEDIATE WORK AREA. AVAILABLE LANE WIDTH FOR THE ADJACENT LIVE LANE SHALL BE NO LESS THAN 11 FEET. WHEN WORK IS SUSPENDED, ALL WEIGHTED CHANNELIZERS SHALL BE REMOVED AND REPLACED WITH DRUMS AS DESCRIBED ABOVE.
 - DURING PEAK HOURS OF 6AM-8AM AND 4PM-6PM, ANY WORK WITHIN 3 FEET OF AN OPEN LIVE LANE OF TRAFFIC SHALL BE SUSPENDED. THIS INCLUDES BUT IS NOT LIMITED TO CONSTRUCTION RELATED VEHICLES ENTERING OR LEAVING THE WORK ZONE. THE REMAINING OPEN LANES OF LIVE TRAFFIC SHALL HAVE THE EXISTING 12 FOOT WIDTHS AVAILABLE DURING THIS TIME.

DESIGN AGENCY



DESIGNER

KLM

REVIEWER

GF MM-DD-YY

PROJECT ID

110051

SHEET TOTAL

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SHEET NO.													PARTICIPATION		ITEM	EXT	TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.18-P.21	P.22-P.26	P.28	P.41	P.42	P.43	P.44	P.45	P.69	P.80				01/IMS/PV	02/IMS/BR						
ROADWAY																				
LS													LS		201	11000	LS	CLEARING AND GRUBBING		
							150						150		202	23000	150	SY	PAVEMENT REMOVED	
							150						150		202	30700	150	FT	CONCRETE BARRIER REMOVED	
							20						20		202	32500	20	FT	CURB AND GUTTER REMOVED	
							87.5						87.5		202	38001	87.5	FT	GUARDRAIL REMOVED, AS PER PLAN	P.18
							1						1		202	42041	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T, AS PER PLAN	P.18
750													750		SPECIAL	20270110	750	FT	PIPE CLEANOUT, 24" AND UNDER	P.18
10													10		SPECIAL	20270120	10	FT	PIPE CLEANOUT, 27" TO 48"	P.18
									289						202	75267	289	FT	VANDAL PROTECTION FENCE REMOVED AND RESET, AS PER PLAN	P.80
							36						36		203	20001	36	CY	EMBANKMENT, AS PER PLAN	P.18
2													2		209	15001	2	STA	RESHAPING UNDER GUARDRAIL, AS PER PLAN	P.18
													293		512	10100	293	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
													75		606	13000	75	FT	GUARDRAIL, TYPE 5	
													130		622	10141	130	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE C1, AS PER PLAN	P.64
													20		622	90000	20	FT	BARRIER, MISC.: REINFORCED CONCRETE, SINGLE SLOPE, TYPE C1, OVER I-3C1 INLET	P.65
													1		623	39500	1	EACH	MONUMENT BOX ADJUSTED TO GRADE	
EROSION CONTROL																				
22													22		659	00300	22	CY	TOPSOIL	
156												150	306		659	10000	306	SY	SEEDING AND MULCHING	
8													8		659	14000	8	SY	REPAIR SEEDING AND MULCHING	
8													8		659	15000	8	SY	INTER-SEEDING	
0.02													0.02		659	20000	0.02	TON	COMMERCIAL FERTILIZER	
0.03													0.03		659	31000	0.03	ACRE	LIME	
1													1		659	35000	1	MGAL	WATER	
													1000		832	30000	1000	EACH	EROSION CONTROL	
DRAINAGE																				
									200				200		605	31100	200	FT	AGGREGATE DRAINS	
							1						1		611	98630	1	EACH	CATCH BASIN ADJUSTED TO GRADE	
4													4		611	99150	4	EACH	INLET ADJUSTED TO GRADE	
							2						2		611	99654	2	EACH	MANHOLE ADJUSTED TO GRADE	
9													9		SPECIAL	69098000	9	EACH	DRAINAGE STRUCTURE CLEANOUT	P.18
PAVEMENT																				
718			282										1000		251	01041	1000	SY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.0"	P.19
							53154						53154		254	01000	53154	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"	
					42033	41709	13074						96816		254	01000	96816	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 3.5"	
531													531		254	01600	531	SY	PATCHING PLANED SURFACE	
1716			380										2096		255	20000	2096	FT	FULL DEPTH PAVEMENT SAWING	
415			139										554		255	10160	554	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, 11.00"	
415			139										554		257	10000	554	SY	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT	
													66		301	46000	66	CY	ASPHALT CONCRETE BASE, PG64-22	
													26		304	20001	26	CY	AGGREGATE BASE, AS PER PLAN	P.19
					2942	2919	915						6776		407	13900	6776	GAL	TACK COAT, 702.13	
													11573		407	20000	11573	GAL	NON-TRACKING TACK COAT	
													58089		409	30000	58089	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	
													2299		424	12001	2299	CY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, AS PER PLAN	P.19
													12041		442	00100	12041	CY	ANTI-SEGREGATION EQUIPMENT	
													10286		442	10301	10286	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN	P.19
													20		609	23000	20	FT	COMBINATION CURB AND GUTTER, TYPE 4	
													106		617	10100	106	CY	COMPACTED AGGREGATE	
1													1		617	25000	1	MGAL	WATER	
LS													LS		SPECIAL	69098400	LS		PAVER MOUNTED THERMAL PROFILING (PMP)	P.19
													14392		872	10000	14392	FT	VOID REDUCING ASPHALT MEMBRANE (VRAM)	
													82719		897	01010	82719	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, 1.0"	
828					39264	43455							828		897	02000	828	SY	PATCHING PLANED SURFACE	
WATER WORK																				
4													4		638	10800	4	EACH	VALVE BOX ADJUSTED TO GRADE	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER
KLM

REVIEWER
XXX MM-DD-YY

PROJECT ID
110051

SHEET TOTAL
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