

# STATE OF OHIO DEPARTMENT OF TRANSPORTATION

## FRA-315-2.78

CITY OF COLUMBUS  
FRANKLIN TOWNSHIP  
CLINTON TOWNSHIP  
FRANKLIN COUNTY

### FEDERAL PROJECT NUMBER

E200 (737)

### RAILROAD INVOLVEMENT

NONE

### PROJECT DESCRIPTION

DECK OVERLAY, PARAPET AND PIER REPAIRS TO THE FRA-315-02.78 BRIDGE OVER THE OLENTANGY RIVER, FIFTH AVE., KING AVE. INCLUDES THE RESURFACING OF SR-315 BEYOND THE BRIDGE LIMIT AND ON RAMPS.

### EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 0.25 ACRES  
ESTIMATED EARTH DISTURBED AREA: 0.125 ACRES  
NOTICE OF INTENT EARTH DISTURBED AREA: NONE REQUIRED  
PRE-CONSTRUCTION IMPERVIOUS AREA: 8.65 ACRES  
POST-CONSTRUCTION IMPERVIOUS AREA: 8.65 ACRES

### 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, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL SPECIFICATION 800 VERSION INDICATED ON THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT AS NOTED ON SHEET 10, AND THAT DETOURS WILL BE PROVIDED AS INDICATED ON THE PLANS.

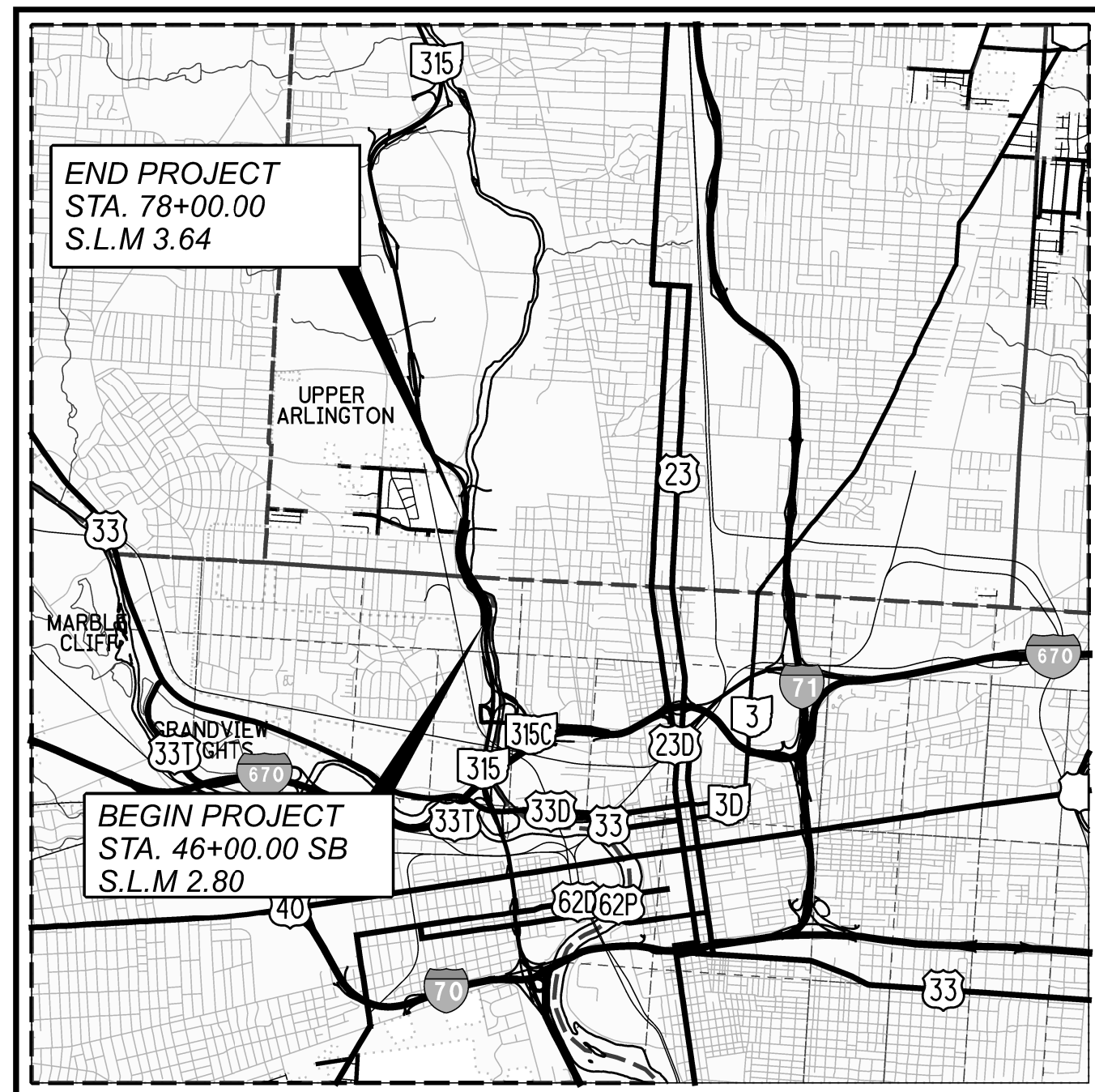
*Anthony C. Turowski*  
Anthony C. Turowski, P.E.  
District 06 Deputy Director

*Jack Marchbanks*  
Jack Marchbanks, PhD  
Director, Department of Transportation

FOR CITY OF COLUMBUS SIGNATURES, SEE SIGNATURE SHEET

PLAN CERTIFIED AS TO COMPLETENESS AND QUALITY

SIGNATURE \_\_\_\_\_ PROJECT MANAGER \_\_\_\_\_  
FIRM \_\_\_\_\_ TITLE \_\_\_\_\_



LOCATION MAP

LATITUDE: 39°59'16" N LONGITUDE: 83°1'27" W



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

### DESIGN DESIGNATION

CURRENT ADT (2023)	-----	128,000
DESIGN YEAR ADT (2043)	-----	187,000
DESIGN HOURLY VOLUME (2043)	-----	18,500
DIRECTIONAL DISTRIBUTION	-----	50.8%
TRUCKS (24 HOUR B&C)	-----	4%
DESIGN SPEED	-----	65 MPH
LEGAL SPEED	-----	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:		
02 OTHER FREEWAYS OR EXPRESSWAYS		
NHS PROJECT	-----	YES

### DESIGN EXCEPTIONS

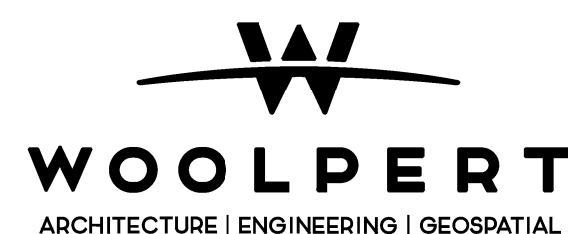
DESIGN FEATURE	APPROVAL DATE	SHEET NUMBERS
TO BE COMPLETED BY ODOT		

**UNDERGROUND UTILITIES**  
Contact Two Working Days Before You Dig

**OHIO811.org**  
Before You Dig

OHIO811, 8-1-1, or 1-800-362-2764  
(Non members must be called directly)

PLAN PREPARED BY:



ONE EASTON OVAL  
SUITE 400  
COLUMBUS, OH 43219  
T 614-476-6000  
F 614-476-6225

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FIRM PANELS: 39049C0307K  
MAP EFFECTIVE DATE: JUNE 17, 2008  
BFE: 723  
FLOOD ZONES A, AE, AND X

NO PERMANENT FILL WILL BE ADDED IN THE 100-YEAR FLOODPLAIN.

TEMPORARY FILL WILL BE ADDED IN THE 100-YEAR FLOODPLAIN FOR A DURATION NOT TO EXCEED 6 MONTHS. THE ESTIMATED LENGTH OF IMPACT IS 1000-FEET AND ESTIMATED MAXIMUM TOTAL VOLUME IS 2,630-CUBIC YARDS AT A TIME.

THE PROJECT IS EXEMPT FROM CITY OF COLUMBUS STREAM CORRIDOR PROTECTION ZONE (SCPZ) REGULATIONS.

PORTIONS OF THIS PROJECT LIE WITHIN THE CORPORATION LIMITS OF THE CITY OF COLUMBUS AND THE CITY IS ABSOLVED IN THE FUTURE OF ANY RESPONSIBILITIES FOR THE SWPPP, POST CONSTRUCTION BMP MAINTENANCE, AND DOCUMENTATION TO THE OEPA.

### STANDARD CONSTRUCTION DRAWINGS

NO.	DATE	DESCRIPTION	DATE	DESCRIPTION	DATE	DESCRIPTION
BP-3.1	1/21/22	MT-95.31	7/19/19	MT-101.90	7/17/20	
BP-6.1	7/19/13	MT-95.32	7/19/19	MT-102.10	1/17/20	
		MT-95.40	1/17/20	MT-102.20	4/19/19	
DM-4.3	1/15/16	MT-95.41	1/17/20	MT-103.10	1/21/22	
DM-4.4	1/15/16	MT-95.45	1/17/20	MT-105.10	1/17/20	
		MT-95.50	7/21/17	MT-110.10	7/19/13	
MGS-1.1	7/16/21	MT-98.10	1/17/20			
MGS-2.1	1/19/18	MT-98.11	1/17/20	TC-61.30	7/19/19	
MGS-3.1	1/19/18	MT-98.29	1/17/20	TC-65.10	1/17/14	
MGS-3.2	1/18/13	MT-98.30	7/16/21	TC-65.11	7/21/17	
MGS-4.1	1/20/17	MT-99.30	1/17/20	TC-72.20	7/20/18	
MGS-4.2	7/19/13	MT-99.50	1/17/20			
		MT-99.60	7/15/16	HL-20.14	4/17/20	
SBR-1-20	7/17/20	MT-101.60	1/17/20	HL-50.21	1/15/21	
PCB-91	1/17/20	MT-101.70	1/17/20	HL-60.11	7/21/17	
		MT-101.75	1/17/20	HL-60.12	7/16/21	

### SUPPLEMENTAL SPECIFICATIONS

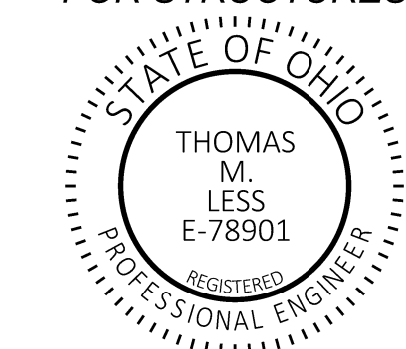
800-2019	SEE PROPOSAL
807	1/21/22
809	1/20/23
832	7/15/22
844	4/20/18
846	4/17/15
848	1/15/21
850	4/15/22
921	4/20/12

### SPECIAL PROVISIONS

WATERWAY PERMIT 3/2/2023

ENGINEER'S SEAL:

FOR STRUCTURES



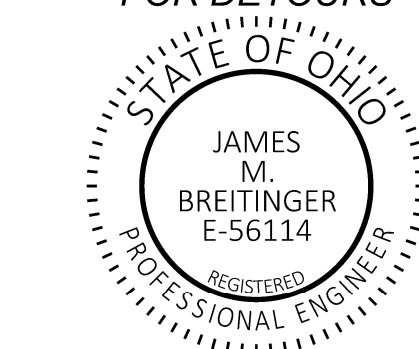
ENGINEER'S SEAL:

FOR ROADWAY & MOT



ENGINEER'S SEAL:

FOR DETOURS



TITLE SHEET

DESIGN AGENCY  
**WOOLPERT**  
ONE EASTON OVAL  
SUITE 400  
COLUMBUS, OH 43219  
T 614-476-6000

DESIGNER

MS

REVIEWER

CAG 03/31/22

PROJECT ID

111640

SHEET TOTAL

1 109

3755-E

FRA-315-2.78

MODEL: Sheet PAPER: SIZE: 34x22 (in.) DATE: 4/20/2023 TIME: 3:54:14 PM USER: Less G:\Clients\ODOT\081472\_FRA-315-2.78\11640-400-Engineering\Roadway\Sheets\111640\_GTO01.dgn

ADDENDUM 1 - 4/19/23: Revisions to Waterway Permit, DDD Signature Block, S32 Date, FEWA Info.

MODEL: Sheet: PAPERSIZE: 34x22 (in.) DATE: 4/19/2023 TIME: 3:19:17 PM USER: Less G:\Clients\ODOT\081472\_FRA-315-2.78\11640-400-Engineering\Roadway\Sheets\111640\_GN001.dgn

**UTILITIES**  
LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

LUMEN 6185 HUNTLEY RD, SUITE E COLUMBUS, OH 43229 614-255-2112	AEP - AERIAL DISTRIBUTION 850 TECH CENTER DR GAHANNA, OH 43230 (614) 883-6831 (OFFICE)
AEP - TRANSMISSION 700 MORRISON RD GAHANNA, OH 43230 614-552-1801 (OFFICE)	COLUMBIA GAS OF OHIO, INC. 3550 JOHNNY APPLESEED CT COLUMBUS, OH 43231 614-818-2104
CHARTER COMMUNICATIONS/ SPECTRUM 3760 INTERCHANGE ROAD COLUMBUS, OH 43204 614-481-5047 (OFFICE)	CITY OF COLUMBUS DIVISION OF POWER (LIGHTING) 3500 INDIANOLA AVENUE COLUMBUS, OHIO 43214 614-645-6963
CITY OF COLUMBUS DIVISION OF COMMUNICATIONS 220 GREENLAWN AVENUE COLUMBUS, OHIO 43223 614-645-7756	CITY OF COLUMBUS DIVISION OF POWER (DISTRIBUTION) 3568 INDIANOLA AVENUE COLUMBUS, OH 43214 614-645-6241
CITY OF COLUMBUS DEPARTMENT OF PUBLIC SERVICE TRAFFIC MANAGEMENT 1820 EAST 17TH AVENUE COLUMBUS, OH 43219 OFFICE: (614) 645-7799	CITY OF COLUMBUS DIVISION OF SEWERAGE & DRAINAGE 1250 FAIRWOOD AVENUE COLUMBUS, OHIO 43206-3372 614-645-6795
CITY OF COLUMBUS DIVISION OF WATER 910 DUBLIN ROAD COLUMBUS, OH 43215 614-645-7788	ODOT CENTRAL OFFICE ITS LAB 1606 W BROAD ST COLUMBUS, OHIO 43223 614-387-4113 CEN.ITS.LAB@DOT.OHIO.GOV

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.

**SURVEYING PARAMETERS**  
PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

**PROJECT CONTROL**  
POSITIONING METHOD: LOCAL RTK AND CONVENTIONAL TOTAL STATION OFF OF VRS-ESTABLISHED MONUMENT 101 AND RTK-ESTABLISHED MONUMENTS 100, 102-105

**MONUMENT TYPE:** IRON PIN SET W/ ALUMINUM/PLASTIC CAP, MAG NAILS  
**VERTICAL POSITIONING**

**ORTHOMETRIC HEIGHT DATUM:** NAVD88  
**GEOID:** GEOID18  
**HORIZONTAL POSITIONING**  
REFERENCE FRAME: NAD83 (2011) EPOCH: 2010.00  
ELLIPSOID: GRS 80  
MAP PROJECTION: LAMBERT CONIC CONFORMAL  
COORDINATE SYSTEM: OHIO SOUTH 3402  
COMBINED SCALE FACTOR: 0.999961911 (GROUND TO GRID)  
PROJECT SCALE FACTOR: 1.0000380900 (GRID TO GROUND)  
ORIGIN OF COORDINATE SYSTEM:  
GRID COORDINATES SCALED ABOUT 0,0

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH UNITS ARE IN U.S. SURVEY FEET.

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

PRIMARY HORIZONTAL CONTROL POINT 101 WAS ESTABLISHED BY AN AVERAGE OF FOURTEEN VIRTUAL REFERENCE STATION (VRS) OBSERVATIONS. CONTROL POINTS 100 AND 102-105 WERE DETERMINED VIA A MINIMUM OF THREE REAL-TIME KINEMATIC (RTK) OBSERVATIONS DIRECTLY FROM CONTROL POINT 101. ADDITIONAL CONTROL POINTS REFERENCED BELOW WERE SET AND ESTABLISHED, ALTHOUGH THEY WERE NOT DETERMINED WITH A MINIMUM OF THREE MEASUREMENTS.

ALL DISPLAYED HORIZONTAL COORDINATES ARE GROUND (SCALED) POSITIONS. GRID NAD83 (2011) OHIO STATE PLANE SOUTH POSITIONS WERE ORIGINALLY USED TO OBTAIN GROUND COORDINATES. IN ORDER TO OBTAIN SCALED (GROUND) POSITIONS, GRID COORDINATES WERE SCALED ABOUT 0,0 BY A FACTOR OF 1.0000380900. THIS FACTOR WAS CALCULATED BY ENTERING THE COORDINATES OF CONTROL POINT 103 INTO THE ODOT SURVEYMASTER SPREADSHEET. THIS STATION WAS CHOSEN BECAUSE OF ITS CENTRALIZED LOCATION. THE AVERAGED ELLIPSOID HEIGHT OF ALL PROJECT CONTROL, MMS CONTROL AERIAL CONTROL, ETC. WAS INPUTTED INTO SAID SPREADSHEET.

CONTROL POINT	DESCRIPTION	GRID NORTHING (METERS)	GRID EASTING (METERS)	ELEVATION (METERS)	GROUND NORTHING (US FEET)	GROUND EASTING (US FEET)	ELEVATION (US FEET)
100	3/4"X 30" IRON PIN WITH ALUMINUM CAP LABELED "WOOLPERT"	221701.479	555154.370	225.631	727393.309	1821438.339	740.259
101	3/4"X 30" IRON PIN WITH ALUMINUM CAP LABELED "WOOLPERT"	221545.161	555177.564	226.585	726880.436	1821514.439	743.387
102	3/4"X 30" IRON PIN WITH ALUMINUM CAP LABELED "WOOLPERT"	221256.079	555103.165	224.358	725931.970	1821270.338	736.080
103	3/4"X 30" IRON PIN WITH ALUMINUM CAP LABELED "WOOLPERT"	221121.376	555099.796	223.079	725490.013	1821259.283	731.886
104	3/4"X 30" IRON PIN WITH ALUMINUM CAP LABELED "WOOLPERT"	220621.908	555252.890	222.802	723851.281	1821761.580	730.975
105	3/4"X 30" IRON PIN WITH ALUMINUM CAP LABELED "WOOLPERT"	220478.882	555343.664	222.215	723382.018	1822059.404	729.051
106	3/4"X 30" IRON PIN WITH ALUMINUM CAP LABELED "WOOLPERT"	221154.551	555175.871	223.531	725598.861	1821508.882	733.368
107	3/4"X 30" IRON PIN WITH ALUMINUM CAP LABELED "WOOLPERT"	221087.124	555114.728	222.987	725377.635	1821308.276	731.583
108	3/4"X 30" IRON PIN WITH ALUMINUM CAP LABELED "WOOLPERT"	220818.797	555150.934	223.511	724497.266	1821427.064	733.302
156	3/4"X 30" IRON PIN WITH ALUMINUM CAP LABELED "WOOLPERT"	220738.493	555294.115	221.763	724233.791	1821896.835	727.568
157	3/4"X 30" IRON PIN WITH ALUMINUM CAP LABELED "WOOLPERT"	220728.482	555312.459	222.385	724200.947	1821957.023	729.607
158	3/4"X 30" IRON PIN WITH ALUMINUM CAP LABELED "WOOLPERT"	221035.288	555139.908	218.321	725207.564	1821390.889	716.275
BRANDEL	FRANKLIN COUNTY CONTROL	221317.200	555317.924	223.405	726132.505	1821974.954	732.955
COC9-83	FRANKLIN COUNTY CONTROL	220436.862	555428.197	229.097	723244.153	1822336.755	751.629
COLB	NATIONAL GEODETIC SURVEY CORS (AJ7184)	217705.136	553368.761	220.187	714281.474	1815579.831	722.397

VERTICAL CONTROL WAS BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88), WITH GEOID 18 USED TO MODEL ELEVATIONS. A DIFFERENTIAL LEVELING RUN WAS DEEMED UNNECESSARY TO SUPPORT THE EVENTUAL OVERLAY WORK.

BENCHMARK	DESCRIPTION	GRID NORTHING (METERS)	GRID EASTING (METERS)	ELEVATION (METERS)	GROUND NORTHING (US FEET)	GROUND EASTING (US FEET)	ELEVATION (US FEET)
150	CUT SQUARE IN LIGHT POLE BASE	220468.782	555422.141	229.921	723348.880	1822316.885	754.334
151	CUT SQUARE IN LIGHT POLE BASE	221290.614	555192.228	227.589	726045.277	1821562.551	746.682
152	CUT SQUARE IN LIGHT POLE BASE	221591.111	555215.496	228.643	727031.196	1821638.890	750.140
153	CUT SQUARE IN LIGHT POLE BASE	221556.619	555180.636	227.186	726918.030	1821524.516	745.361
154	CUT SQUARE IN LIGHT POLE BASE	221214.742	555140.934	229.612	725796.343	1821394.257	753.320
155	CUT SQUARE IN LIGHT POLE BASE	220466.449	555384.032	228.290	723341.225	1822191.852	748.983
SW-6	FRANKLIN COUNTY CONTROL	221726.038	555321.813	223.660	727473.884	1821987.711	733.790

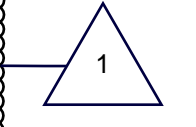
**ITEM 304, AGGREGATE BASE, AS PER PLAN**  
PLACE AGGREGATE BASE CONSISTING OF #1 AND #2 SIZES, WITH A TYPE D GEOTEXTILE UNDERLAYMENT. PAYMENT FOR HAUL ROAD ABOVE OHWM AND CONSTRUCTION ENTRANCES SHALL BE PAID UNDER ITEM 304, AGGREGATE BASE, AS PER PLAN PER CONTRACT UNIT PRICE FOR CUBIC YARDS. PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS TO PLACE GEOTEXTILE AND AGGREGATE, AND REMOVAL OF THE HAUL ROADS AND ENTRANCES UPON COMPLETION OF WORK.

**ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446), AS PER PLAN, PG 76-22M**  
THE COARSE VIRGIN AGGREGATE AND AT LEAST 50% OF FINE VIRGIN AGGREGATE FOR THIS ITEM SHALL BE LIMITED TO AIR COOLED BLAST FURNACE SLAG (ACBFS) OR TRAP ROCK FROM ONTARIO.

TABLE 442.02-2 APPLIES EXCEPT NO. 4 SIEVE REQUIREMENTS ARE 52 TO 60 TOTAL PERCENT PASSING. FOR THE NO. 4 SIEVE DO NOT EXCEED 63 IN PRODUCTION.

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

**OUPS**  
THE ODOT CONTRACTOR IS REQUIRED TO CONTACT OUPS 48 HOURS EXCLUDING WEEKENDS AND HOLIDAYS PRIOR TO EXCAVATION OCCURRING AT ANY LOCATIONS. IT IS THE SOLE RESPONSIBILITY OF THE ODOT CONTRACTOR TO ENSURE ALL NON-MEMBERS OF OUPS ARE ALSO CONTACTED 48 HOURS EXCLUDING WEEKENDS AND HOLIDAYS PRIOR TO EXCAVATION OCCURRING AT ANY LOCATIONS. THE GUARD RAIL POSTS SHALL BE INSTALLED BY THE ODOT CONTRACTOR SO NO EXISTING UTILITIES ARE DISTURBED. SLIGHT ADJUSTMENTS TO ACCOMMODATE EXISTING UTILITIES ARE PERMITTED, BUT MUST BE APPROVED BY ODOT CONSTRUCTION PERSONNEL PRIOR TO PLACEMENT. IT IS THE RESPONSIBILITY OF THE ODOT CONTRACTOR TO COORDINATE CALLS TO OUPS AND NON-MEMBERS OF OUPS FOR LOCATES TO BE COMPLETED PRIOR TO WORKING IN EACH LOCATION SO THERE ARE NO DELAYS WITH PROJECT CONSTRUCTION."



**PAVEMENT CUTTING, SAWING AND EXCAVATION OPERATIONS**  
ALL PUBLIC AGENCIES AND PRIVATE CONTRACTORS PERFORMING PAVEMENT-CUTTING OPERATIONS ON CITY OF COLUMBUS STREETS AND ROADWAYS SHALL PROTECT THE ENVIRONMENT FROM DISCHARGES CREATED BY THEIR PAVEMENT CUTTING OPERATIONS. NOTE THAT COLUMBUS CITY CODE 1145 PROHIBITS NON-STORMWATER DISCHARGE INTO THE CITY OF COLUMBUS SEWER SYSTEM, CURB INLETS AND ANY PART OF ITS MS4 (MUNICIPAL SEPARATE STORM SEWER SYSTEM).

THE REQUIREMENT INCLUDES BUT IS NOT LIMITED TO WET OR DRY SAW-CUTTING, JACK HAMMERING, EXCAVATION EQUIPMENT USE, ETC. THE PUBLIC AGENCY AND/OR PRIVATE CONTRACTOR WORK CREWS SHALL RECOVER AND DISPOSE OF DETRITUS, POLLUTED WATERS, OR OTHER SUCH DISCHARGES RESULTING FROM THEIR PAVEMENT CUTTING OPERATIONS AND PROTECT ALL STORM SEWER INLETS FROM RECEIVING ANY DISCHARGES FROM THE CONSTRUCTION OPERATIONS. THE AGENCY OR CONTRACTOR RESPONSIBLE FOR EACH PAVEMENT CUTTING ACTIVITY SHALL BE SOLELY LIABLE FOR NOTICE OF VIOLATIONS (NOV/S) AND FINES ISSUED BY CITY OF COLUMBUS AND/OR STATE OF OHIO AUTHORITIES.

EQUIPMENT, MATERIALS AND METHODS SHALL BE PROVIDED BY THE RESPONSIBLE PUBLIC AGENCY AND/OR PRIVATE CONTRACTOR TO WORK CREWS PERFORMING THE PAVEMENT CUTTING ACTIVITY AND MADE AVAILABLE TO WORK CREWS FOR USE IN CLEANING UP DISCHARGES RESULTING FROM SUCH CUTTING ACTIVITIES AND PREVENTING RUNOFF. ALL WORK CREWS SHALL BE TRAINED TO EXERCISE AND EMPLOY EQUIPMENT, MATERIALS, AND ENVIRONMENTAL PROTECTIVE MEASURES TO PREVENT POLLUTED DISCHARGES FROM ENTERING THE CITY OF COLUMBUS STORM SEWER SYSTEM AND WATERS OF THE STATE OF OHIO.

**FOR THE DIVISION OF POWER**  
THE DIVISION OF POWER (DOP) MAY HAVE UNDERGROUND AND OVERHEAD PRIMARY, SECONDARY, AND STREET LIGHTING AT THIS WORK LOCATION. THE CONTRACTOR IS HEREBY REQUIRED TO CONTACT OUPS AT 811 OR 1-800-362-2764 FORTY-EIGHT HOURS PRIOR TO CONDUCTING ANY ACTIVITY WITHIN THE CONSTRUCTION AREA.

ANY REQUIRED RELOCATION, SUPPORT, PROTECTION, OR ANY OTHER ACTIVITY CONCERNED WITH THE CITY'S ELECTRICAL FACILITIES IN THE CONSTRUCTION AREA IS TO BE PERFORMED BY THE CONTRACTOR UNDER THE DIRECTION OF DOP PERSONNEL AND AT THE EXPENSE OF THE PROJECT. THE CONTRACTOR SHALL USE MATERIAL AND MAKE REPAIRS TO A CITY OF COLUMBUS STREET LIGHTING SYSTEM BY FOLLOWING DOP'S "MATERIAL AND INSTALLATION SPECIFICATIONS" (MIS) AND THE CITY OF COLUMBUS "CONSTRUCTION AND MATERIAL SPECIFICATIONS" (CMSC). ANY NEW OR RE-INSTALLED UNDERGROUND STREETLIGHT SYSTEM SHALL REQUIRE TESTING AS REFERRED TO IN SECTION 1001.18 OF THE CMSC MANUAL. THE CONTRACTOR SHALL CONFORM TO DOP'S EXISTING STREET LIGHTING LOCKOUT/TAGOUT (LOTO) PROCEDURE MIS-01, COPIES OF WHICH ARE AVAILABLE FROM DOP.

IF ANY ELECTRIC FACILITY BELONGING TO DOP IS DAMAGED IN ANY MANNER BY THE CONTRACTOR, ITS AGENTS, SERVANTS, OR EMPLOYEES, AND REQUIRES EMERGENCY REPAIRS, THE DOP DISPATCH OFFICE SHOULD BE CONTACTED IMMEDIATELY AT (614) 645-7627. DOP SHALL MAKE ALL NECESSARY REPAIRS, AND THE EXPENSE OF SUCH REPAIRS AND OTHER RELATED COSTS SHALL BE PAID BY THE CONTRACTOR TO THE DIVISION OF POWER, CITY OF COLUMBUS, OHIO.

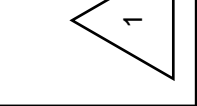
**AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS**  
THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 50 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT FORM 7460-1 TO THE FAA. NOTIFY THE ODOT OFFICE OF AVIATION WHEN SUBMITTING FAA FORM 7460-1.

NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

FEDERAL AVIATION ADMINISTRATION  
SOUTHWEST REGIONAL OFFICE  
OBSTRUCTION EVALUATION GROUP  
10101 HILLWOOD PARKWAY  
FORT WORTH, TX 76177  
FAX: (817) 222-5920  
HTTP://CEAAA.FAA.GOV

OHIO DEPARTMENT OF TRANSPORTATION  
OFFICE OF AVIATION  
2829 WEST DUBLIN-GRANVILLE ROAD  
COLUMBUS, OHIO 43235  
OHIO.AIRPORT.PROTECTION@DOT.OHIO.GOV

**ITEM 626 BARRIER REFLECTORS**  
THE FOLLOWING QUANTITY IS PROVIDED FOR BARRIER REFLECTORS PER CM&S ITEM 626,  
ITEM 626, BARRIER REFLECTOR, TYPE 1 - 42 EACH  
ITEM 626, BARRIER REFLECTOR, TYPE 2 - 9 EACH



CITY OF COLUMBUS OCCUPANCY PERMITS

WHEN EXCAVATING WITHIN COLUMBUS PUBLIC RIGHT OF WAY LIMITS, THE CONTRACTOR SHALL OBTAIN AN EXCAVATION PERMIT FROM CITY OF COLUMBUS, DEPARTMENT OF PUBLIC SERVICE-PERMIT OFFICE BETWEEN THE HOURS OF 7:30 AM AND 4:00 PM MONDAY THROUGH FRIDAY. PHONE (614)645-7497; FAX: (614) 645-1876; EMAIL: COLSPERMIT@COLUMBUS.GOV

ITEM 614. MAINTAINING TRAFFIC

ALL WORK SHALL OCCUR DURING THE FOLLOWING DATE RANGES (TWO CONSTRUCTION SEASONS):

JUNE 1, 2023 - AUGUST 12, 2024

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 SPECIAL EVENTS:

HOLIDAYS/SPECIAL EVENTS

NEW YEAR'S (OBSERVED) LABOR DAY
TOTAL SOLAR ECLIPSE (4/8/24) GEN./REG. ELECTION DAY (NOV)
MEMORIAL DAY THANKSGIVING
FOURTH OF JULY (OBSERVED) CHRISTMAS (OBSERVED)

OSU HOME FOOTBALL SATURDAYS

OHIO STADIUM EVENTS WITH EXPECTED ATTENDANCE OVER 40,000

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:

Table with 2 columns: DAY OF HOLIDAY OR SPECIAL EVENT, TIME ALL LANES MUST BE OPEN TO TRAFFIC. Rows include SUNDAY, MONDAY, MONDAY (TOTAL SOLAR ECLIPSE), TUESDAY, TUESDAY (GEN./REG. ELECTION), WEDNESDAY, THURSDAY, THURSDAY, THANKSGIVING, FRIDAY, SATURDAY.

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

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

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE:

Table with 3 columns: ITEM, DURATION OF CLOSURE SIGN, SIGN DISPLAYED TO PUBLIC. Rows include RAMP & ROAD CLOSURES with durations of >= 2 WEEKS, > 12 HOURS & < 2 WEEKS, and <= 12 HOURS.

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

ITEM 614. MAINTAINING TRAFFIC (CONTINUED)

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48X30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC:

-KING AND 5TH AVENUE AT S.R. 315 -RAMP B
-I-670 EB TO S.R.-315 NB -I-670 WB TO S.R.-315 NB
-S.R.-315 (NORTHBOUND AND SOUTHBOUND)

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES WHERE SHOWN ON THE DETOUR PLANS.

TO ACCESS PIERS ON THE REAR END OF THE STRUCTURE GUARDRAIL MAY BE REMOVED TO ALLOW ACCESS. IF GUARDRAIL IS MOVED WHEN SR-315 IS OPEN TO TRAFFIC, WORK ZONE IMPACT ATTENUATORS SHALL BE ADDED THE ENDS OF EXPOSED GUARDRAIL AT THE DIRECTION OF THE ENGINEER WITH CONCRETE BARRIER USED TO CLOSE THE ACCESS POINT DURING NONWORKING HOURS. ENDS OF CONCRETE BARRIER TO BE TUCKED BEHIND GUARDRAIL. GUARDRAIL TO BE REINSTALLED ONCE WORK IN COMPLETE. THIS WORK SHALL BE INCIDENTAL TO ITEM 614, MAINTAINING TRAFFIC.

NO LANE RESTRICTIONS WILL BE ALLOWED ON KING AVE., 5TH AVE. OR OTHER LOCAL ROUTES DURING PEAK HOURS 5AM-9AM & 3PM-7PM WEEKDAYS.

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 C&MS 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.

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 ROUTE 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).

NOTIFICATION OF TRAFFIC RESTRICTIONS CONT'D.

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 OF TRAFFIC RESTRICTIONS TIME TABLE. Table with 3 columns: ITEM, DURATION OF CLOSURE, NOTICE DUE TO PERMIT & PIO. Rows include RAMP & ROAD CLOSURES, LANE CLOSURES & RESTRICTIONS, and START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES.

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

SEQUENCE OF CONSTRUCTION

PARAPET WORK SHALL OCCUR DURING SHOULDER CLOSURES AS SHOWN WITHIN THE PLANSET.

PHASE 1:

THE CONTRACTOR SHALL INSTALL THE NECESSARY TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING (SCD) MT-95.45 AND AS SHOWN ON THE PLANS AND CLOSE THE RIGHT SHOULDER OF S.R. 315 NORTH-BOUND, NARROWING THE EXISTING LANES FROM TWELVE (12) FEET TO ELEVEN (11) FEET, SHIFTING TRAFFIC SLIGHTLY LEFT. THE CONTRACTOR SHALL COMPLETE THE REFACING OPERATION BEFORE REMOVING THE TEMPORARY TRAFFIC CONTROL DEVICES AND INSTALLING NEW TEMPORARY TRAFFIC CONTROL DEVICES TO REOPEN THE ROAD TO NORMAL OPERATIONS.

AT THE CONTRACTOR'S DISCRETION AND UPON THE APPROVAL OF THE ENGINEER, HE MAY OPT TO CONDUCT ALL OR PART OF THE WORK COINCIDENT WITH THE WEEKEND DETOURS FOR THE OVERLAY WORK, BUT NO ADDITIONAL ROAD CLOSURE TIME SHALL BE PERMITTED AND AT NO TIME SHALL THE UNFINISHED PARAPET BE EXPOSED TO MOTORISTS.

PHASE 2:

THE CONTRACTOR SHALL INSTALL THE NECESSARY TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING (SCD) MT-95.45 AND AS SHOWN ON THE PLANS AND CLOSE THE RIGHT SHOULDER OF S.R. 315 SOUTH-BOUND, NARROWING THE EXISTING LANES FROM TWELVE (12) FEET TO ELEVEN (11) FEET, SHIFTING TRAFFIC SLIGHTLY EAST. THE CONTRACTOR SHALL COMPLETE THE REFACING OPERATION BEFORE REMOVING THE TEMPORARY TRAFFIC CONTROL DEVICES AND INSTALLING NEW TEMPORARY TRAFFIC CONTROL DEVICES TO REOPEN THE ROAD TO NORMAL OPERATIONS.

AT THE CONTRACTOR'S DISCRETION AND UPON THE APPROVAL OF THE ENGINEER, HE MAY OPT TO CONDUCT ALL OR PART OF THE WORK COINCIDENT WITH THE WEEKEND DETOURS FOR THE OVERLAY WORK, BUT NO ADDITIONAL ROAD CLOSURE TIME SHALL BE PERMITTED AND AT NO TIME SHALL THE UNFINISHED PARAPET BE EXPOSED TO MOTORISTS.

PHASE 3

THIS PHASE IS FOR ADDITIONAL WORK EXPECTED TO IMPACT THE PROJECT IN CERTAIN AREAS DUE TO WEAKNESSES IN THE DECK IDENTIFIED DURING SCOPING ACTIVITIES.

THE CONTRACTOR SHALL INSTALL THE NECESSARY TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH SCD MT-95.40 AND AS SHOWN ON THE PLANS AND CLOSE THE RIGHT SIDE OF S.R. 315 SOUTHBOUND TO PERFORM BRIDGE DECK REPAIRS ANTICIPATED AS A RESULT OF HYDRODEMOLITION DAMAGE TO WEAKENED SECTIONS OF THE DECK. THE IDENTIFICATION OF THE DAMAGED AREAS AND THE EXTENT OF THE ADDITIONAL CLOSURE LIMITS SHALL BE DETERMINED BY THE ENGINEER.

OVERLAY, FULL DEPTH REPLACEMENTS, RECESSED PAVEMENT MARKINGS, AND POLYMER JOINT WORK SHALL OCCUR DURING EIGHT PLANNED WEEKEND CLOSURES OF SR-315. KING AND 5TH AVENUES SHALL BE CLOSED PER CITY OF COLUMBUS STANDARD DRAWINGS.

LANE VALUE CONTRACT TABLE

THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE FOR EACH UNIT OF TIME A LANE/SHOULDER/RAMP IS CLOSED BY THE CONTRACTOR'S ACTION WHILE NOT OTHERWISE PERMITTED BY THE LANE VALUE CONTRACT TABLE.

LANE VALUE CONTRACT TABLE. Table with 7 columns: Section, Existing Number of Lanes per, Lane Reduction, Mon to Fri, Sat, Sun, Disincentive Amounts per minute per. Rows include I-70 (0.00) to Rich Street (0.59), Rich Street (0.59) to US 33-Spring Street (1.34), US 33 - Spring Street (1.34) to 3rd Avenue (2.61), and 3rd Avenue (2.61) to Wilson Bridge Road (11.67).

Short term shoulder closures are permitted any time except 5AM-9AM and 3PM-6PM Monday-Friday.

RAMP CLOSURE RESTRICTIONS

RAMP CLOSURE RESTRICTIONS. Multiple tables showing ramp closure details for various movements (S-G, S-I, OF, NK, A, B, BD) with columns for movement, no closures allowed, primary route, and secondary route.

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 2

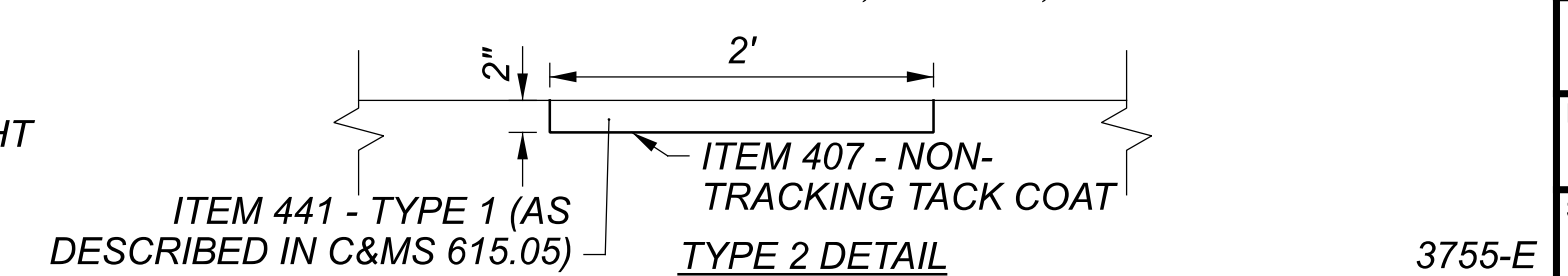
THIS ITEM SHALL BE UTILIZED FOR THE PAVEMENT REPAIRS NEEDED DURING THIS CONSTRUCTION PROCESS. ALL AREAS TO BE REPAIRED SHALL BE LOCATED BY THE ENGINEER. IT IS LIKELY THAT REPAIRS WILL BE NEEDED PRIOR TO SHIFTING TRAFFIC FOR SHOULDER WORK. GREAT CARE SHALL BE TAKEN TO MAINTAIN THE EXISTING PAVEMENT CROSS SLOPE AS WELL AS ALL LONGITUDINAL SLOPES. PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED FOR MAINTENANCE OF TRAFFIC FOR PAVEMENT REPAIRS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

THIS WORK SHALL BE CONDUCTED IN ACCORDANCE WITH SCD MT-95.31 AND MT-95.32, MT-99.60, AS APPLICABLE, AND IN A MANNER CONFORMING TO THE PERMITTED LANE CLOSURE MAP.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN FORWARDED TO THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE WORK NOTED ABOVE:

ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN 552 SY

ALL COSTS ASSOCIATED WITH REMOVING AND REPLACING PAVEMENT AND TACK COAT FOR THE REPAIRS SHALL BE INCIDENTAL TO ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN.



Design Agency: WOOLPERT. Designer: CAG. Reviewer: MS 03/31/22. Project ID: 111640. Sheet: 10 of 109.

**ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS**  
USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED. IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA: ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND, AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF: THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR THE ACTIVE WORK AREA Laterally CLOSEST TO THE OPEN TRAVELED LANE; OR OTHER LOCATION AS APPROVED BY THE ENGINEER. THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

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

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES. ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

**ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS CONT'D...**  
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 1,124 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 A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

**EXTRA ADVANCE WARNING SIGNS**  
AN ADVANCE WARNING SIGN GROUP CONSISTS OF TWO W20-1 (ROAD WORK AHEAD) SIGNS, TWO W20-5 (RIGHT/LEFT LANE CLOSED AHEAD) SIGNS WITH W16-3A DISTANCE PLATES, AND TWO W3-H7 (WATCH FOR STOPPED TRAFFIC) SIGNS AND REQUIRED FLASHING LIGHTS.

THE CONTRACTOR SHALL PROVIDE, ERECT, MAINTAIN AND REMOVE AN EXTRA ADVANCE WARNING SIGN GROUP AS SHOWN ON TRAFFIC SCD MT-95.50. THE W16-3A DISTANCE PLATES SHALL READ "2 MILES". THE RIGHT (LEFT) LANE CLOSED AHEAD SIGNS SHALL BE LOCATED 2 MILES FROM THE BEGINNING OF THE LANE TAPER. SPACING OF THE OTHER SIGNS SHALL BE AS SHOWN ON TRAFFIC SCD MT-95.40.

THE CONTRACTOR SHALL PROVIDE, ERECT, MAINTAIN AND REMOVE AN ADDITIONAL EXTRA ADVANCE WARNING SIGN GROUP DURING THE SR-315 SOUTHBOUND SINGLE RIGHT CLOSURE MOTEC APPROVED WEEKEND.

THE CONTRACTOR SHALL HAVE AN ADDITIONAL EXTRA ADVANCE WARNING SIGN GROUP (6 SIGNS AND 2 DISTANCE PLATES) AVAILABLE FOR USE WHEN DIRECTED BY THE ENGINEER. THE DISTANCE PLATES FOR THIS GROUP SHALL BE ABLE TO BE MODIFIED IN THE FIELD TO SHOW APPROPRIATE WHOLE MILES TO THE LANE TAPER.

PAYMENT FOR PROVIDING, ERECTING, MAINTAINING AND REMOVING EXTRA ADVANCE WARNING SIGN GROUPS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC.

**ADVANCE WORK ZONE INFORMATION**  
ADVANCE WORK ZONE INFORMATION SIGNS, AS USED IN THIS NOTE, ARE FIXED MESSAGE TYPES. THE SIGNS ARE TO BE LOCATED AT EXTREME DISTANCE FROM THE WORK AREA, AS SHOWN IN THE PLANS.

THE SIGNS SHALL BE BLACK ON ORANGE (INCLUDING A BLACK BORDER). THE LAYOUT SHALL BE IN CONFORMANCE WITH TEM CHAPTER 211.

WHEN REGULATORY INFORMATION IS PROVIDED, IT SHALL BE DISPLAYED SEPARATELY AS A STANDARD BLACK-ON-WHITE SIGN. MIXING OF BLACK-ON-WHITE REGULATORY INFORMATION ON A BLACK-ON-ORANGE INFORMATION SIGN IS PROHIBITED.

IF THE MOTORIST IS BEING DETOURED OR IF AN ALTERNATE ROUTE IS PROVIDED, THE ROUTE SHOULD BE SIGNED WITH

ASSEMBLIES CONSISTING OF THE APPROPRIATE BLACK-ON-ORANGE DETOUR OR ALT MARKER WITH A STANDARD ROUTE MARKER AND ARROW PLATE. IF MORE TARGET VALUE IS DESIRED, THIS TRAIL BLAZER INFORMATION MAY BE SHOWN ON AN ORANGE PANEL (OMUTCD SECTION 2D.32). ROUTE SIGN ASSEMBLIES SHALL BE SIZED ACCORDING TO THE TYPE OF ROAD ON WHICH THEY ARE LOCATED IN ACCORDANCE WITH THE OMUTCD.

SUPPORTS FOR SIGN INSTALLATIONS SHALL CONFORM TO ALL EXISTING STANDARDS FOR PERMANENT SIGNS. THESE SIGNS SHOULD NOT BE ATTACHED TO EXISTING SUPPORTS.

WHERE THE PLANS CALL FOR AN OVERLAY TO COVER A PORTION OF AN EXISTING SIGN, THE OVERLAY SHALL BE BLACK-ON-ORANGE. LETTER SIZES SHOULD BE THE SAME AS ON THE EXISTING SIGNS. WHEN LANE ARROWS ARE TO BE COVERED, A BLANK OVERLAY SHOULD BE PLACED OVER EACH OF THE AFFECTED ARROWS. WHEN A RAMP IS BEING CLOSED, RATHER THAN USING A BLANK OVERLAY TO COVER THE ENTIRE SIGN, THE LEGEND "EXIT CLOSED" (W20-H15) SHOULD BE USED ON A DIAGONAL OVERLAY (LOWER LEFT TO UPPER RIGHT) ON THE SIGN. THE SIZE OF LETTERING ON OVERLAYS AND THE SIZE OF THE OVERLAY ARE INDICATED IN THE PLANS. THE MINIMUM LETTER SIZE FOR THE DIAGONAL "EXIT CLOSED" (W20-H15) OVERLAY SHALL BE 12" C.

**ADVANCE WORK ZONE INFORMATION CONT'D...**  
ALL ADVANCE WORK ZONE INFORMATION SIGN INSTALLATIONS LOCATED OUTSIDE OF THE PROJECT WORK LIMITS SHALL BE PAID FOR UNDER APPROPRIATE 630 ITEMS (SIGNS, SUPPORTS, CONCRETE, BREAKAWAY CONNECTION, OVERLAYS, REMOVALS, ETC.).

**WORK ZONE RAISED PAVEMENT MARKERS, AS PER PLAN**  
WORK ZONE RAISED PAVEMENT MARKERS, AS PER PLAN, AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614 OR C&MS 621 AS SPECIFIED HEREIN. RAISED PAVEMENT MARKERS IN WORK ZONES, INSTALLED ON PERMANENT CONCRETE SURFACES, SHALL BE ITEM 614 WORK ZONE RAISED PAVEMENT MARKERS.

- RAISED PAVEMENT MARKERS IN USE DURING THE SNOW-PLOWING SEASON SHALL CONFORM TO 621.
- RAISED PAVEMENT MARKERS IN USE DURING THE NON-SNOW-PLOW SEASON SHALL CONFORM TO EITHER 614 OR TO 621.

THE SNOW-PLOWING SEASON SHALL RUN FROM NOVEMBER THROUGH MARCH.

IF PROJECT DELAYS, NOT THE FAULT OF ODOT, CAUSE THE WORK TO EXTEND INTO THE SNOW-PLOWING SEASON, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING WORK ZONE RAISED PAVEMENT MARKERS (WZRPMS) CONFORMING TO C&MS 614, WITH RAISED PAVEMENT MARKERS CONFORMING TO 621, AS DETERMINED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

THIS ITEM SHALL INCLUDE PURCHASE, INSTALLATION AND REMOVAL OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN, INCLUDING FILLING OF ANY DEPRESSIONS CREATED IN THE PAVEMENT AS PER C&MS 621.08.

RESURFACING OF THE TRANSITION AREAS SHALL BE PERFORMED AT THE TIME THAT THE SURFACE COURSE IS BEING APPLIED TO THE ENTIRE PROJECT. PRIOR TO APPLICATION OF THE SURFACE COURSE ON THE PROJECT, THE EXISTING PAVEMENT WITHIN THE TRANSITION AREA SHALL BE REMOVED TO A DEPTH NECESSARY TO REACH THE LEVEL OF THE INTERMEDIATE COURSE OF THE PAVEMENT, AS DETERMINED BY THE ENGINEER.

THE FOLLOWING BID ITEMS SHOULD BE INCLUDED IN THE PLANS: ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN - 296 EACH

**DELINEATION OF PORTABLE AND PERMANENT BARRIER**  
BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

INCREASED BARRIER DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL PB AND PERMANENT CONCRETE BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE UNDER EITHER OF THE FOLLOWING CONDITIONS: ALONG TAPERS AND TRANSITION AREAS; OR ALONG CURVES (OUTSIDE ONLY) WITH DEGREE OF CURVATURE GREATER THAN OR EQUAL TO 3 DEGREES.

THE INCREASED BARRIER DELINEATION SHALL CONSIST OF EITHER DELINEATION PANELS OR THE TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.

DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED." PANELS SHALL BE INSTALLED AND SPACED PER TRAFFIC SCD MT-101.70.

TRIPLE-STACKED BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTOR WOULD BE OTHERWISE ATTACHED. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TRIPLE-STACKED BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THEY SHALL BE SPACED AND ALIGNED PER TRAFFIC SCD MT-101.70.

**COORDINATION WITH ADJACENT PROJECTS**  
THE CONTRACTOR SHALL COORDINATE WORK WITH ODOT AND THE CONTRACTORS ON THE ADJACENT PROJECTS.

-STW--112676 -FRA-670-0.87--110051 -FRA-670-3.31--111340 -OSU-180069 (OSU CANNON DRIVE PHASE 2 RELOCATION PROJECT), -2023 GENERAL BRIDGE MAINTENANCE: KING AVE. (CLI-CR68-1.85) & THIRD AVE. (FRA-CR3855-2.12)

COORDINATION SHALL BE MADE TO PREVENT CONFLICTING ADVANCE WARNING SIGNS, CONFLICTING DETOUR ROUTES, OVERLAPING/ 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

**APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S):** PORTIONS OF THE MOT PLANS AS DESCRIBED BELOW HAVE APPROVED MOT EXCEPTION(S) PER TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

APPROVED MOT EXCEPTION(S) INCLUDE:

- 4- WEEKEND CLOSURES OF SR-315 SOUTHBOUND FRIDAY 9PM TO MONDAY 6AM
- 4- WEEKEND CLOSURES OF SR-315 NORTHBOUND FRIDAY 9PM TO MONDAY 6AM
- 1- WEEKEND SINGLE RIGHT LANE CLOSURE OF SR-315 SOUTHBOUND AS DETAILED ON SHEETS (23-24) FRIDAY 9PM TO MONDAY 6AM

A MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD A MINIMUM OF [ 30 ] CALENDAR DAYS PRIOR TO IMPLEMENTATION OF EACH APPROVED MOT EXCEPTION. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER AND CITY OF COLUMBUS, THE OHIO STATE UNIVERSITY AS WELL AS THE CONTRACTOR, WORKSITE TRAFFIC SUPERVISOR (WTS) AND ANY SUBCONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL.

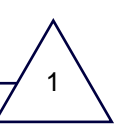
IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE. REFERENCE "EXCEPTION REQUEST APPROVAL DATED 8/5/2021 FOR PID 111640" IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

ANY CHANGES TO THE MOT THAT IMPACT THE PREVIOUSLY APPROVED MOT EXCEPTION(S) LISTED ABOVE SHALL BE APPROVED IN WRITING BY THE MOT EXCEPTION COMMITTEE (MOTEC). IN THE EVENT THAT SUCH CHANGES ARE PROPOSED, THE REQUEST SHALL BE COORDINATED THROUGH THE DISTRICT WORK ZONE TRAFFIC MANAGER (DWZTM) A MINIMUM OF 30 CALENDAR DAYS PRIOR TO THE DESIRED IMPLEMENTATION DATE. IF THE DISTRICT AGREES WITH THE PROPOSED CHANGES THE DWZTM SHALL SEEK APPROVAL FROM THE MOTEC. IN THE EVENT THE PROPOSED CHANGES ARE APPROVED IN WRITING, THE CLOSURES ARE STILL SUBJECT TO NOTIFICATION REQUIREMENTS WITHIN THIS NOTE PRIOR TO IMPLEMENTATION.

**NOTIFICATIONS DURING CLOSURE REQUIRED**  
A DESIGNATED ON-SITE POINT OF CONTACT SHOULD COMMUNICATE WITH THE TMC AS THE STATUS OF THE CLOSURE CHANGES.

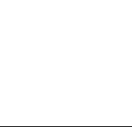
- CONTACT THE TMC:
- IF THE CLOSURE IS POSTPONED OR CANCELLED
  - AT THE TIME THE CLOSURE IS IMPLEMENTED
  - AT THE TIME THE CLOSURE IS REMOVED AND ALL LANES RESTORED
  - IF THE CLOSURE WILL NOT BE OPENING ON TIME

CONTACT CAN BE MADE WITH THE TMC IN THE FOLLOWING WAYS:  
• PHONE: 1-614-387-2438 OR 1-800-884-4030  
• EMAIL: STATEWIDETMC@DOT.OHIO.GOV  
• RADIO: XDOT MAIN



MOT GENERAL NOTES

Addendum 1 - 4/19/23: Revisions to MOT notes



DESIGN AGENCY	
DESIGNER	CAG
REVIEWER	MS 03/31/22
PROJECT ID	111640
SHEET	TOTAL
11	109

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.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET 25 OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 2 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN 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 SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE 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 THIS 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.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONTINUED)

PAYMENT FOR THE 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 - 42 SIGN MONTH ASSUMING 14 PCMS SIGNS FOR 3 MONTHS

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 VIA 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.

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 THE 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.

PRE-MAINTENANCE OF TRAFFIC MEETING A PRE-MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD (MINIMUM 14 WORK DAYS) PRIOR TO WORK BEGINNING OR ANY CHANGE OF PHASING. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER (D06.MOT@DOT.OHIO.GOV), GLEN YODER (YODER.237@OSU.EDU), ED HERRICK (EDHERRICK@FRANKLINCOUNTYENGINEER.ORG), AS WELL AS THE CONTRACTOR AND ANY OF HIS SUB-CONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL. FOR COLUMBUS SECTIONS OF ROADWAY, ALSO INCLUDE THE TEMPORARY CONTROL COORDINATOR (614-645-6269 OR 614-645-5845) FROM THE CITY OF COLUMBUS TRANSPORTATION DIVISION.

WEEKLY MAINTENANCE OF TRAFFIC MEETING AFTER THE INITIAL PRE-MAINTENANCE OF TRAFFIC MEETING, THE CONTRACTOR SHALL MEET WITH THE PROJECT ENGINEER ON A WEEKLY BASIS TO GO OVER A DETAILED MAINTENANCE OF TRAFFIC REPORT OF AT LEAST 7 CALENDAR DAYS. THIS MEETING SHOULD BE HELD ON THE SAME DAY AND TIME OF EACH WEEK.

THE CONTRACTOR WILL PROVIDE TO THE PROJECT ENGINEER A WRITTEN DETAIL OF THE INFORMATION REQUIRED BY THE NOTIFICATION OF TRAFFIC RESTRICTIONS NOTE PRIOR TO THE MEETING.

IN ADDITION TO THE DETAILED MAINTENANCE OF TRAFFIC REPORT THE CONTRACTOR SHALL GIVE A GENERAL LOOK AHEAD OF AN ADDITIONAL 2 WEEKS OF UPCOMING WORK ACTIVITIES. THIS WILL INCLUDE ANY NOTIFICATION REQUIREMENTS FOR RESTRICTIONS THAT HAVE A DURATION GREATER THAN 12 HOURS.

MAINTENANCE OF PEDESTRIAN AND BICYCLE TRAFFIC PEDESTRIAN AND BICYCLE TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON THE PORTIONS OF THE OLENTANGY TRAIL THAT FALL BENEATH THE EXTENTS FOR THE BRIDGE THROUGHOUT THE DURATION OF THE PROJECT.

THE CONTRACTOR SHALL ENSURE THAT APPROPRIATE MEASURES ARE TAKEN ON THE UNDERSIDE OF THE BRIDGE TO ENSURE THAT DEBRIS IS CAPTURED AND NOT ABLE TO FALL ONTO THE CROSSINGS ON W. 5TH STREET AND KING AVE.

MAINTENANCE OF CANOE TRAFFIC CANOE TRAFFIC SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION OF THE PROJECT EITHER THROUGH EXISTING RIVER CHANNEL OR THROUGH PORTAGE TRAIL APPROVED BY THE ENGINEER.

ADEQUATE SIGNING BOTH UPSTREAM AND DOWNSTREAM SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR. THE FOLLOWING TYPE SIGNS ARE CONSIDERED TO BE MINIMUM TREATMENT:

- 1. APPROXIMATELY ONE-QUARTER MILE UPSTREAM, ADVANCED WARNING TYPE SIGNS ON BOTH BANKS;
2. APPROXIMATELY 300 FEET UPSTREAM, SIGNS SPECIFYING ACTIONS REQUIRED OF CANOEIST ON BOTH BANKS;
3. APPROXIMATELY ONE-QUARTER MILE DOWNSTREAM, ADVANCE WARNING TYPE SIGNS ON BOTH BANKS; AND
4. APPROXIMATELY 300 FEET DOWNSTREAM, SIGNS SPECIFYING ACTIONS REQUIRED OF CANOEIST OF BOTH BANKS.

THE ABOVE SIGNING SHALL BE MOUNTED IN SUCH A WAY AS TO BE A MINIMUM OF 4 FEET ABOVE THE WATER LEVEL, UNOBSTRUCTED BY TREE BRANCHES, AND PROPERLY ANGLED FOR MAXIMUM VISIBILITY FROM THE MAIN CLEAR CHANNEL. THE METHOD OF SUPPORTING THE SIGNS SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. UPON COMPLETION OF THE PROJECT, THE SIGNS AND SUPPORT SYSTEMS SHALL BE COMPLETELY REMOVED FROM THE RIVER CHANNEL. THE CONTRACTOR SHALL NOTIFY LOCAL CANOE LIVERIES USING THIS PORTION OF THE RIVER AT LEAST 10 DAYS PRIOR TO ANY CHANGES AFFECTING CANOE TRAFFIC. PORTAGE TRAILS IF USED SHALL BE CONSTRUCTED AND MAINTAINED BY THE CONTRACTOR WITH THE LEAST POSSIBLE DISTURBANCE TO THE SURROUNDING AREA. THE TRAIL SHALL BE ADEQUATELY MARKED IN BOTH DIRECTIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE RIGHT-OF-WAY FOR THE PORTAGE TRAILS IF REQUIRED.

IN THE EVENT PIPES ARE USED TO DIVERT OR CARRY RIVER WATER, BOTH THE INLET AND OUTLET ENDS SHALL BE ADEQUATELY PROTECTED BY GRATES OR FENCE SO THAT PEOPLE OR CANOES ARE NOT DRAWN THROUGH OR HELD BY THEM.

PEDESTRIAN/BIKE DETOUR OLENTANGY TRAIL - THE LOWER PORTION OF THE OLENTANGY TRAIL (THE PORTION NEAREST THE WATER) SHALL BE CLOSED WHEN BRIDGE WORK IS OCCURRING ABOVE THE TRAIL. WARNING SIGNS SHALL BE PLACED PRIOR THE BARRICADES AT CLOSURES. THE AT-GRADE CROSSING AT W 5TH SHALL REMAIN OPEN. SHOULD TRUCKS REQUIRE USING OPEN PORTIONS OF THE TRAIL TO ACCESS PIERS, FLAGGERS SHALL BE PROVIDED TO MAINTAIN TRAIL TRAFFIC. ALL TRAILS USED BY TRUCKS SHALL BE SWEEPED OF MUD AND DEBRIS PRIOR TO RE-OPENING TO TRAIL USERS. TRUCKS AND EQUIPMENT MAY NOT PARK ON SECTIONS OF TRAIL TO REMAIN OPEN.

OLENTANGY WATER TRAIL - SHALL FOLLOW ALL REQUIREMENTS LISTED IN THE MAINTENANCE OF CANOE TRAFFIC NOTE. IN ADDITION, NOTIFICATION SIGNS SHALL BE PLACED AT THE OLENTANGY/KING STREET PUBLIC ACCESS LAUNCH NOTIFYING USERS OF WHEN THE WATER TRAIL WILL BE CLOSED.

KING AVENUE - DURING OVERHEAD OPERATIONS THAT HAVE THE POTENTIAL FOR FALLING DEBRIS, KING AVENUE SHALL BE CLOSED TO PEDESTRIAN AND BIKES. THESE CLOSURES WILL OCCUR WHEN KING AVENUE IS CLOSED TO TRAFFIC. SIDEWALKS SHALL HAVE BARRICADES AND DETOUR SIGNS BEGINNING AT LEAST ONE BLOCK PRIOR TO THE CLOSURE LOCATION. FOR PEDESTRIANS EAST OF THE PROJECT AREA, THE DETOUR SHALL START AT OLD CANNON DRIVE AND FOLLOW KING (EASTBOUND) TO BATTLE BLVD (SOUTHBOUND) TO W 5TH (WESTBOUND) TO PERRY ST (SOUTHBOUND) TO W 3RD (WESTBOUND) TO OLENTANGY RIVER BLVD (NORTHBOUND) BACK TO KING AND VICE VERSA FOR USERS WEST OF THE PROJECT AREA. THE DETOUR SHALL FOLLOW THE CITY OF COLUMBUS STANDARD DRAWING 1540 AND THE PEDESTRIAN ACCESS ROUTE SHALL BE MAINTAINED AT ALL TIMES.

5TH AVENUE - DURING OVERHEAD OPERATIONS THAT HAVE THE POTENTIAL FOR FALLING DEBRIS, 5TH AVENUE SHALL BE CLOSED TO PEDESTRIAN AND BIKES. THESE CLOSURES WILL OCCUR WHEN 5TH AVENUE IS CLOSED TO TRAFFIC. SIDEWALKS SHALL HAVE BARRICADES AND DETOURS SIGNS BEGINNING AT LEAST ONE BLOCK PRIOR TO THE CLOSURE LOCATION. FOR PEDESTRIANS EAST OF THE PROJECT AREA, THE DETOUR SHALL START AT PERRY ST (SOUTHBOUND) TO W 3RD (WESTBOUND) TO OLENTANGY RIVER BLVD (NORTHBOUND), BACK TO KING AND VICE VERSA FOR USERS WEST OF THE PROJECT AREA. THE DETOUR SHALL FOLLOW THE CITY OF COLUMBUS STANDARD DRAWING 1540 AND THE PEDESTRIAN ACCESS ROUTE SHALL BE MAINTAINED AT ALL TIMES.

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 614 - DETOUR SIGNING SIZE AND PLACEMENT OF DETOUR SIGNS (M4-9) SHOULD FOLLOW THE REQUIREMENTS OF THE ODOTCD 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.

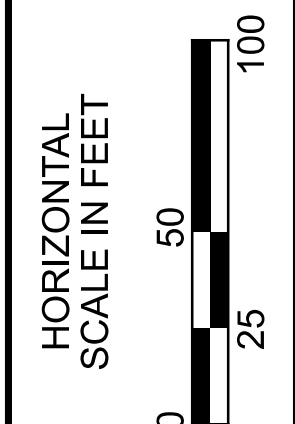
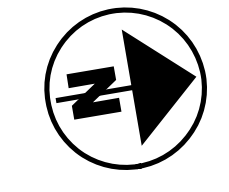
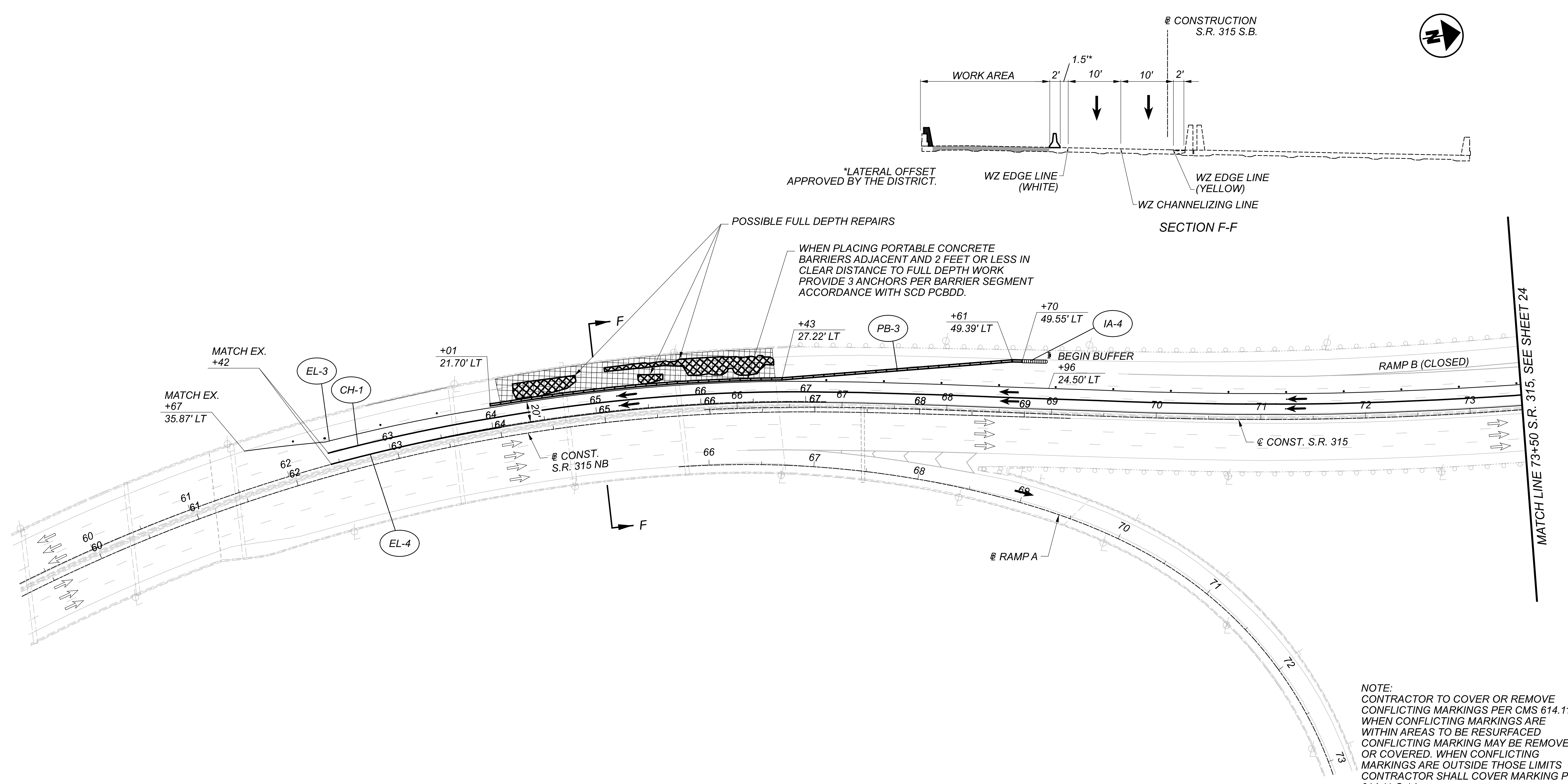
DETOUR SIGNS SHALL BE ERECTED AND/OR UNCOVERED PRIOR TO THE ROAD OR RAMP BEING CLOSED TO TRAFFIC BUT NO EARLIER THAN FOUR HOURS PRIOR TO THE CLOSURE. DETOUR SIGNS SHALL BE COVERED AND/OR REMOVED NO LATER THAN FOUR HOURS FOLLOWING THE ROAD OR RAMP RE-OPENING TO TRAFFIC.

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

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

ITEM 614 - DETOUR SIGNING = LUMP SUM

Table with project details: DESIGN AGENCY (WOOLPERT), DESIGNER (CAG), REVIEWER (MS 03/31/22), PROJECT ID (111640), SHEET (12), TOTAL (109)



**MAINTENANCE OF TRAFFIC - PHASE THREE**  
**STA. 63+00 TO STA. 73+50**

Addendum 1 - 4/19/23:  
 Label revision: 1

**LEGEND**

- PORTABLE BARRIER
- UNI-DIRECTIONAL IMPACT ATTENUATOR
- AREA TO BE CONSTRUCTED
- DIRECTION OF TRAFFIC
- DRUMS
- BARRICADE
- EL-# WORK ZONE EDGE LINE
- LL-# WORK ZONE LANE LINE
- DT-# WORK ZONE DOTTED LINE
- CH-# WORK ZONE CHANNELIZING LINE
- IA-# IMPACT ATTENUATOR
- PB-# PORTABLE BARRIER

**NOTE:**  
 CONTRACTOR TO COVER OR REMOVE CONFLICTING MARKINGS PER CMS 614.11.G. WHEN CONFLICTING MARKINGS ARE WITHIN AREAS TO BE RESURFACED CONFLICTING MARKING MAY BE REMOVE OR COVERED. WHEN CONFLICTING MARKINGS ARE OUTSIDE THOSE LIMITS CONTRACTOR SHALL COVER MARKING PER 614.11.G.1.b.

REF. NO.	SHEET NO.	STATION TO STATION	614										622			
			BARRIER REFLECTOR, TYPE 1, 1WAY	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	WORK ZONE EDGE LINE, CLASS 1, 6", 642 PAINT (WHITE)	WORK ZONE EDGE LINE, CLASS 1, 6", 642 PAINT (YELLOW)	WORK ZONE LANE LINE, CLASS 1, 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS 1, 8", 642 PAINT	WORK ZONE DOTTED LINE, CLASS 1, 8", 642 PAINT	PORTABLE BARRIER, UNANCHORED	PORTABLE BARRIER, ANCHORED	FT	FT		
EL-3	23-24	61+67 82+81					0.41									
CH-1	23	62+42 74+02								1160						
EL-4	23-24	62+42 82+81				0.39										
PB-3	23	63+27 69+70	8										270	240		
LL-3	23-24	74+02 82+81							0.17							
DT-1	23-24	74+02 82+81										880				
IA-4	23	69+70		1												
WORKZONE MARKINGS DOUBLED TO PUT BACK ORIGINAL LANE OFFSETS						0.39	0.41	0.39								
<b>TOTALS CARRIED TO GENERAL SUMMARY</b>			<b>8</b>	<b>1</b>		<b>0.78</b>	<b>0.82</b>	<b>0.56</b>	<b>1160</b>	<b>880</b>	<b>270</b>	<b>240</b>				

DESIGN AGENCY



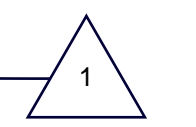
DESIGNER  
**CAG**

REVIEWER  
**MS 03/31/22**

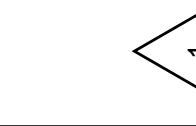
PROJECT ID  
**111640**

SHEET TOTAL  
**23 109**


SHEET NUM.													PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
OFFICE CALCS	8	9	10	11	12	17	19	23		34	36	43	01/NHS/14	02/NHS/05						
<b>ROADWAY</b>																				
										50	25			75	202	38000	75	FT	GUARDRAIL REMOVED	
										2	1			3	202	47000	3	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
										50	25			75	606	15050	75	FT	GUARDRAIL, TYPE MGS	
										1	1			2	606	35002	2	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
										1				1	606	35102	1	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
<b>EROSION CONTROL</b>																				
442													442	304	20001	442	CY	AGGREGATE BASE, AS PER PLAN	8	
2,030													2,030	659	00560	2,030	SY	SEEDING AND MULCHING, CLASS 4B		
102													102	659	14000	102	SY	REPAIR SEEDING AND MULCHING		
0.28													0.28	659	20000	0.28	TON	COMMERCIAL FERTILIZER		
0.42													0.42	659	31000	0.42	ACRE	LIME		
11													11	659	35000	11	MGAL	WATER		
2,030													2,030	670	00550	2,030	SY	SLOPE EROSION PROTECTION MAT, TYPE E		
39,000													39,000	832	30000	39,000	EACH	EROSION CONTROL		
<b>PAVEMENT</b>																				
18,742														18,742	254	01000	18,742	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5 INCHES	
1,499														1,499	407	20000	1,499	GAL	NON-TRACKING TACK COAT	
781		350											350	441	91000	350	SY	ASPHALT CONCRETE, MISC.:TRAIL REPAIR	9	
781													781	442	00100	781	CY	ANTI-SEGREGATION EQUIPMENT		
													781	442	10001	781	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M	8	
													13	846	00111	13	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM, AS PER PLAN	9	
<b>TRAFFIC CONTROL</b>																				
													143	143	621	00100	143	EACH	RPM	
													143	143	621	54000	143	EACH	RAISED PAVEMENT MARKER REMOVED	
42													42	626	00102	42	EACH	BARRIER REFLECTOR, TYPE 1 (1WAY)		
9													9	626	00110	9	EACH	BARRIER REFLECTOR, TYPE 2 (1WAY)		
													63	63	644	00720	63	FT	CHEVRON MARKING	
													1.5	1.5	807	12010	1.5	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6"	
													1.51	1.51	807	12110	1.51	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"	
													59	59	807	12310	59	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12"	
													784	784	807	12410	784	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6"	
													1.36	1.36	807	14010	1.36	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"	
													0.96	0.96	807	14110	0.96	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	
													1,764	1,764	807	14310	1,764	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	
													340	340	807	14410	340	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	
													3.01	3.01	850	20010	3.01	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
													0.16	0.16	850	20030	0.16	MILE	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (CONCRETE)	
<b>STRUCTURE OVER 20 FOOT SPAN (SFN 2515393)</b>																				
SEE STRUCTURE SHEETS FOR QUANTITIES (01/NHS/14)																				
<b>MAINTENANCE OF TRAFFIC</b>																				
													1,124	614	11110	1,124	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE		
													3	614	12380	3	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)		
					LS								LS	614	12420	LS		DETOUR SIGNING		
													296	614	12801	296	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	11	
													45	614	13310	45	EACH	BARRIER REFLECTOR, TYPE 1, 1WAY		
													42	614	18601	42	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	12	
													4.2	614	20110	4.2	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT		
													3.7	614	22010	3.7	MILE	WORK ZONE EDGE LINE, CLASS I, 6"		
													2,080	614	23200	2,080	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT		
													2,650	614	24204	2,650	FT	WORK ZONE DOTTED LINE, CLASS I, 8", 642 PAINT		
													552	615	25001	552	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN	10	
													3,550	622	41100	3,550	FT	PORTABLE BARRIER, UNANCHORED		
													240	622	41110	240	FT	PORTABLE BARRIER, ANCHORED		
<b>INCIDENTALS</b>																				
													LS	614	11000	LS		MAINTAINING TRAFFIC		
													12	619	16010	12	MNTH	FIELD OFFICE, TYPE B		
													LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING		
													LS	624	10000	LS		MOBILIZATION		



**GENERAL SUMMARY**



Addendum 1 - 4/19/23:  
Erosion control quantity revisions.

DESIGN AGENCY  
  
 ONE EASTON OVAL  
 SUITE 400  
 COLUMBUS, OH 43219  
 T 614-476-8000

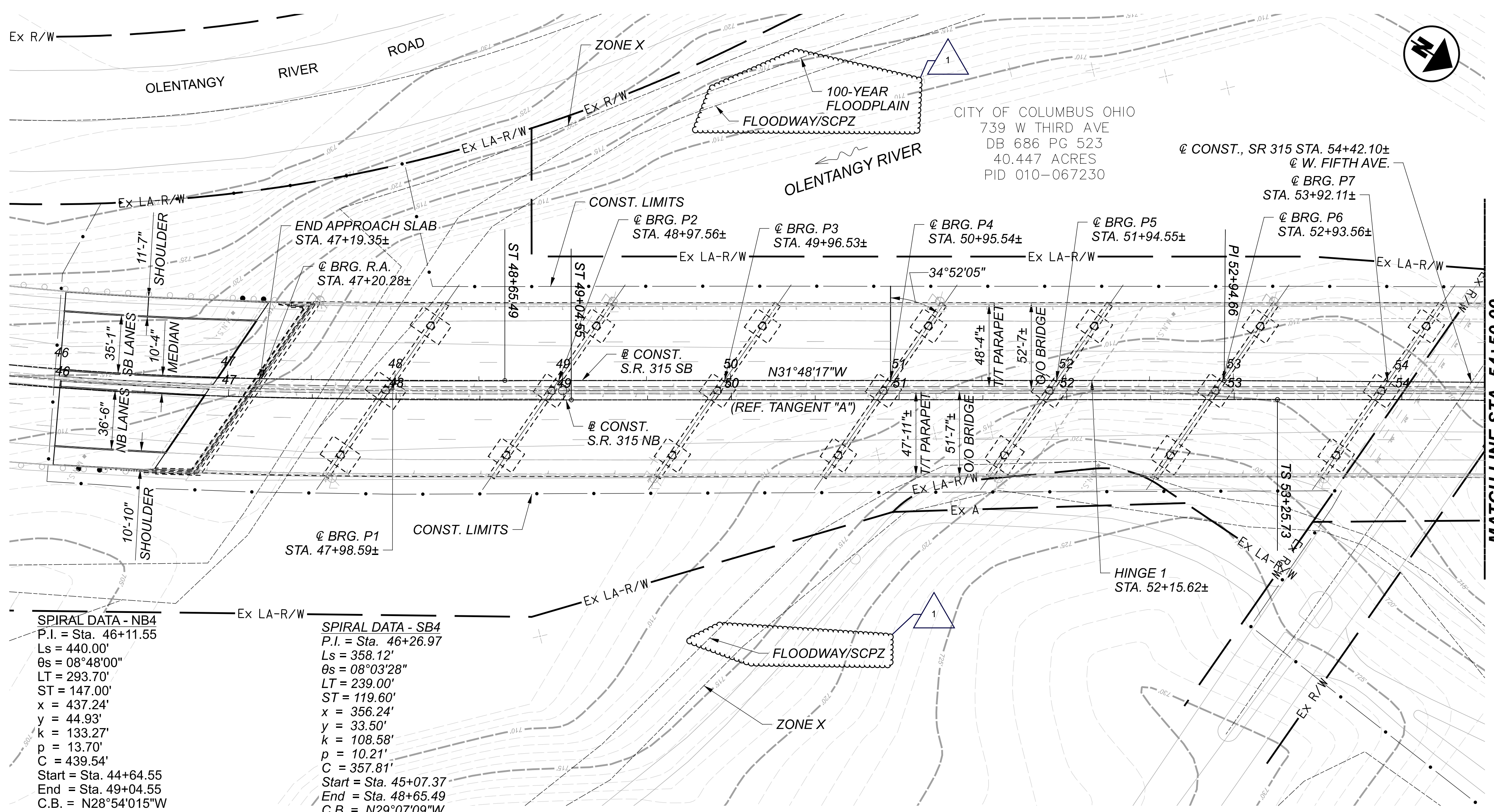
DESIGNER  
**CAG**

REVIEWER  
 MS 03/31/22

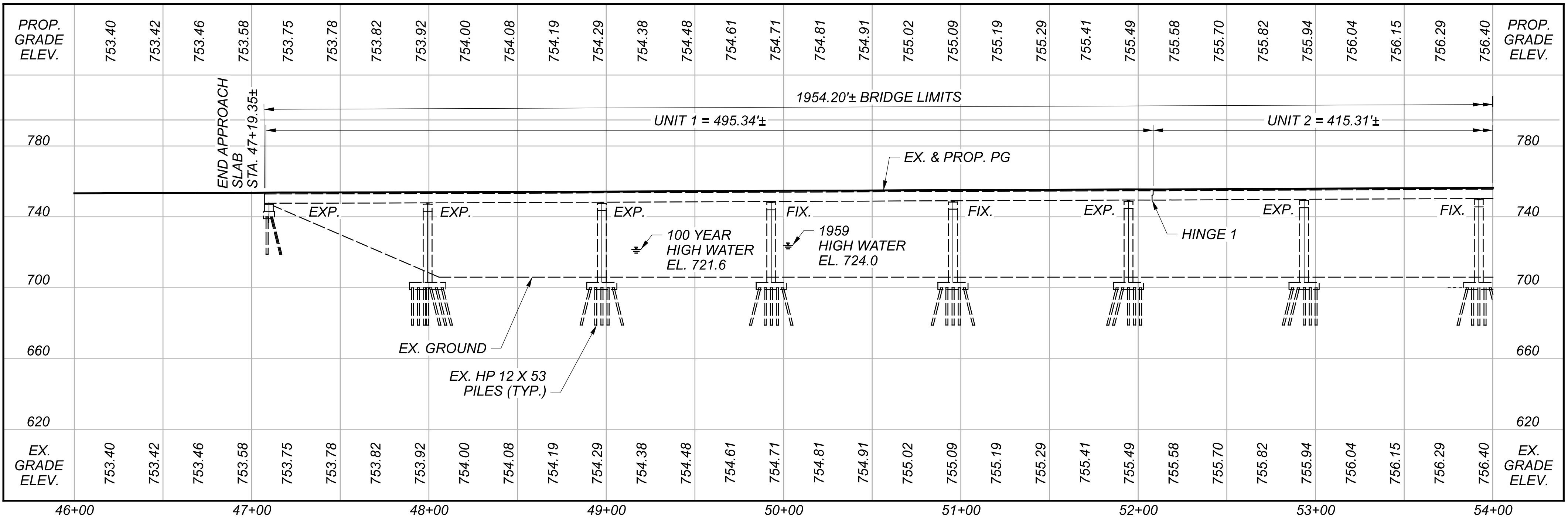
PROJECT ID  
 111640

SHEET TOTAL  
 33 | 109

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**PLAN**



**PROFILE (ALONG @ CONSTRUCTION FRA-315 SB)**

**BENCHMARK/CONTROL POINT DATA**

BM #155 STA. 41+88.22,	ELEV. 748.983,	OFFSET 50.406,	LT
CP #108 STA. 55+94.06,	ELEV. 733.302,	OFFSET 192.529,	LT
CP #157 STA. 50+74.57,	ELEV. 729.607,	OFFSET 106.496,	RT

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET 8.

**HYDRAULIC DATA**

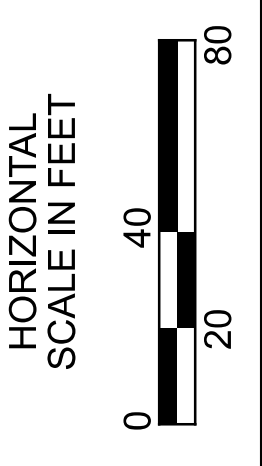
DRAINAGE AREA = 497.0 SQ. MILES  
 Q (50) = 15,900 CFS V (50) = 5.08 FT/S  
 Q (100) = 18,500 CFS V (100) = 4.80 FT/S  
 STRUCTURE CLEARS THE 100 YEAR DESIGN HW BY 23.26 FEET.  
 SCPZ = STREAM CORRIDOR PROTECTION ZONE

**EXISTING STRUCTURE**

TYPE: 19-SPAN CONTINUOUS STEEL GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE SUPPORTED ON STEEL PILING.  
 SPANS: 79'-0"±, 5 @ 99'-0"± C/C BRGS. ALONG REF. TAN. "A"; 11 @ 108'-0"±, 93'-0"± C/C BRGS. ALONG @ CONSTRUCTION SR-315.  
 ROADWAY: VARIES  
 LOADING: CF2000 (1957)  
 SKEW: 34°52'05" LF WITH RESPECT TO REF. TAN. "A"; 8°57'09" RF WITH RESPECT TO REF. TAN. "B".  
 WEARING SURFACE: 1" LMC & 1/4" FLEXOGRID OVERLAY  
 APPROACH SLABS: AS-1-54 (25'-0" LONG)  
 ALIGNMENT: SPIRAL LEFT, TANGENT AND 3°30'00" CURVE RIGHT WITH TRANSITION SPIRALS.  
 CROWN: VARIES  
 STRUCTURE FILE NUMBER: 2515393  
 DATE BUILT: 1969  
 DISPOSITION: MODIFY EXISTING EXTERIOR PARAPETS TO MEET FHWA SAFETY REQUIREMENTS, APPLY OVERLAY TO DECKS AND APPROACH SLABS, PATCH AND WRAP PIERS WITH FIBER REINFORCED POLYMER LAMINATES, MISC. REPAIRS.

**PROPOSED STRUCTURE**

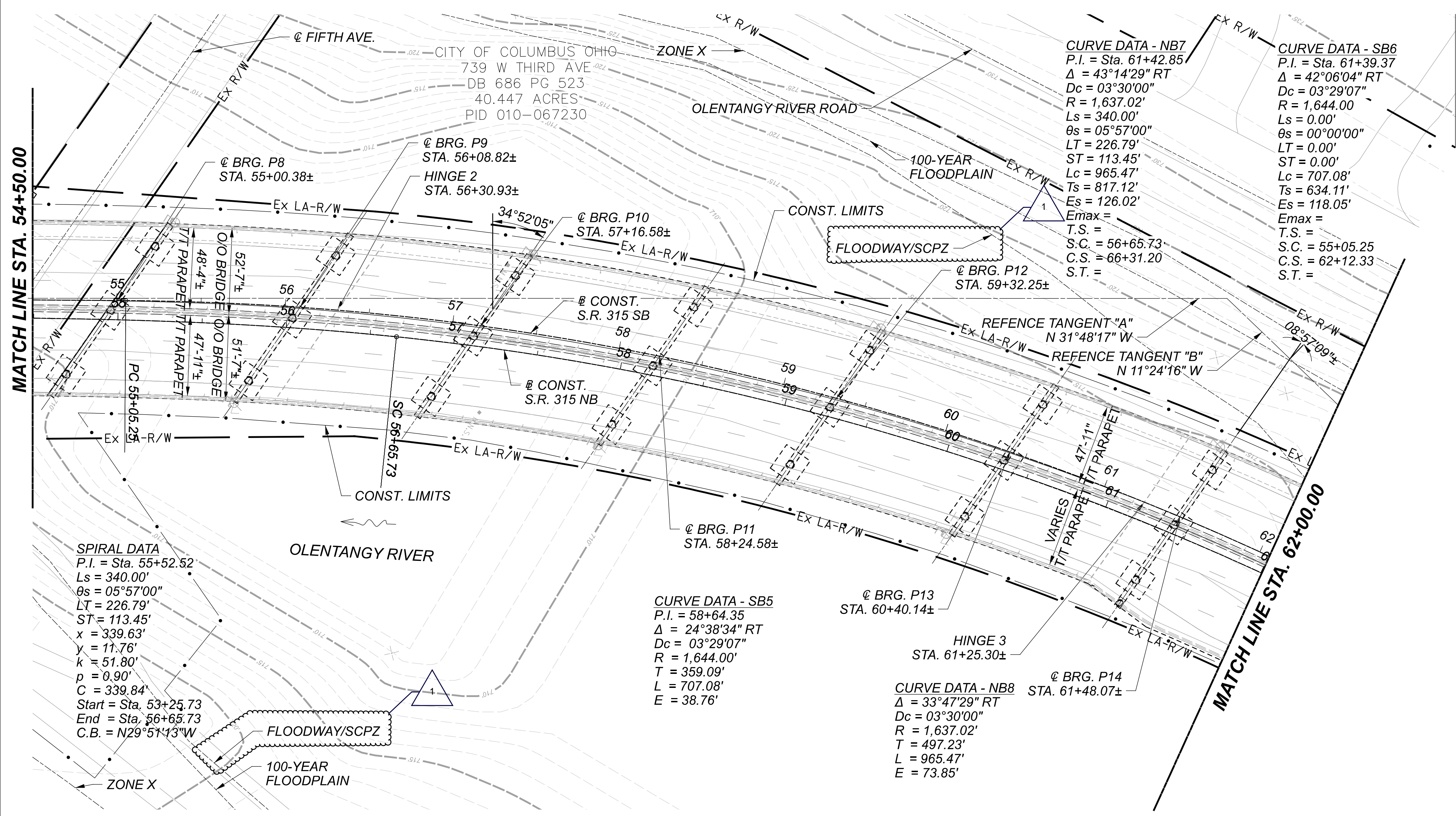
TYPE: 19-SPAN CONTINUOUS STEEL GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE SUPPORTED ON STEEL PILING.  
 SPANS: 79'-0"±, 6 @ 99'-0"± C/C BRGS. ALONG REF. TAN. "A"; 11 @ 108'-0"±, 93'-0"± C/C BRGS. ALONG @ CONSTRUCTION SR-315.  
 ROADWAY: VARIES  
 LOADING: CF2000 (1957)  
 SKEW: 34°52'05" LF WITH RESPECT TO REF. TAN. "A"; 8°57'09" RF WITH RESPECT TO REF. TAN. "B".  
 WEARING SURFACE: 2 1/4" MINIMUM SDC OVERLAY  
 APPROACH SLABS: AS-1-54 (25'-0" LONG)  
 ALIGNMENT: SPIRAL LEFT, TANGENT AND 3°30'00" CURVE RIGHT WITH TRANSITION SPIRALS.  
 CROWN: VARIES  
 DECK AREA: 102,315 SF  
 COORDINATES: LATITUDE 83° 01' 30" W  
 LONGITUDE 39° 59' 18" N



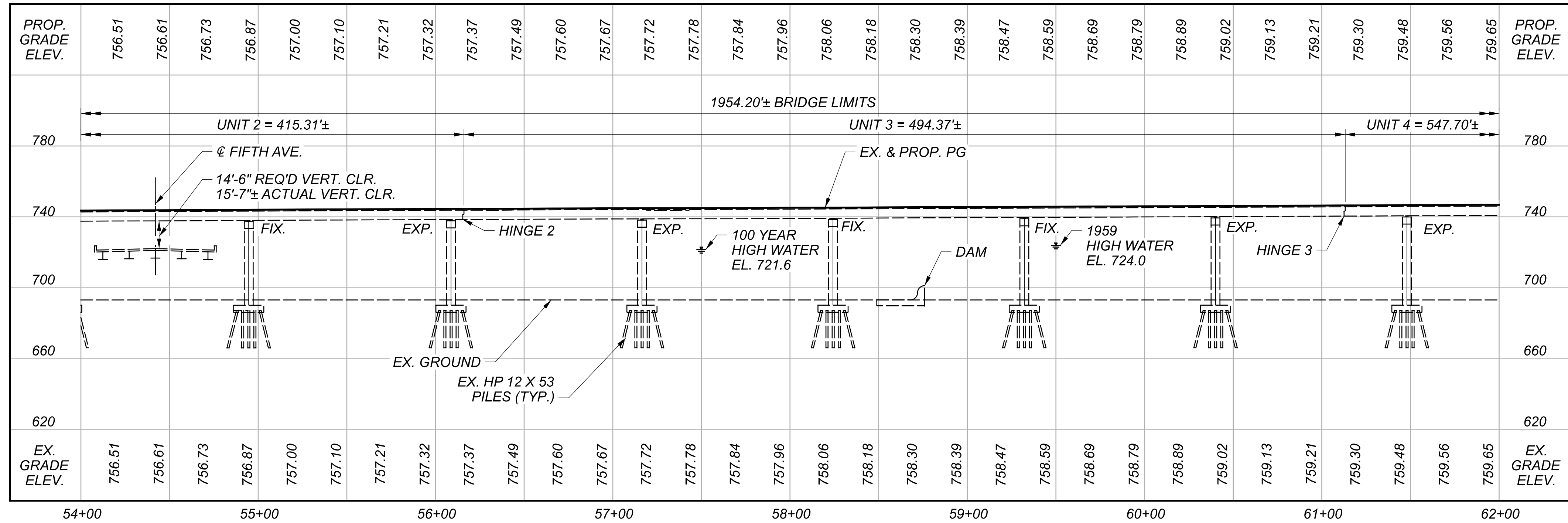
SOUTHBOUND SITE PLAN -1  
 BRIDGE NO. FRA-315.0278  
 SR-315 OVER OLENTANGY RIVER, 5TH AVE., & KING AVE.

1	ADDENDUM 1 - 4/19/23
FEMA nomenclature.	
SFN	2515393
DESIGN AGENCY	WOOLPERT
ONE EASTON OVAL SUITE 400 COLUMBUS, OH 43219 614-766-0000	
DESIGNER/CHECKER	LMB TML
REVIEWER	MAA 04/01/22
PROJECT ID	111640
SUBSET	TOTAL
1	63
SHEET	TOTAL
47	109

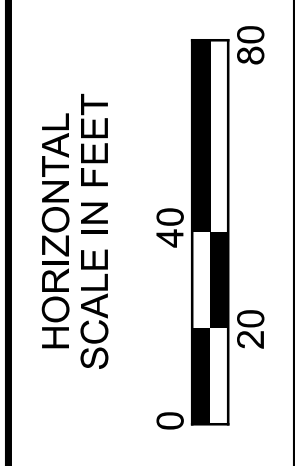




PLAN



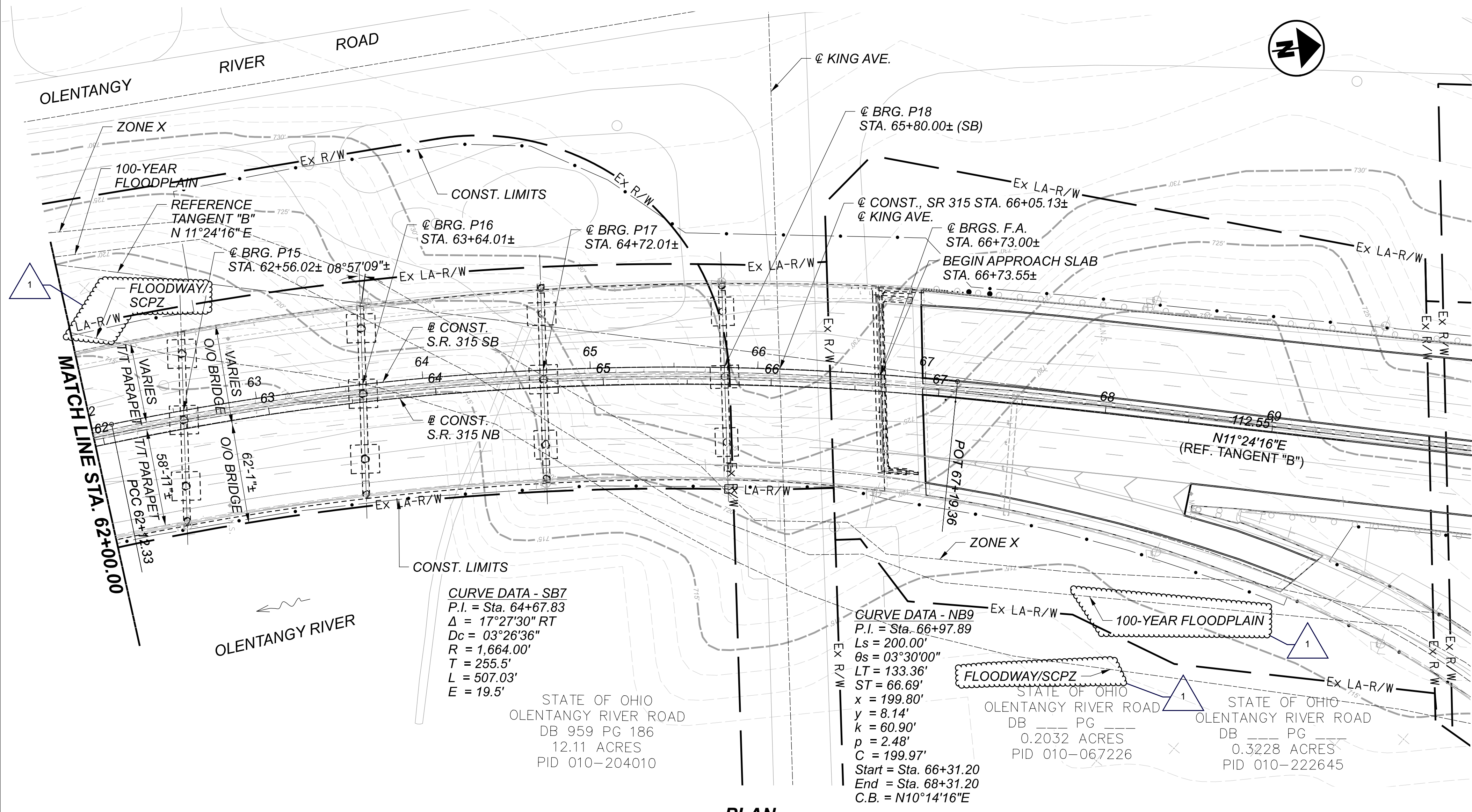
PROFILE (ALONG & CONSTRUCTION FRA-315 SB)



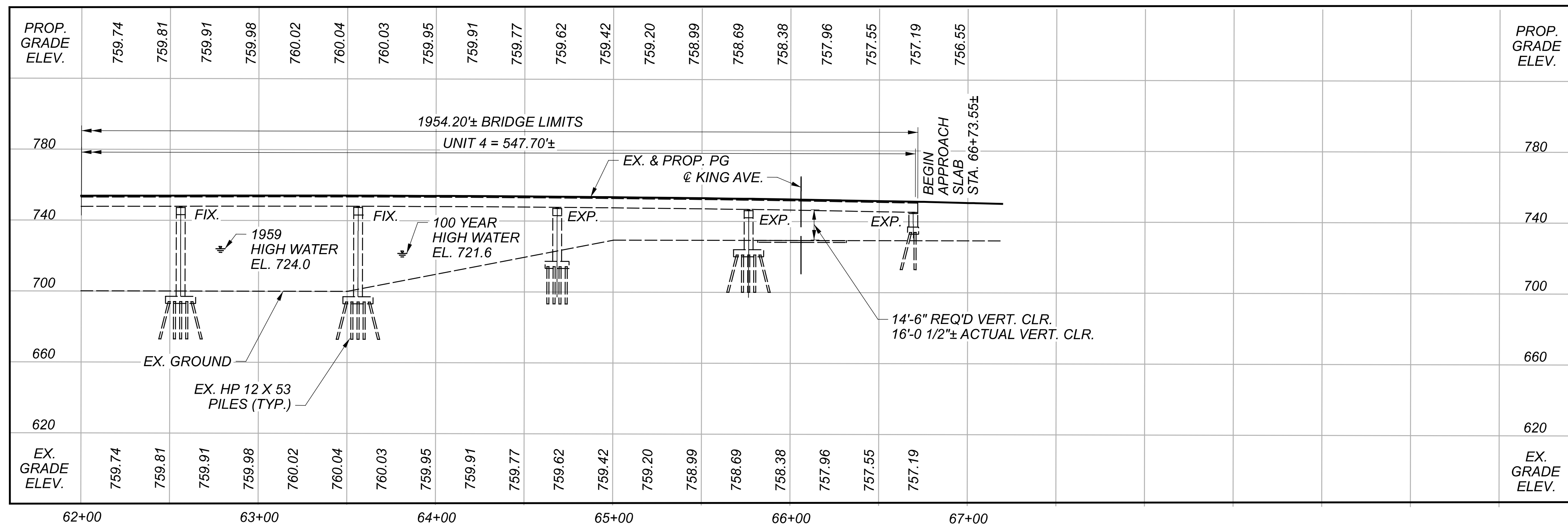
SOUTHBOUND SITE PLAN -2  
 BRIDGE NO. FRA-315.0278  
 SR-315 OVER OLENTANGY RIVER, 5TH AVE., & KING AVE.

1 Addendum 1 - 4/19/23  
 FEMA nomenclature.

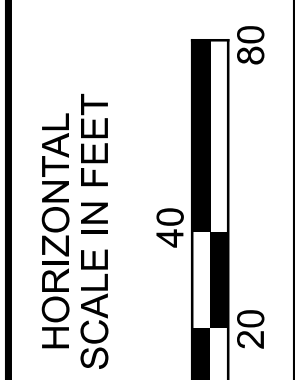
SFN	2515393
DESIGN AGENCY	<b>WOOLPERT</b>
DESIGNER	LMB
CHECKER	TML
REVIEWER	MAA
PROJECT ID	111640
SUBSET	2
TOTAL	63
SHEET	48
TOTAL	109



PLAN



PROFILE (ALONG @ CONSTRUCTION FRA-315 SB)



SOUTHBOUND SITE PLAN - 3  
 BRIDGE NO. FRA-315.0278  
 SR-315 OVER OLENTANGY RIVER, 5TH AVE., & KING AVE.

1 Addendum 1 - 4/19/23  
 FEMAs nomenclature.

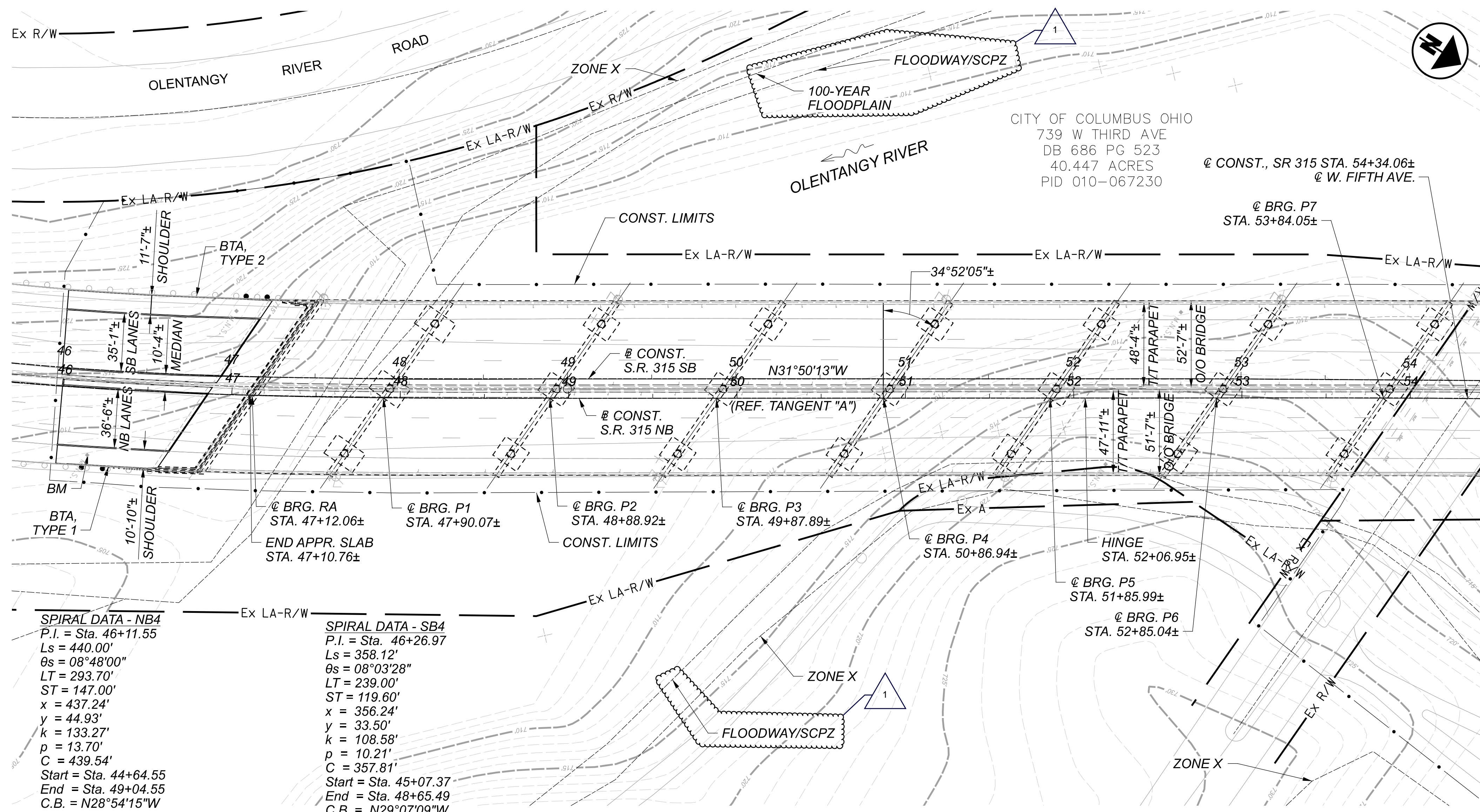
DESIGN AGENCY  
**WOOLPERT**  
 ONE EASTON OVAL  
 SUITE 400  
 COLUMBUS, OH 43219  
 T 614-476-6000

DESIGNER  
**LMB**

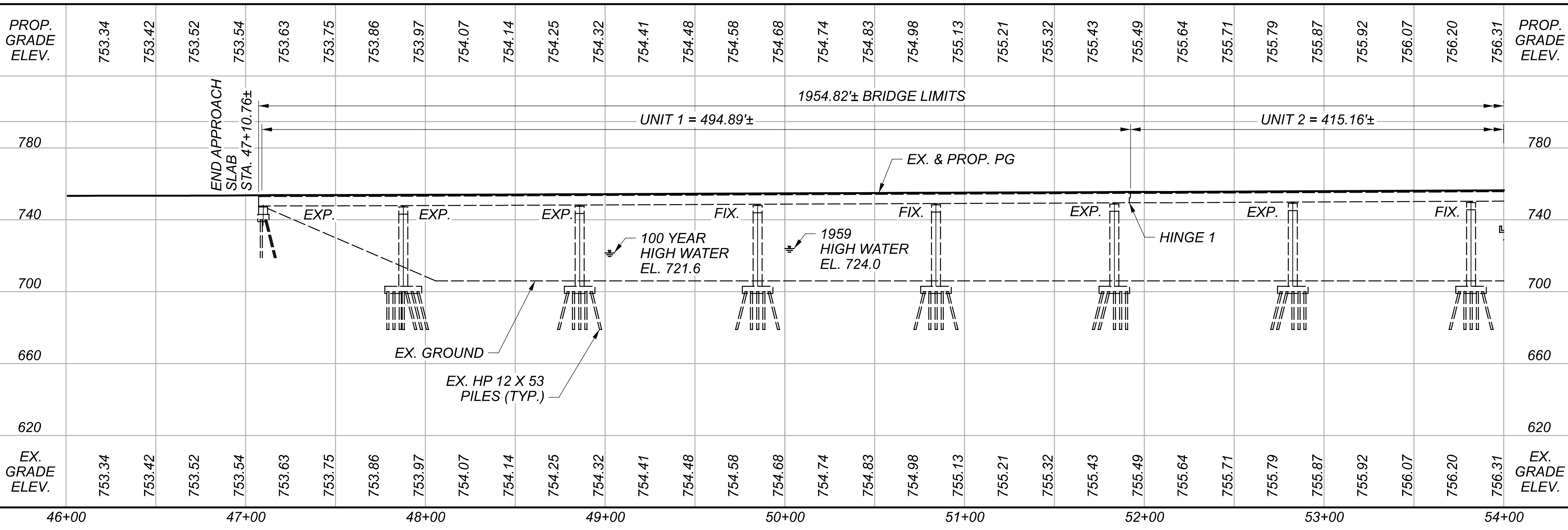
REVIEWER  
**MAA 04/01/22**

PROJECT ID  
**11640**

SUBSET	TOTAL
3	63
SHEET	TOTAL
49	109



PLAN

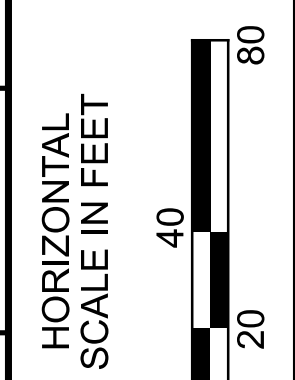


PROFILE (ALONG @ CONSTRUCTION FRA-315 NB)

**BENCHMARK/CONTROL POINT DATA**

BM #150 STA. 41+67.46,	ELEV. 754.334,	OFFSET 52.627,	RT
BM #154 STA. 68+18.20,	ELEV. 753.320,	OFFSET 65.603,	LT
CP #156 STA. 51+33.57,	ELEV. 727.568,	OFFSET 61.209,	RT

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET 8.



**HYDRAULIC DATA**

DRAINAGE AREA = 497.0 SQ. MILES  
 Q (50) = 15,900 CFS V (50) = 5.08 FT/S  
 Q (100) = 18,500 CFS V (100) = 4.80 FT/S  
 STRUCTURE CLEARS THE 100 YEAR DESIGN HW BY 23.26 FEET.  
 SCPZ = STREAM CORRIDOR PROTECTION ZONE LIMITS

**EXISTING STRUCTURE**

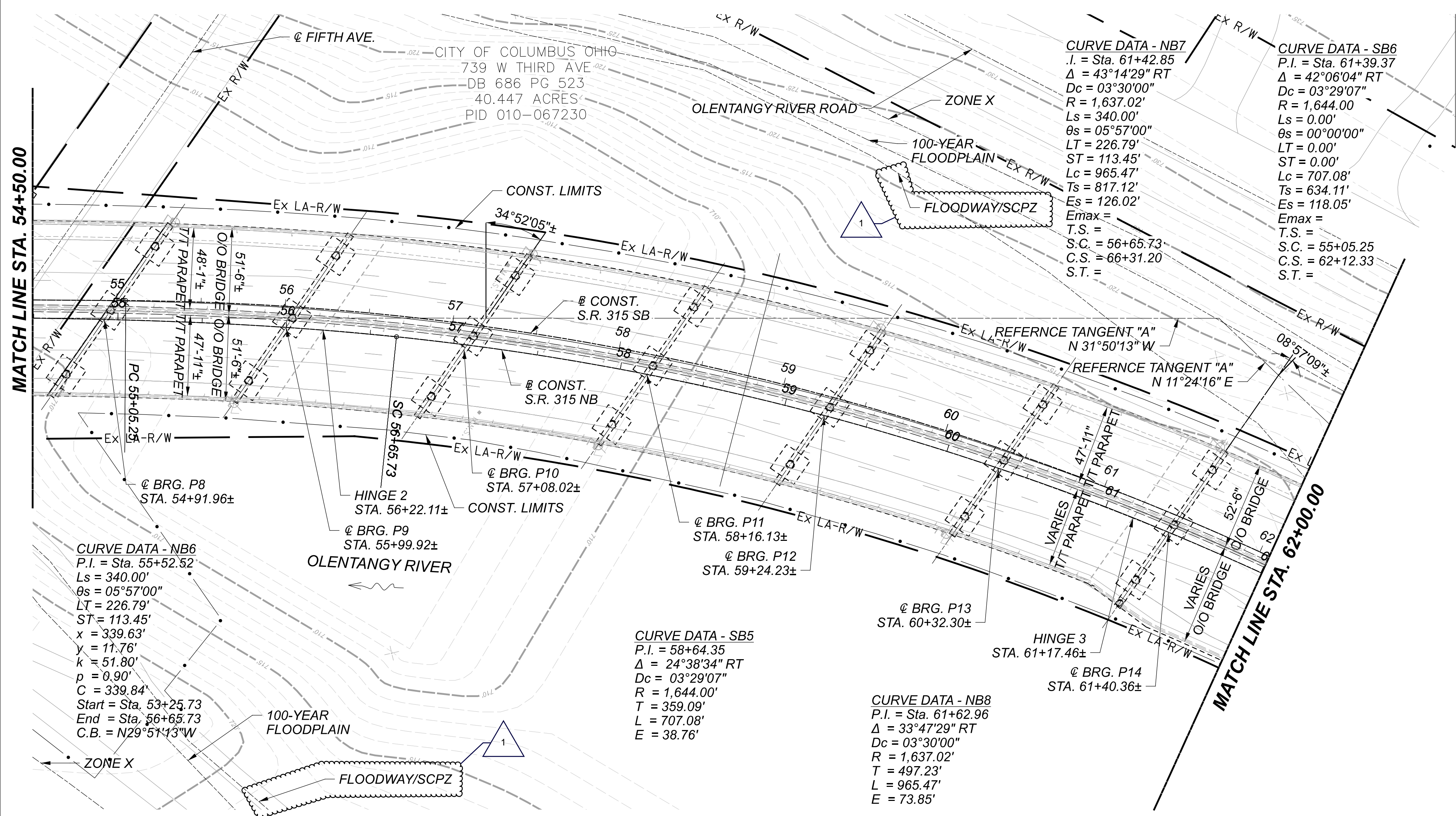
TYPE: 19-SPAN CONTINUOUS STEEL GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE SUPPORTED ON STEEL PILING.  
 SPANS: 79'-0"±, 5 @ 99'-0"± C/C BRGS. ALONG REF. TAN. "A"; 11 @ 108'-0"±, 93'-0"± C/C BRGS. ALONG @ CONSTRUCTION SR-315.  
 ROADWAY: VARIES  
 LOADING: CF2000 (1957)  
 SKEW: 34°52'05" LF WITH RESPECT TO REF. TAN. "A"; 8°57'09" RF WITH RESPECT TO REF. TAN. "B".  
 WEARING SURFACE: 1" LMC & 1/4" FLEXGRID OVERLAY  
 APPROACH SLABS: AS-1-54 (25'-0" LONG)  
 ALIGNMENT: SPIRAL LEFT, TANGENT AND 3°30'00" CURVE RIGHT WITH TRANSITION SPIRALS.  
 CROWN: VARIES  
 STRUCTURE FILE NUMBER: 2515393  
 DATE BUILT: 1969  
 DISPOSITION: MODIFY EXISTING EXTERIOR PARAPETS TO MEET FHWA SAFETY REQUIREMENTS, APPLY OVERLAY TO DECKS AND APPROACH SLABS, PATCH AND WRAP PIERS WITH FIBER REINFORCED POLYMER LAMINATES, MISC. REPAIRS.

**PROPOSED STRUCTURE**

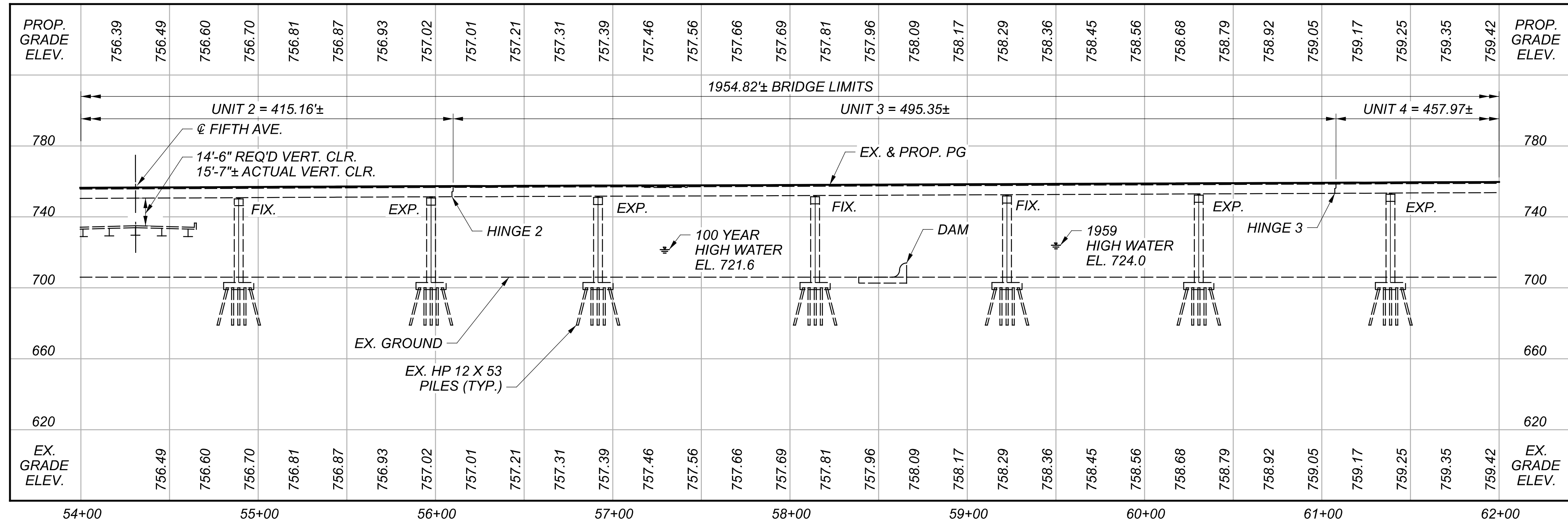
TYPE: 19-SPAN CONTINUOUS STEEL GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE SUPPORTED ON STEEL PILING.  
 SPANS: 79'-0"±, 6 @ 99'-0"± C/C BRGS. ALONG REF. TAN. "A"; 11 @ 108'-0"±, 93'-0"± C/C BRGS. ALONG @ CONSTRUCTION SR-315.  
 ROADWAY: VARIES  
 LOADING: CF2000 (1957)  
 SKEW: 34°52'05" LF WITH RESPECT TO REF. TAN. "A"; 8°57'09" RF WITH RESPECT TO REF. TAN. "B".  
 WEARING SURFACE: 2 1/4" MINIMUM SDC OVERLAY  
 APPROACH SLABS: AS-1-54 (25'-0" LONG)  
 ALIGNMENT: SPIRAL LEFT, TANGENT AND 3°30'00" CURVE RIGHT WITH TRANSITION SPIRALS.  
 CROWN: VARIES  
 DECK AREA: 105,875 SF  
 COORDINATES: LATITUDE 83° 01' 30" W  
 LONGITUDE 39° 59' 18" N

NORTHBOUND SITE PLAN -1  
 BRIDGE NO. FRA-315.0278  
 SR-315 OVER OLENTANGY RIVER, 5TH AVE., & KING AVE.

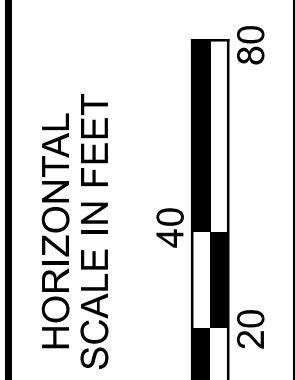
1	ADDENDUM 1 - 4/19/23
FEMA nomenclature.	
SFN	2515393
DESIGN AGENCY	<b>WOOLPERT</b>
ONE EASTON OVAL SUITE 400 COLUMBUS, OH 43219 614-776-6000	
DESIGNER/CHECKER	LMB TML
REVIEWER	MAA 04/01/22
PROJECT ID	111640
SUBSET	TOTAL
4	63
SHEET	TOTAL
50	109



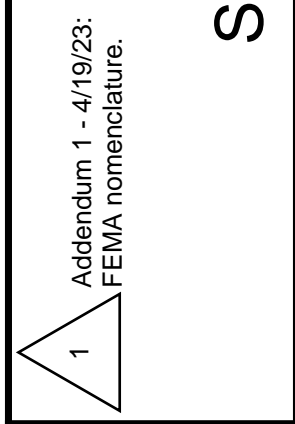
PLAN



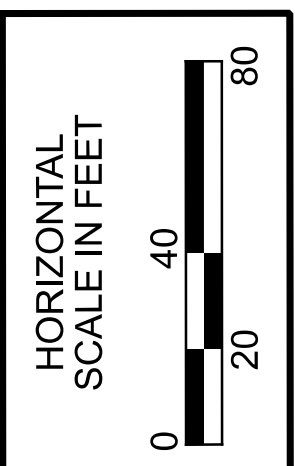
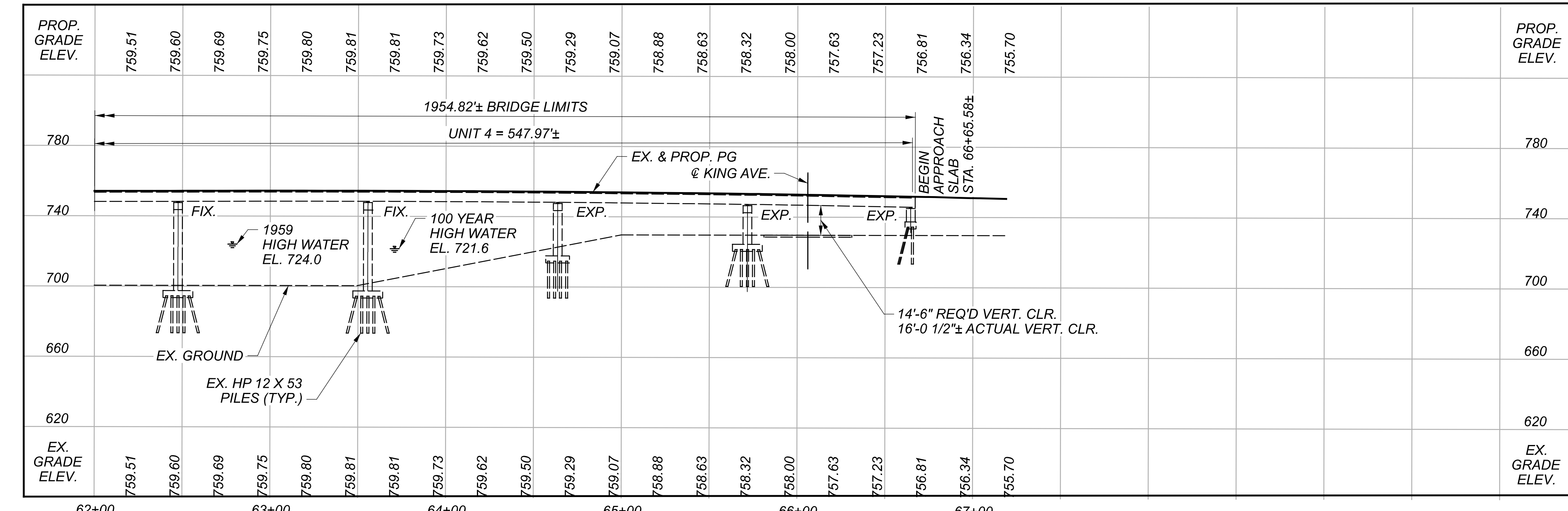
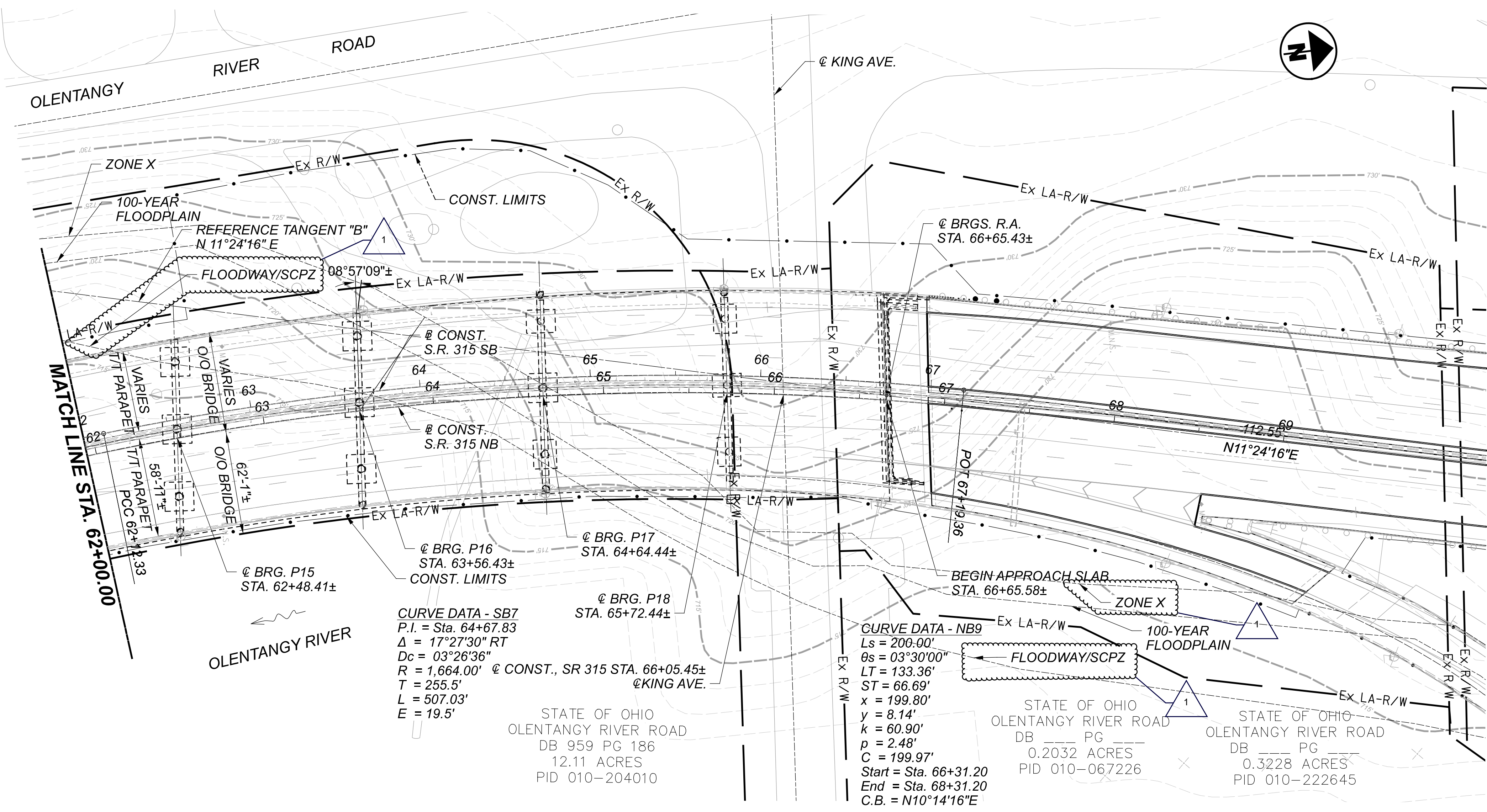
PROFILE (ALONG & CONSTRUCTION FRA-315 NB)



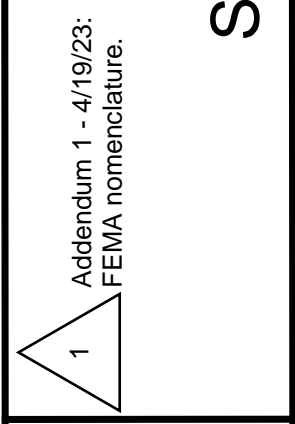
NORTHBOUND SITE PLAN - 2  
 BRIDGE NO. FRA-315.0278  
 SR-315 OVER OLENTANGY RIVER, 5TH AVE., & KING AVE.



SFN		2515393
DESIGN AGENCY		WOOLPERT
DESIGNER		LMB
CHECKER		TML
REVIEWER		MAA 04/01/22
PROJECT ID		111640
SUBSET	TOTAL	
5	63	
SHEET	TOTAL	
51	109	

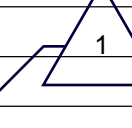
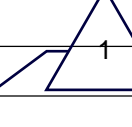
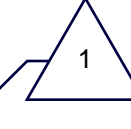


NORTHBOUND SITE PLAN - 3  
 BRIDGE NO. FRA-315.0278  
 SR-315 OVER OLENTANGY RIVER, 5TH AVE., & KING AVE.

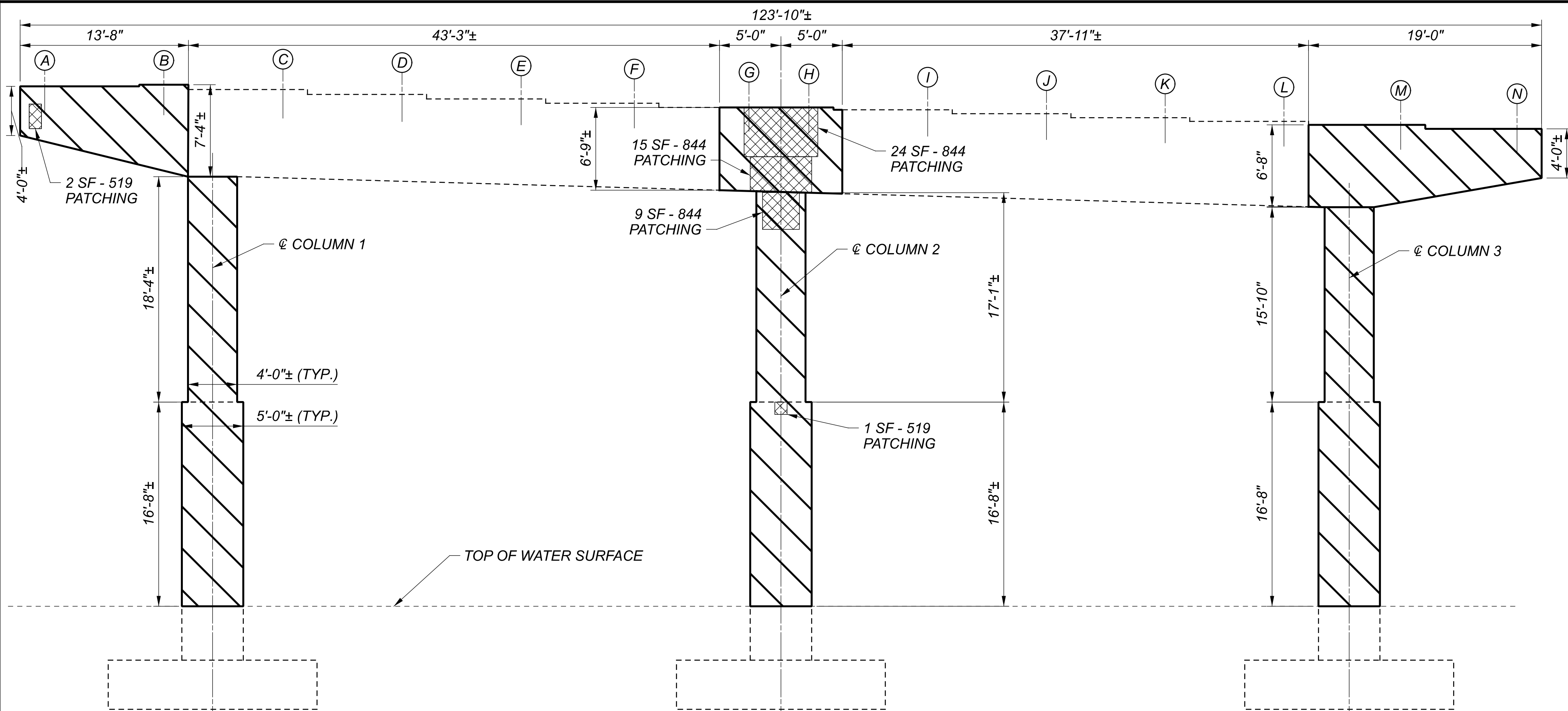


SFN	2515393
DESIGN AGENCY	WOOLPERT
DESIGNER	LMB
CHECKER	TML
REVIEWER	MAA
PROJECT ID	11640
SUBSET	6
TOTAL	63
SHEET	52
TOTAL	109

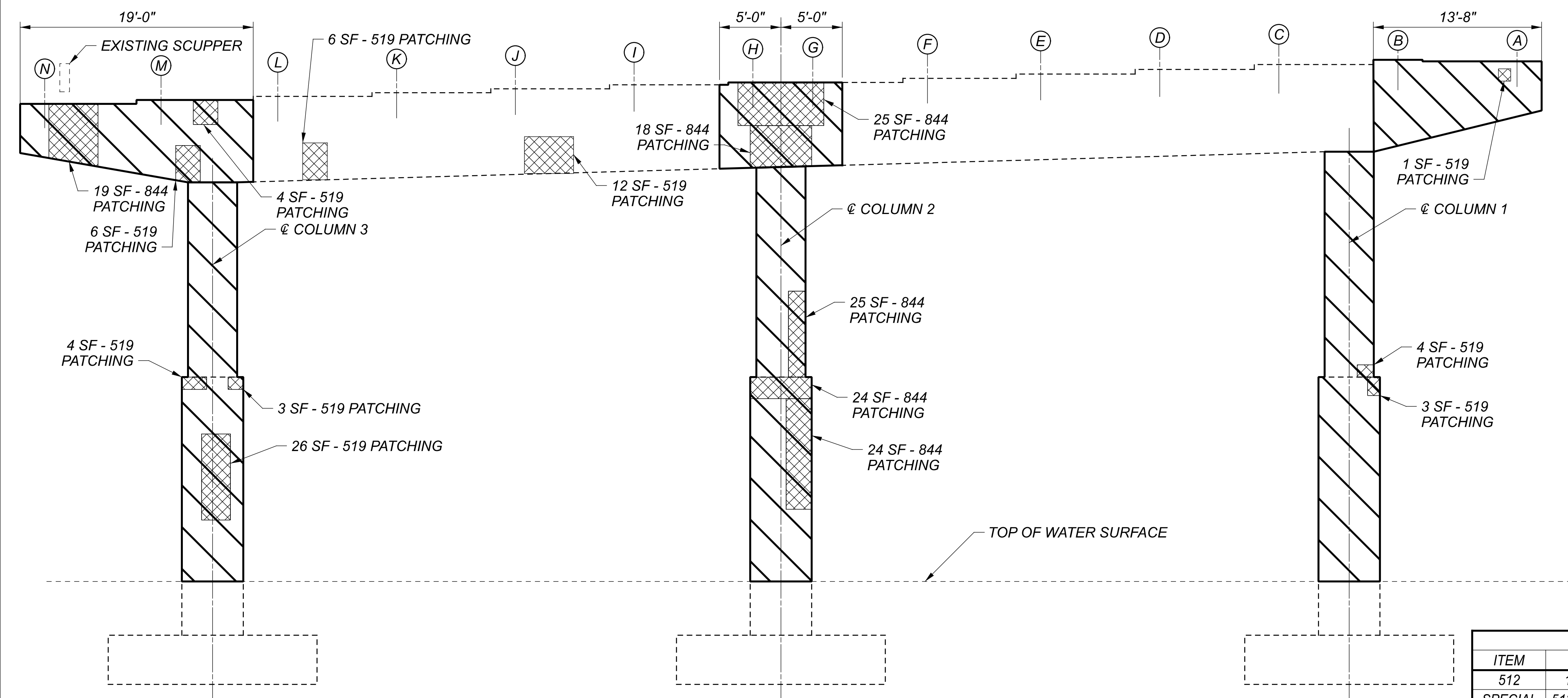
ESTIMATED QUANTITIES										CALC BY:	MJZ	DATE:	3/31/2022
										CHECK BY:	PES	DATE:	4/4/2022
ITEM	EXT	PIERS	NB SS	SB SS	CONTINGENCY	QUANTITY	UNIT	PART.		DESCRIPTION	SEE SHEET		
								01/NHS/14	02/NHS/05				
202	11203	LS	LS	LS		LS		LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	7 OF 63		
509	10000		19,177	22,289		41,466	LB	41,466		EPOXY COATED REINFORCING STEEL			
509	20001				200	200	LB	200		REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN	7 OF 63		
509	30020		13,635	15,951		29,586	FT	29,586		NO. 4 GFRP DEFORMED BARS			
512	10100	4,135	2,280	2,243		8,658	SY	8,658		SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)			
SPECIAL	512-71500	2,821				2,821	SY	2,821		URETHANE TOP COAT SEALER			
512	74000		648	317		965	SY	965		REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES			
SPECIAL	512-75000		74	88		162	FT	162		SEALING: CONCRETE BRIDGE RAIL CRACK SEALING	7 OF 63		
513	10001			LS		LS		LS		STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN	7 OF 63		
516	14600		172	172		344	FT	344		STRUCTURAL JOINT OR JOINT SEALER, MISC.: REFURBISH 7" STRIP SEAL JOINT (HINGES 1, 2, AND 3)	41 OF 63		
516	14600		122	120		242	FT	242		STRUCTURAL JOINT OR JOINT SEALER, MISC.: REFURBISH MODULAR JOINTS (ABUTMENTS)	42 OF 63		
517	76201		1,439	1,702		3,141	FT	3,141		RAILING FACED, AS PER PLAN	52 OF 63		
SPECIAL	519-00100	25,301				25,301	SF	25,301		COMPOSITE FIBER WRAP SYSTEM	8 OF 63		
519	11101	621	116	75	122	934	SF	934		PATCHING CONCRETE STRUCTURE, AS PER PLAN	8 OF 63		
625	23308		1,295	1,565		2,860	FT	2,860		DISTRIBUTION CABLE, MISC.: REPLACE EXISTING DISTRIBUTION CABLE	8 OF 63		
625	25920	417				417	FT	417		CONDUIT, MISC.: INSTALL NEW CONDUIT SUPPORT STRAPS	8 OF 63		
625	35011		10	10		20	EACH	20		REMOVE AND REERECT EXISTING LIGHT POLE, AS PER PLAN	8 OF 63		
625	98200		LS			LS		LS		LIGHTING, MISC.: REPAIR JUNCTION BOXES, AS PER PLAN	51 OF 63		
844	10001	3,761			565	4,326	SF	4,326		CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, AS PER PLAN	8 OF 63		
848	10200		11,764	11,369		23,133	SY	23,133		SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION (2.25")			
848	20000		11,764	11,369		23,133	SY	23,133		SURFACE PREPARATION USING HYDRODEMOLITION			
848	30200		83	237		320	CY	320		SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY			
848	50000		150	427		577	SY	577		HAND CHIPPING			
848	50100		LS	LS		LS		LS		TEST SLAB			
848	50200		1	76		77	CY	77		FULL-DEPTH REPAIR			
848	50320		11,764	11,369		23,133	SY	23,133		EXISTING CONCRETE OVERLAY REMOVED (1.50" THICK)			



SFN	2515393
DESIGN AGENCY	
<small>ONE EASTON OVAL SUITE 400 COLUMBUS, OH 43219 T 614-476-6000</small>	
DESIGNER	CHECKER
CML	MJZ
REVIEWER	
PES 04/01/22	
PROJECT ID	
111640	
SUBSET	TOTAL
9	63
SHEET	TOTAL
55	109



PIER 8 ELEVATION - NEAR FACE



PIER 8 ELEVATION - FAR FACE

**PROPOSED WORK NOTES**

1. THE AREAS OF SPALLED, DELAMINATED, AND DETERIORATED CONCRETE SHOWN IN THESE PLANS HAVE BEEN IDENTIFIED THROUGH SOUNDING AND VISUAL INSPECTIONS. A CONTINGENCY QUANTITY HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES TO ADDRESS ANY ADDITIONAL PATCHING DIRECTED BY THE ENGINEER.
2. ANTICIPATED AREAS OF PATCHING WITH GALVANIC ANODE PROTECTION ARE DESIGNATED IN THE PATCHING NOTES AS 844 PATCHING. AREAS DESIGNATED 519 PATCHING ARE ANTICIPATED TO BE PATCHED IN ACCORDANCE WITH CMS 519 WITHOUT GALVANIC PROTECTION.
3. AFTER THE DETERIORATED CONCRETE HAS BEEN REMOVED AND THE ENGINEER CAN OBSERVE THE CONDITION OF THE REBAR, THE ENGINEER MAY CHANGE THE PATCHING METHOD FROM 519 TO 844 WHERE HEAVY CORROSION OF THE REBAR IS OBSERVED, OR 844 TO 519 WHERE THE REBAR IS OBSERVED TO BE IN GOOD CONDITION.
4. COMPOSITE FIBER WRAP SHALL BE INSTALLED TO THE LIMITS DEFINED IN THE PLANS. REFER TO DETAILS ON SHEET 10 OF 63 FOR ADDITIONAL INFORMATION.
5. THE SIDES AND BOTTOM OF THE CAP, AND PERIMETER OF ALL COLUMNS FROM THE GROUND LINE UP THAT ARE NOT ENCASED IN THE COMPOSITE FIBER WRAP SHALL BE SEALED WITH AN EPOXY URETHANE SEALER.
6. THE SURFACE OF THE COMPOSITE FIBER WRAP SHALL HAVE A URETHANE TOP COAT SEALER APPLIED MATCHING THE COLOR OF THAT USED FOR THE EPOXY URETHANE SEALER.

**LEGEND**

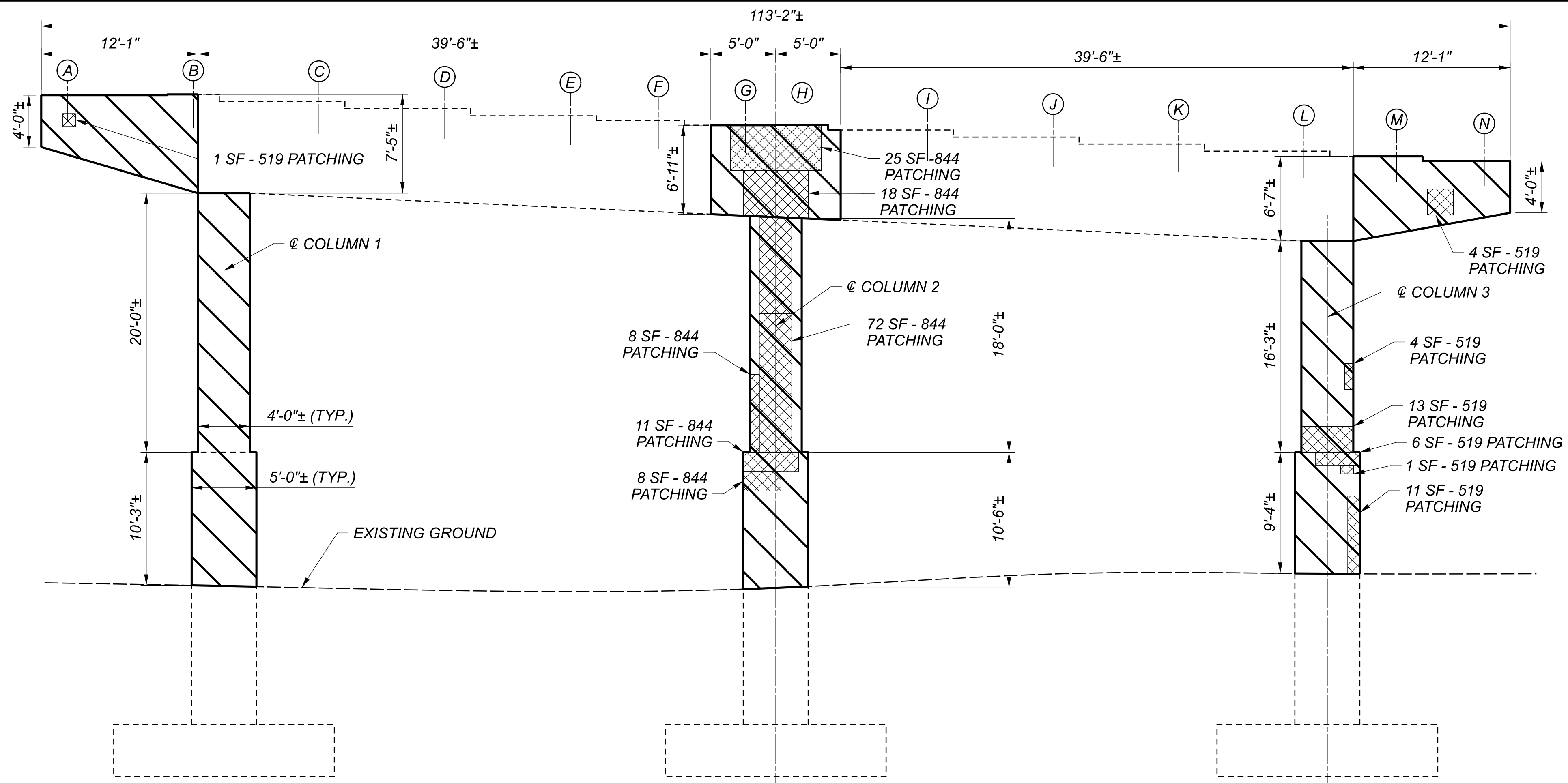
- (A) EXISTING GIRDER NUMBER
- PATCHING CONCRETE SURFACE AS DIRECTED
- LIMITS OF 519 - COMPOSITE FIBER WRAP SYSTEM

PIER REPAIR QUANTITIES - PIER 8				
ITEM	EXT.	QUANTITY	UNITS	DESCRIPTION
512	10050	177	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
SPECIAL	512-71500	251	SY	URETHANE TOP COAT SEALER
SPECIAL	519-00100	2258	SF	COMPOSITE FIBER WRAP SYSTEM
519	11101	72	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN
844	10001	183	SF	CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, AS PER PLAN

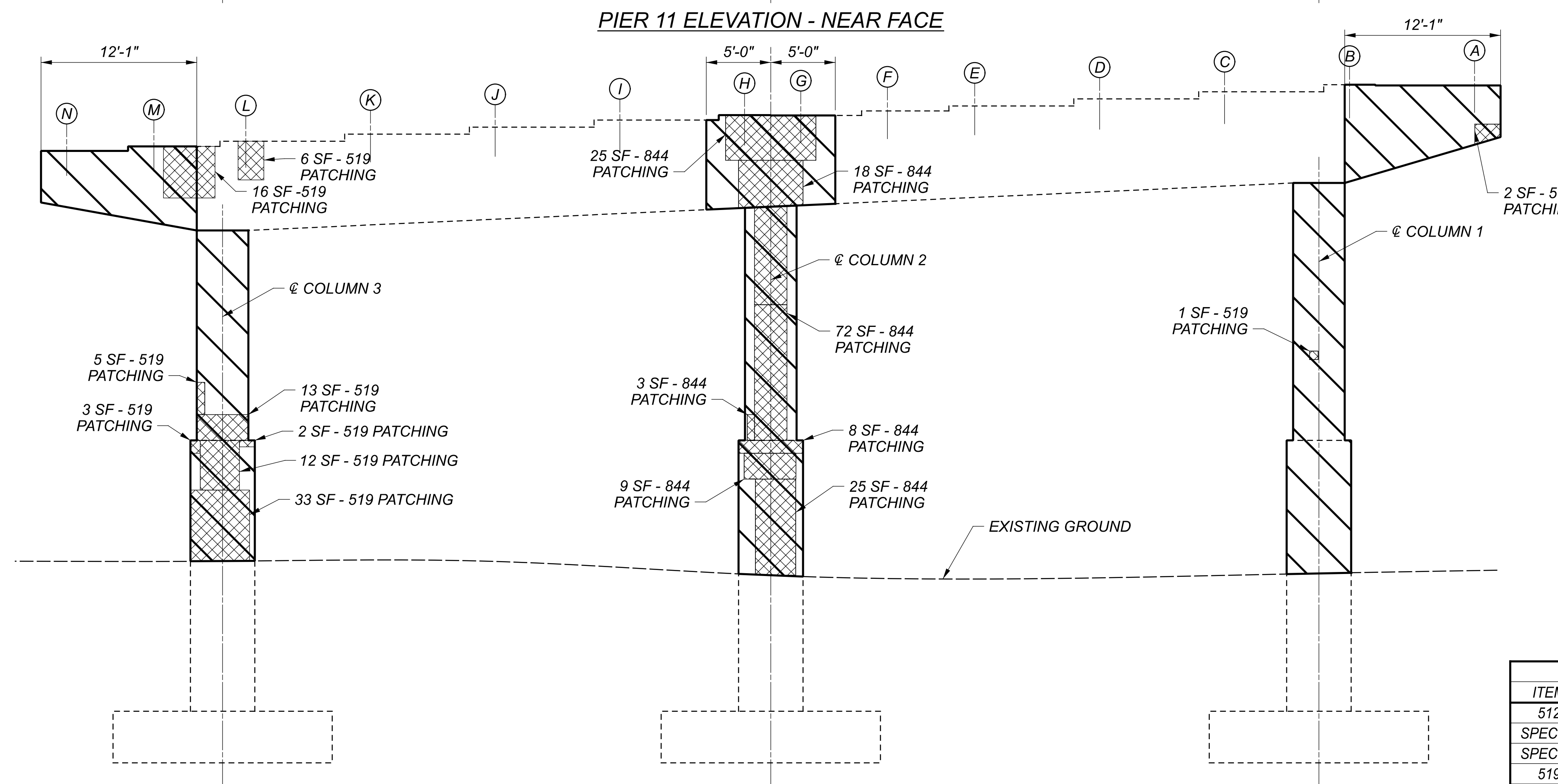
PIER 8 REPAIR DETAILS  
 BRIDGE NO. FRA-315-0278  
 SR-315 OVER OLENTANGY RIVER, 5TH AVE., & KING AVE.

Addendum 1 - 4/19/23  
 Revision to patching quantity

SFN	2515393
DESIGN AGENCY	
DESIGNER	CML
CHECKER	MJZ
REVIEWER	TML
PROJECT ID	111640
SUBSET	17
TOTAL	63
SHEET	63
TOTAL	109



PIER 11 ELEVATION - NEAR FACE



PIER 11 ELEVATION - FAR FACE

- PROPOSED WORK NOTES**
1. THE AREAS OF SPALLED, DELAMINATED, AND DETERIORATED CONCRETE SHOWN IN THESE PLANS HAVE BEEN IDENTIFIED THROUGH SOUNDING AND VISUAL INSPECTIONS. A CONTINGENCY QUANTITY HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES TO ADDRESS ANY ADDITIONAL PATCHING DIRECTED BY THE ENGINEER.
  2. ANTICIPATED AREAS OF PATCHING WITH GALVANIC ANODE PROTECTION ARE DESIGNATED IN THE PATCHING NOTES AS 844 PATCHING. AREAS DESIGNATED 519 PATCHING ARE ANTICIPATED TO BE PATCHED IN ACCORDANCE WITH CMS 519 WITHOUT GALVANIC PROTECTION.
  3. AFTER THE DETERIORATED CONCRETE HAS BEEN REMOVED AND THE ENGINEER CAN OBSERVE THE CONDITION OF THE REBAR, THE ENGINEER MAY CHANGE THE PATCHING METHOD FROM 519 TO 844 WHERE HEAVY CORROSION OF THE REBAR IS OBSERVED, OR 844 TO 519 WHERE THE REBAR IS OBSERVED TO BE IN GOOD CONDITION.
  4. COMPOSITE FIBER WRAP SHALL BE INSTALLED TO THE LIMITS DEFINED IN THE PLANS. REFER TO DETAILS ON SHEET 10 OF 63 FOR ADDITIONAL INFORMATION.
  5. THE SIDES AND BOTTOM OF THE CAP, AND PERIMETER OF ALL COLUMNS FROM THE GROUND LINE UP THAT ARE NOT ENCASED IN THE COMPOSITE FIBER WRAP SHALL BE SEALED WITH AN EPOXY URETHANE SEALER.
  6. THE SURFACE OF THE COMPOSITE FIBER WRAP SHALL HAVE A URETHANE TOP COAT SEALER APPLIED MATCHING THE COLOR OF THAT USED FOR THE EPOXY URETHANE SEALER.

- LEGEND**
- (A) EXISTING GIRDER NUMBER
  - [Cross-hatched pattern] PATCHING CONCRETE SURFACE AS DIRECTED
  - [Diagonal hatched pattern] LIMITS OF 519 - COMPOSITE FIBER WRAP SYSTEM

PIER REPAIR QUANTITIES - PIER 11

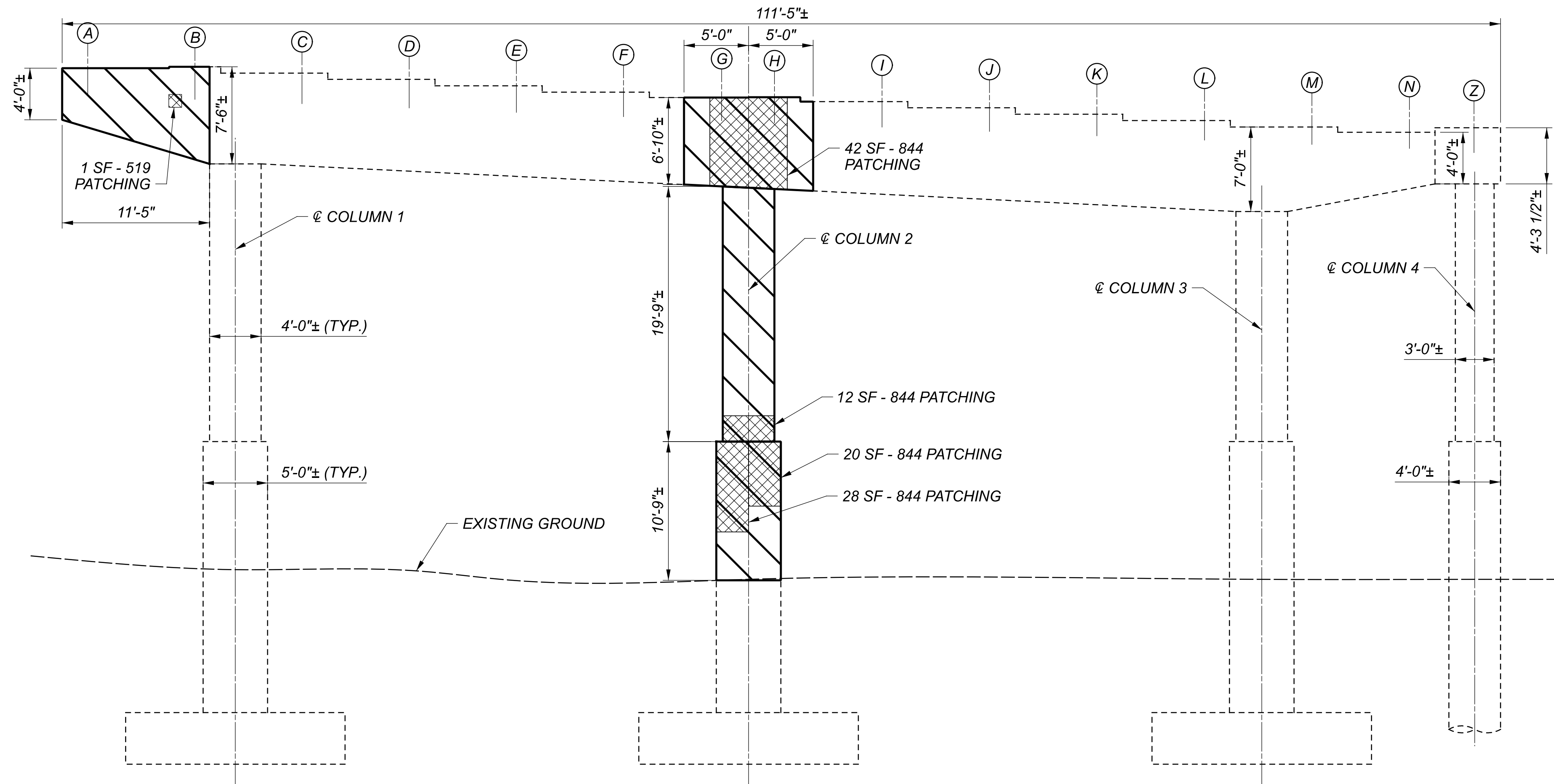
ITEM	EXT.	QUANTITY	UNITS	DESCRIPTION
512	10050	163	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
SPECIAL	512-71500	203	SF	URETHANE TOP COAT SEALER
SPECIAL	519-00100	1827	SF	COMPOSITE FIBER WRAP SYSTEM
519	11101	133	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN
844	10001	302	SF	CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, AS PER PLAN

PIER 11 REPAIR DETAILS  
 BRIDGE NO. FRA-315-0278  
 SR-315 OVER OLENTANGY RIVER, 5TH AVE., & KING AVE.

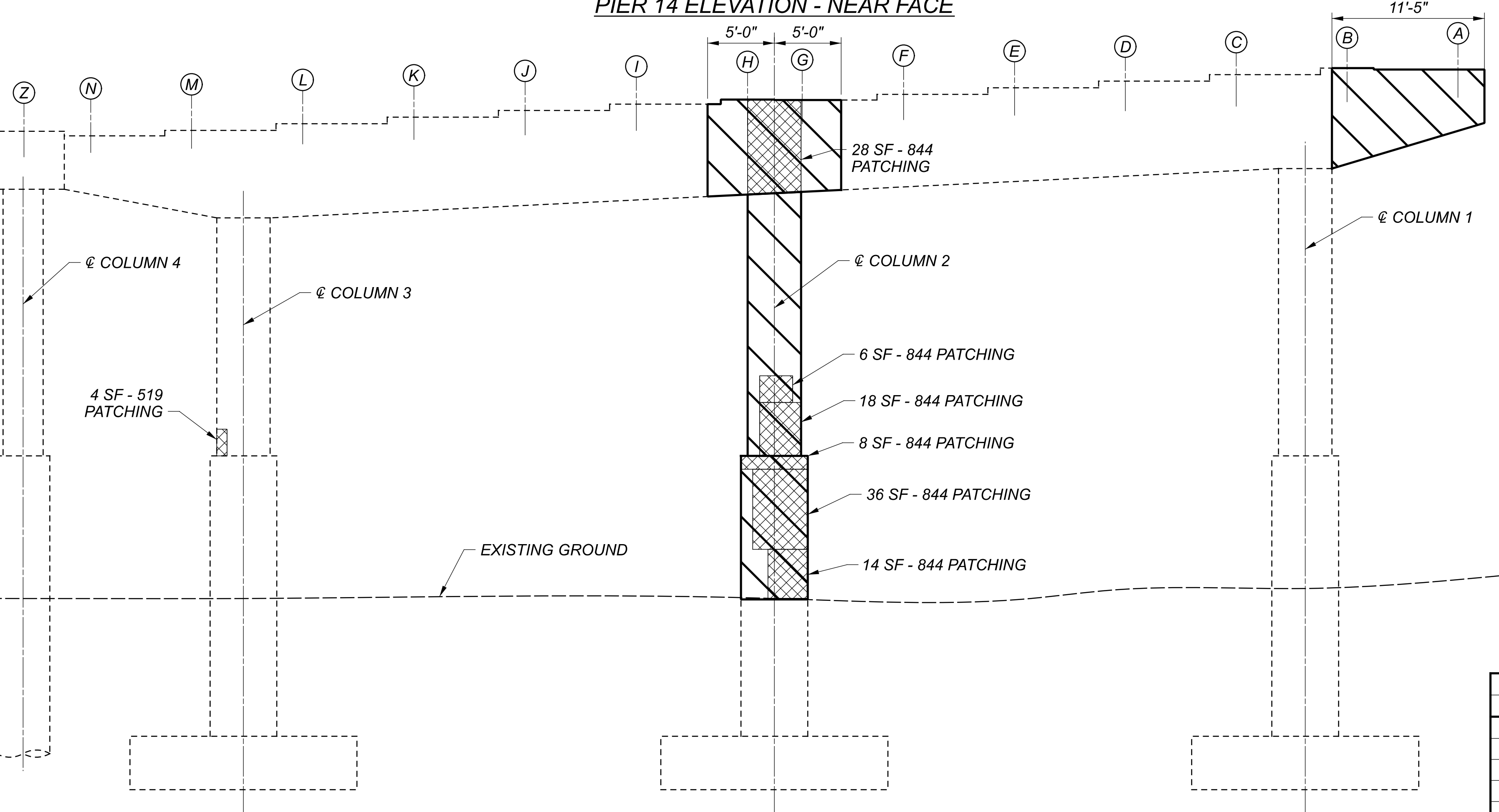
Addendum 1 - 4/19/23:  
 Revision to 844 quantity.

SFN	2515393
DESIGN AGENCY	WOOLPERT
DESIGNER	CML
CHECKER	MJZ
REVIEWER	TML
DATE	04/01/22
PROJECT ID	111640
SUBSET	20
TOTAL	63
SHEET	66
TOTAL	109





PIER 14 ELEVATION - NEAR FACE



PIER 14 ELEVATION - FAR FACE

**PROPOSED WORK NOTES**

1. THE AREAS OF SPALLED, DELAMINATED, AND DETERIORATED CONCRETE SHOWN IN THESE PLANS HAVE BEEN IDENTIFIED THROUGH SOUNDING AND VISUAL INSPECTIONS. A CONTINGENCY QUANTITY HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES TO ADDRESS ANY ADDITIONAL PATCHING DIRECTED BY THE ENGINEER.
2. ANTICIPATED AREAS OF PATCHING WITH GALVANIC ANODE PROTECTION ARE DESIGNATED IN THE PATCHING NOTES AS 844 PATCHING. AREAS DESIGNATED 519 PATCHING ARE ANTICIPATED TO BE PATCHED IN ACCORDANCE WITH CMS 519 WITHOUT GALVANIC PROTECTION.
3. AFTER THE DETERIORATED CONCRETE HAS BEEN REMOVED AND THE ENGINEER CAN OBSERVE THE CONDITION OF THE REBAR, THE ENGINEER MAY CHANGE THE PATCHING METHOD FROM 519 TO 844 WHERE HEAVY CORROSION OF THE REBAR IS OBSERVED, OR 844 TO 519 WHERE THE REBAR IS OBSERVED TO BE IN GOOD CONDITION.
4. COMPOSITE FIBER WRAP SHALL BE INSTALLED TO THE LIMITS DEFINED IN THE PLANS. REFER TO DETAILS ON SHEET 10 OF 63 FOR ADDITIONAL INFORMATION.
5. THE SIDES AND BOTTOM OF THE CAP, AND PERIMETER OF ALL COLUMNS FROM THE GROUND LINE UP THAT ARE NOT ENCASED IN THE COMPOSITE FIBER WRAP SHALL BE SEALED WITH AN EPOXY URETHANE SEALER.
6. THE SURFACE OF THE COMPOSITE FIBER WRAP SHALL HAVE A URETHANE TOP COAT SEALER APPLIED MATCHING THE COLOR OF THAT USED FOR THE EPOXY URETHANE SEALER.

**LEGEND**

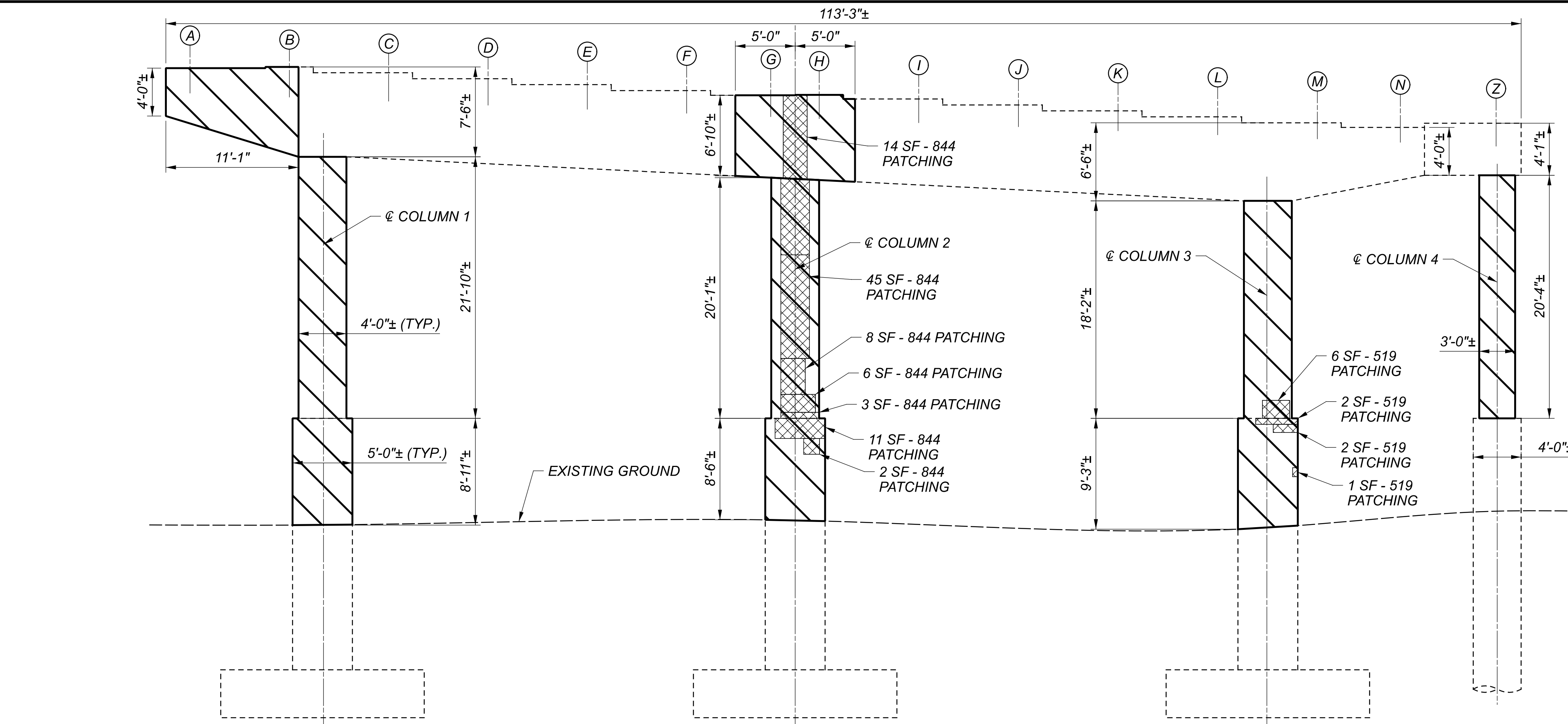
- (A) EXISTING GIRDER NUMBER
- PATCHING CONCRETE SURFACE AS DIRECTED
- LIMITS OF 519 - COMPOSITE FIBER WRAP SYSTEM

PIER REPAIR QUANTITIES - PIER 14				
ITEM	EXT.	QUANTITY	UNITS	DESCRIPTION
512	10050	317	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
SPECIAL	512-71500	95	SY	URETHANE TOP COAT SEALER
SPECIAL	519-00100	848	SF	COMPOSITE FIBER WRAP SYSTEM
519	11101	5	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN
844	10001	212	SF	CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, AS PER PLAN

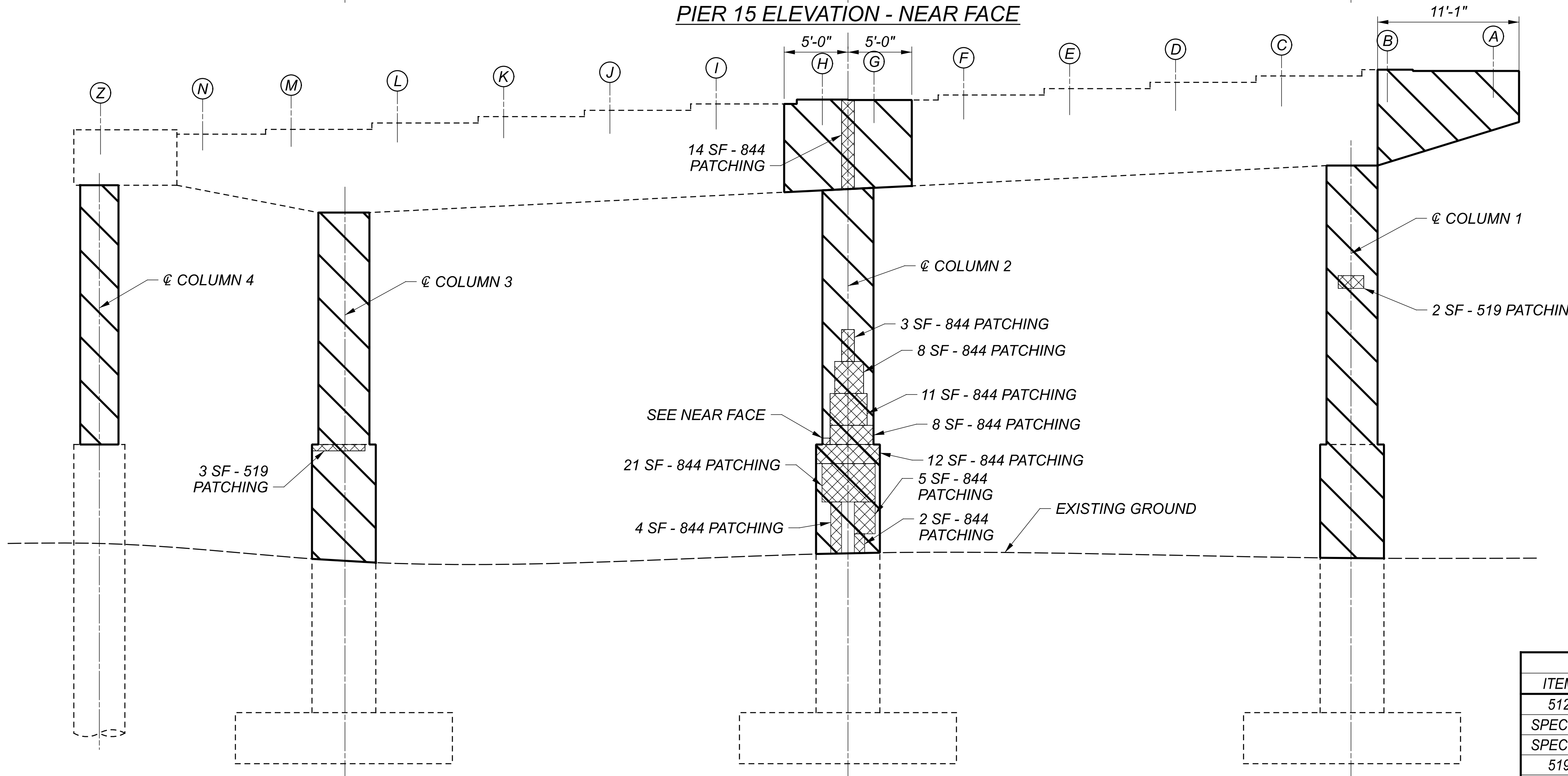
PIER 14 REPAIR DETAILS  
 BRIDGE NO. FRA-315-0278  
 SR-315 OVER OLENTANGY RIVER, 5TH AVE., & KING AVE.

Addendum 1 - 4/19/23  
 Revision to patching quantity.

SFN	2515393
DESIGN AGENCY	
DESIGNER	CML
CHECKER	MJZ
REVIEWER	TML
PROJECT ID	111640
SUBSET	23
TOTAL	63
SHEET	69
TOTAL	109



PIER 15 ELEVATION - NEAR FACE



PIER 15 ELEVATION - FAR FACE

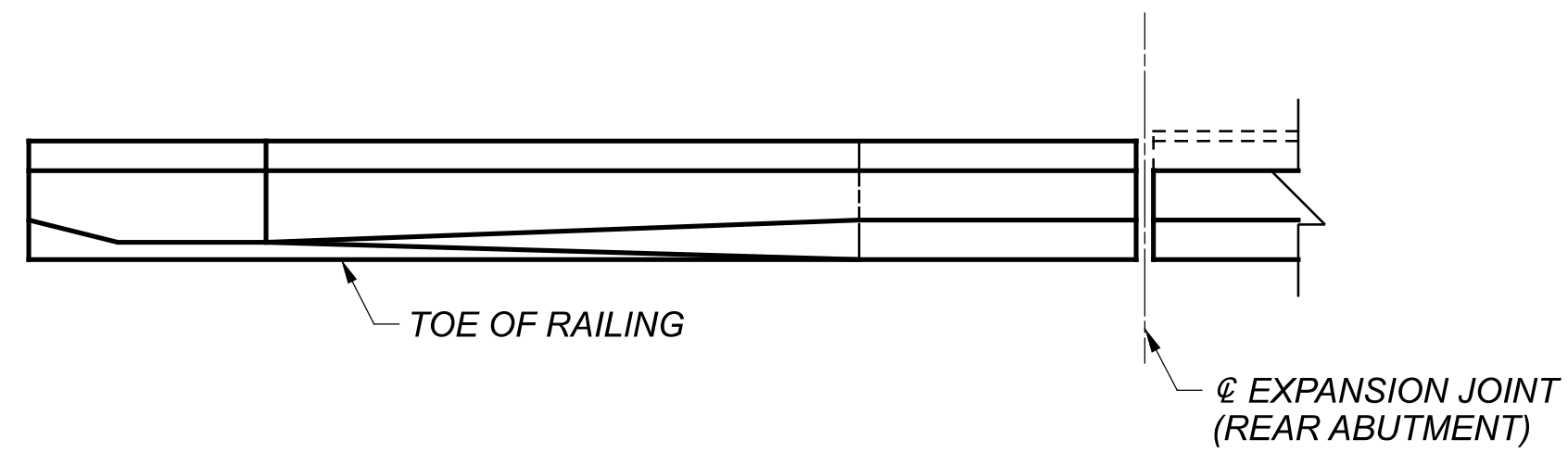
**PROPOSED WORK NOTES**

1. THE AREAS OF SPALLED, DELAMINATED, AND DETERIORATED CONCRETE SHOWN IN THESE PLANS HAVE BEEN IDENTIFIED THROUGH SOUNDING AND VISUAL INSPECTIONS. A CONTINGENCY QUANTITY HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES TO ADDRESS ANY ADDITIONAL PATCHING DIRECTED BY THE ENGINEER.
2. ANTICIPATED AREAS OF PATCHING WITH GALVANIC ANODE PROTECTION ARE DESIGNATED IN THE PATCHING NOTES AS 844 PATCHING. AREAS DESIGNATED 519 PATCHING ARE ANTICIPATED TO BE PATCHED IN ACCORDANCE WITH CMS 519 WITHOUT GALVANIC PROTECTION.
3. AFTER THE DETERIORATED CONCRETE HAS BEEN REMOVED AND THE ENGINEER CAN OBSERVE THE CONDITION OF THE REBAR, THE ENGINEER MAY CHANGE THE PATCHING METHOD FROM 519 TO 844 WHERE HEAVY CORROSION OF THE REBAR IS OBSERVED, OR 844 TO 519 WHERE THE REBAR IS OBSERVED TO BE IN GOOD CONDITION.
4. COMPOSITE FIBER WRAP SHALL BE INSTALLED TO THE LIMITS DEFINED IN THE PLANS. REFER TO DETAILS ON SHEET 10 OF 63 FOR ADDITIONAL INFORMATION.
5. THE SIDES AND BOTTOM OF THE CAP, AND PERIMETER OF ALL COLUMNS FROM THE GROUND LINE UP THAT ARE NOT ENCASED IN THE COMPOSITE FIBER WRAP SHALL BE SEALED WITH AN EPOXY URETHANE SEALER.
6. THE SURFACE OF THE COMPOSITE FIBER WRAP SHALL HAVE A URETHANE TOP COAT SEALER APPLIED MATCHING THE COLOR OF THAT USED FOR THE EPOXY URETHANE SEALER.

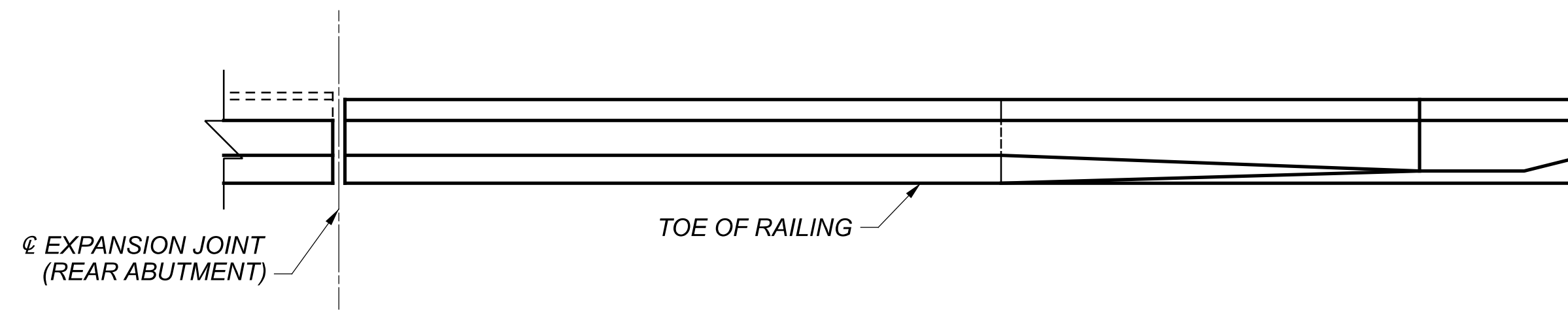
**LEGEND**

- (A) EXISTING GIRDER NUMBER
- PATCHING CONCRETE SURFACE AS DIRECTED
- LIMITS OF 519 - COMPOSITE FIBER WRAP SYSTEM

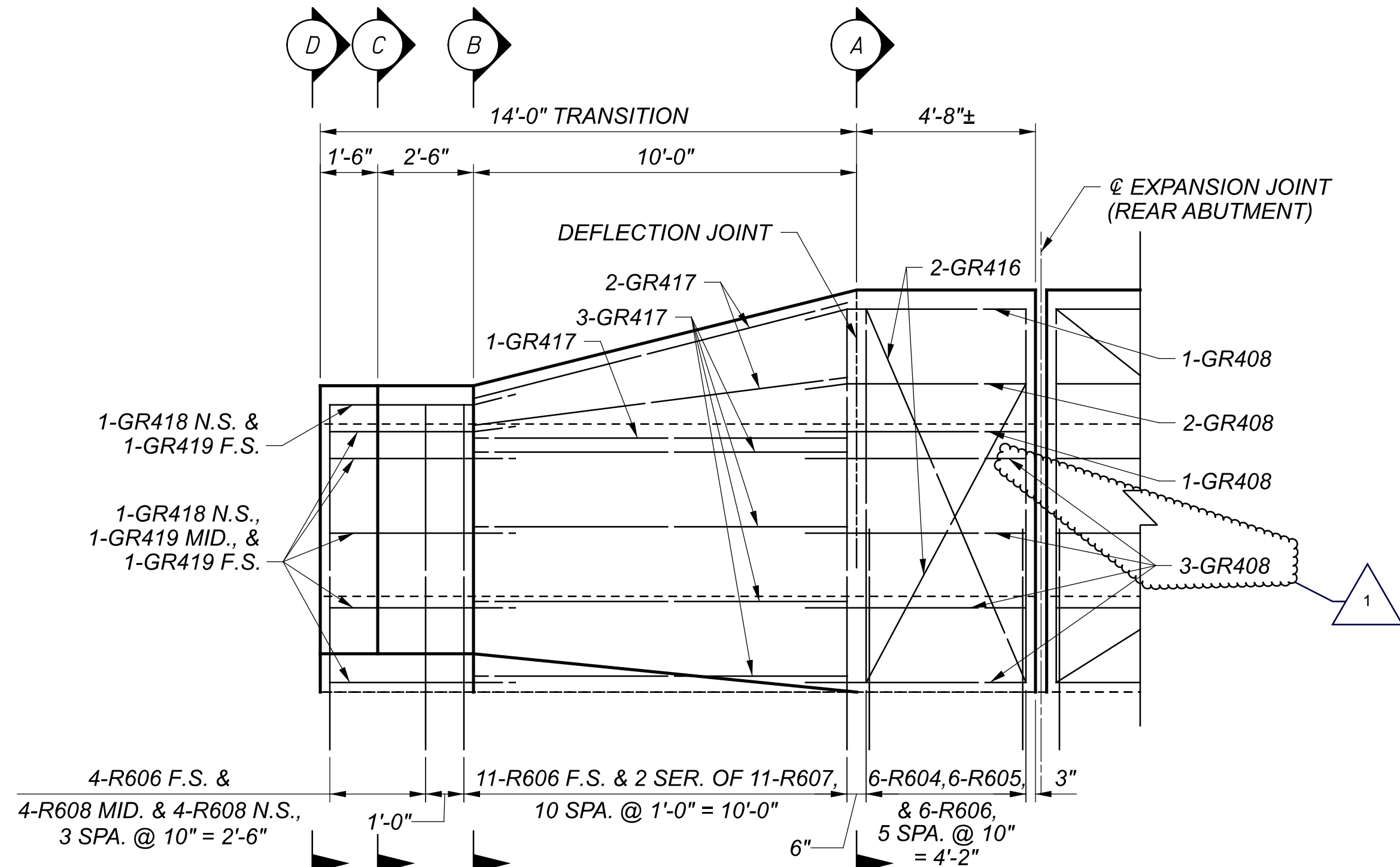
PIER REPAIR QUANTITIES - PIER 15				
ITEM	EXT.	QUANTITY	UNITS	DESCRIPTION
512	10050	199	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
SPECIAL	512-71500	200	SY	URETHANE TOP COAT SEALER
SPECIAL	519-00100	1793	SF	COMPOSITE FIBER WRAP SYSTEM
519	11101	16	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN
844	10001	177	SF	CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, AS PER PLAN



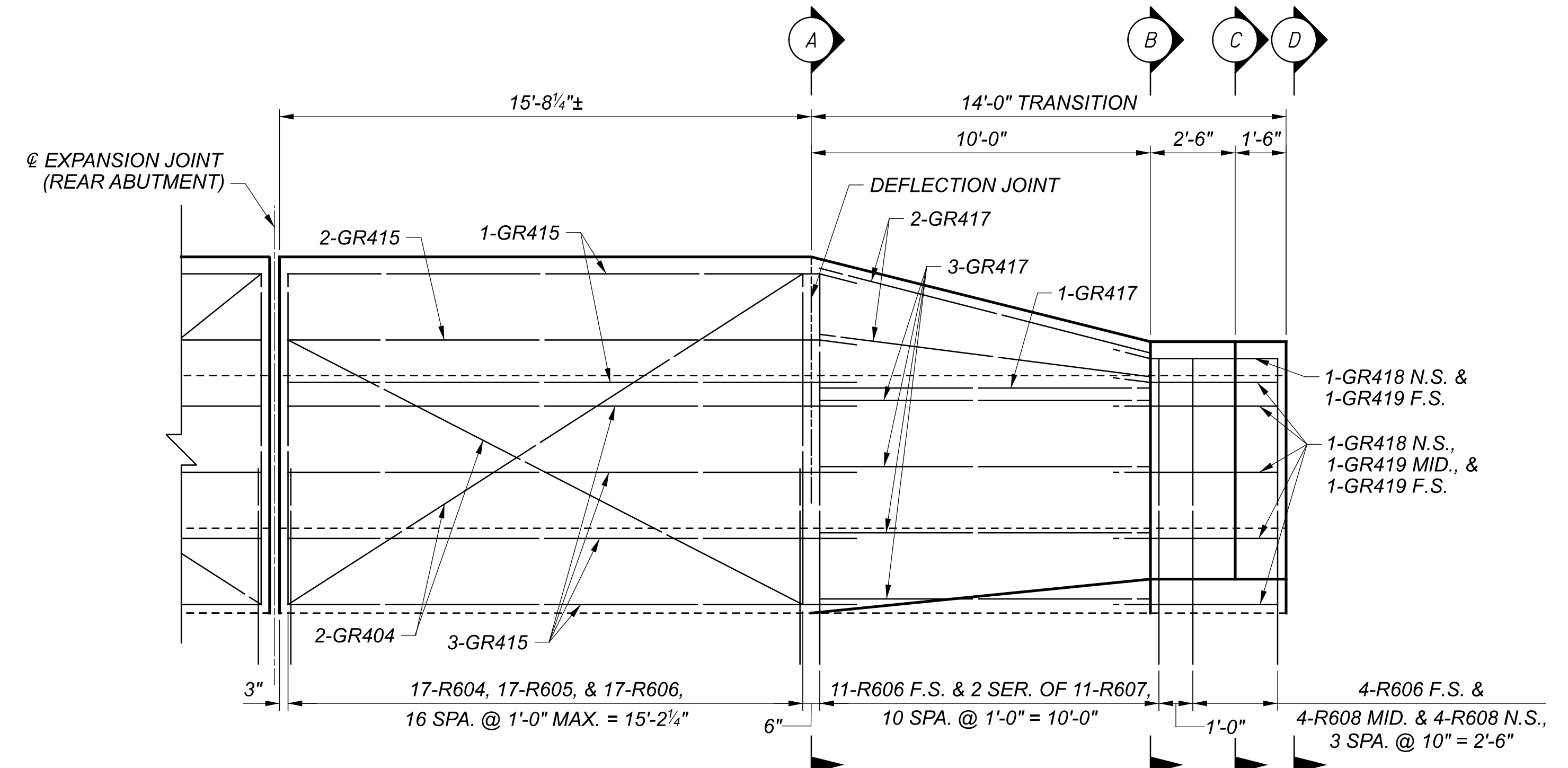
SOUTHBOUND TRANSITION DETAIL PLAN VIEW



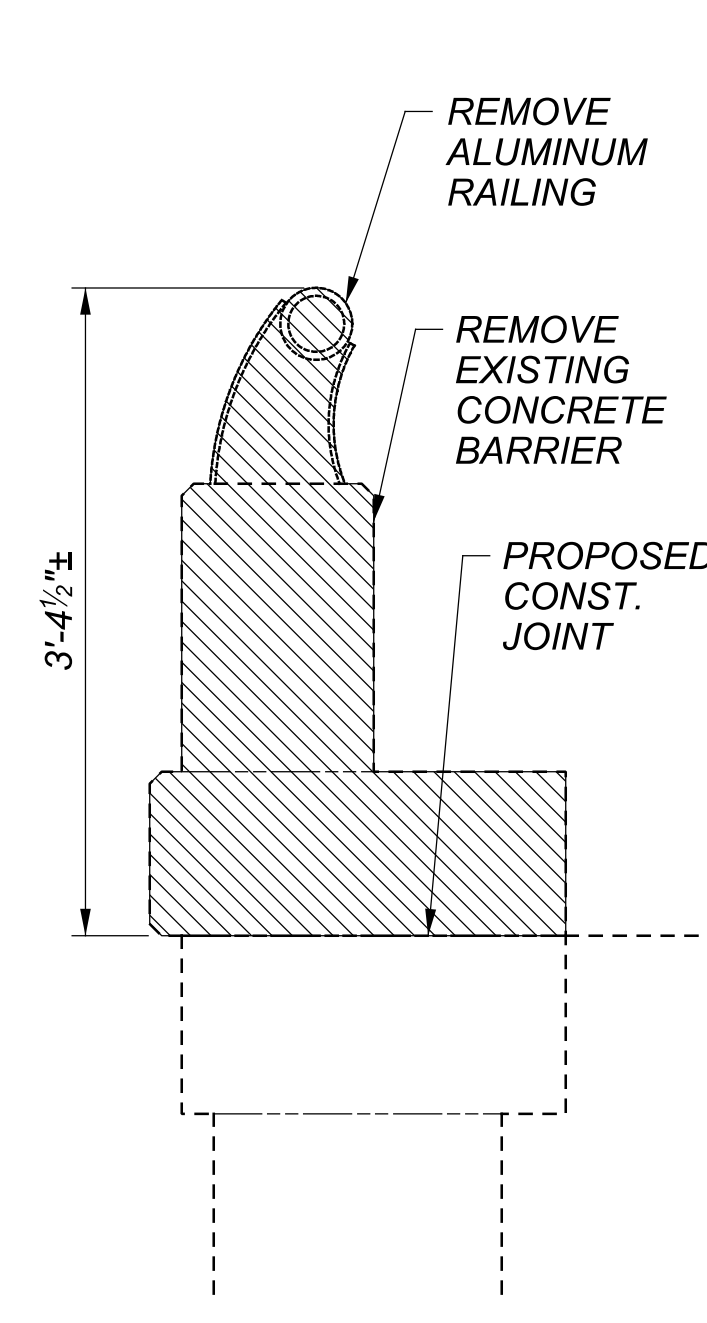
NORTHBOUND TRANSITION DETAIL PLAN VIEW



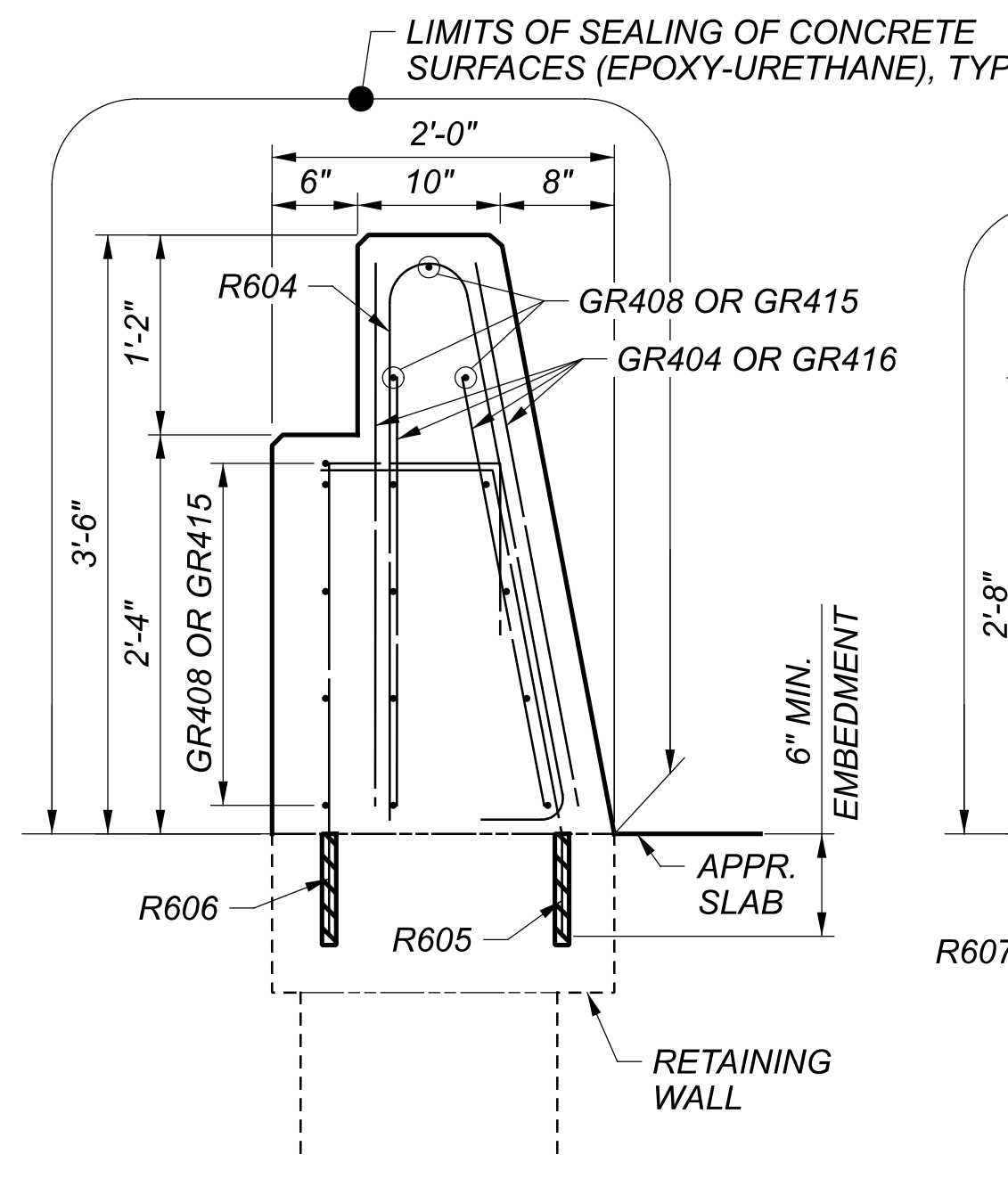
SOUTHBOUND TRANSITION DETAIL ELEVATION VIEW



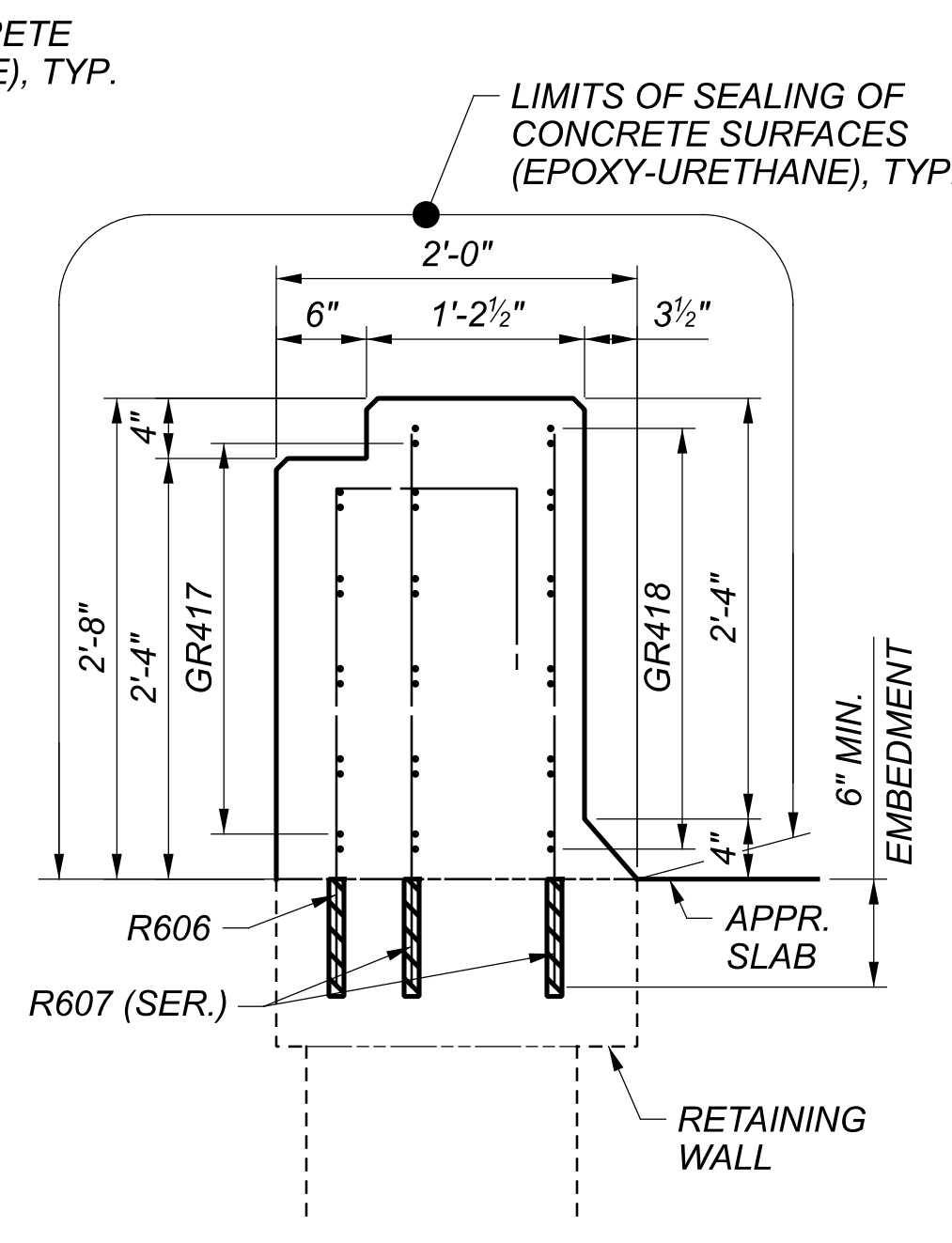
NORTHBOUND TRANSITION DETAIL ELEVATION VIEW



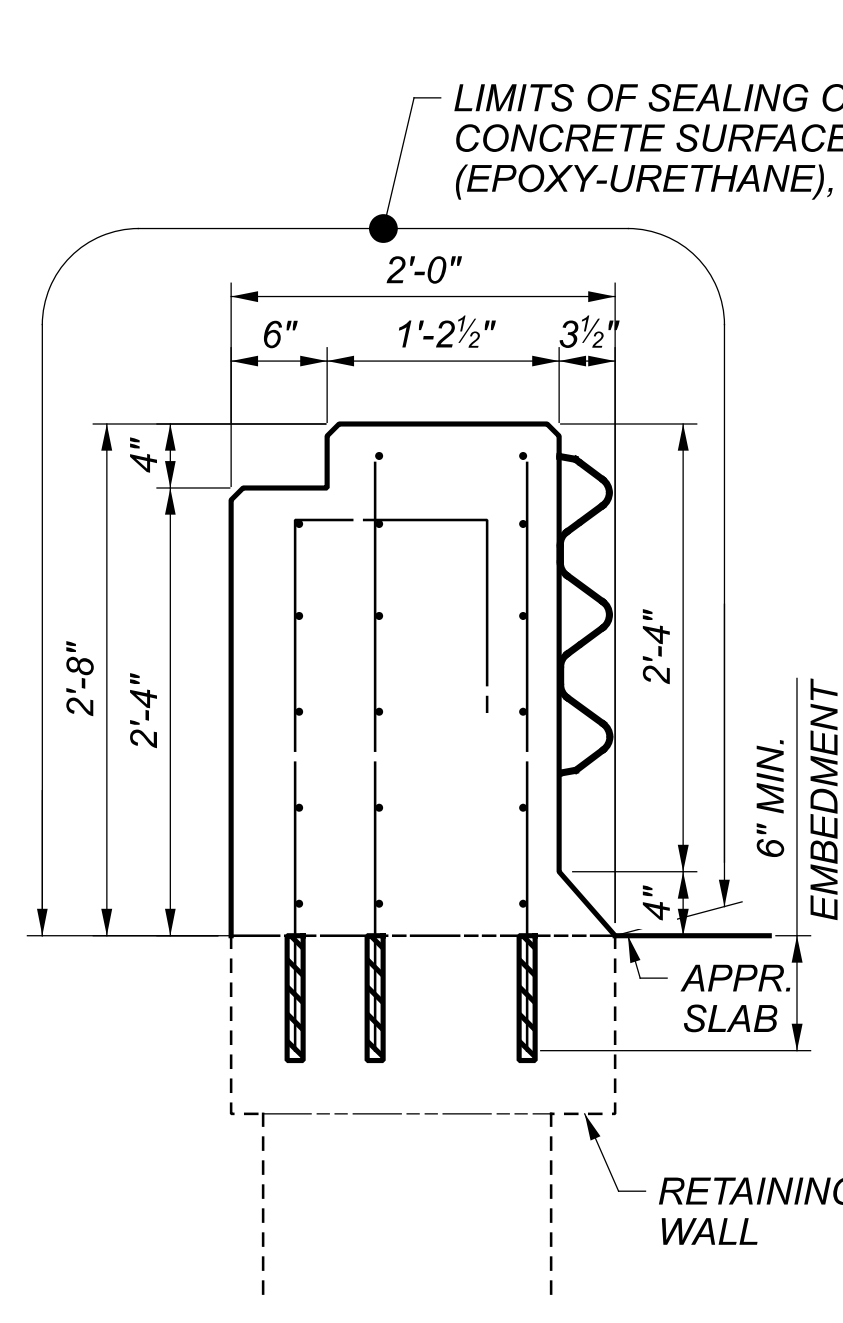
RAILING REMOVAL DETAIL



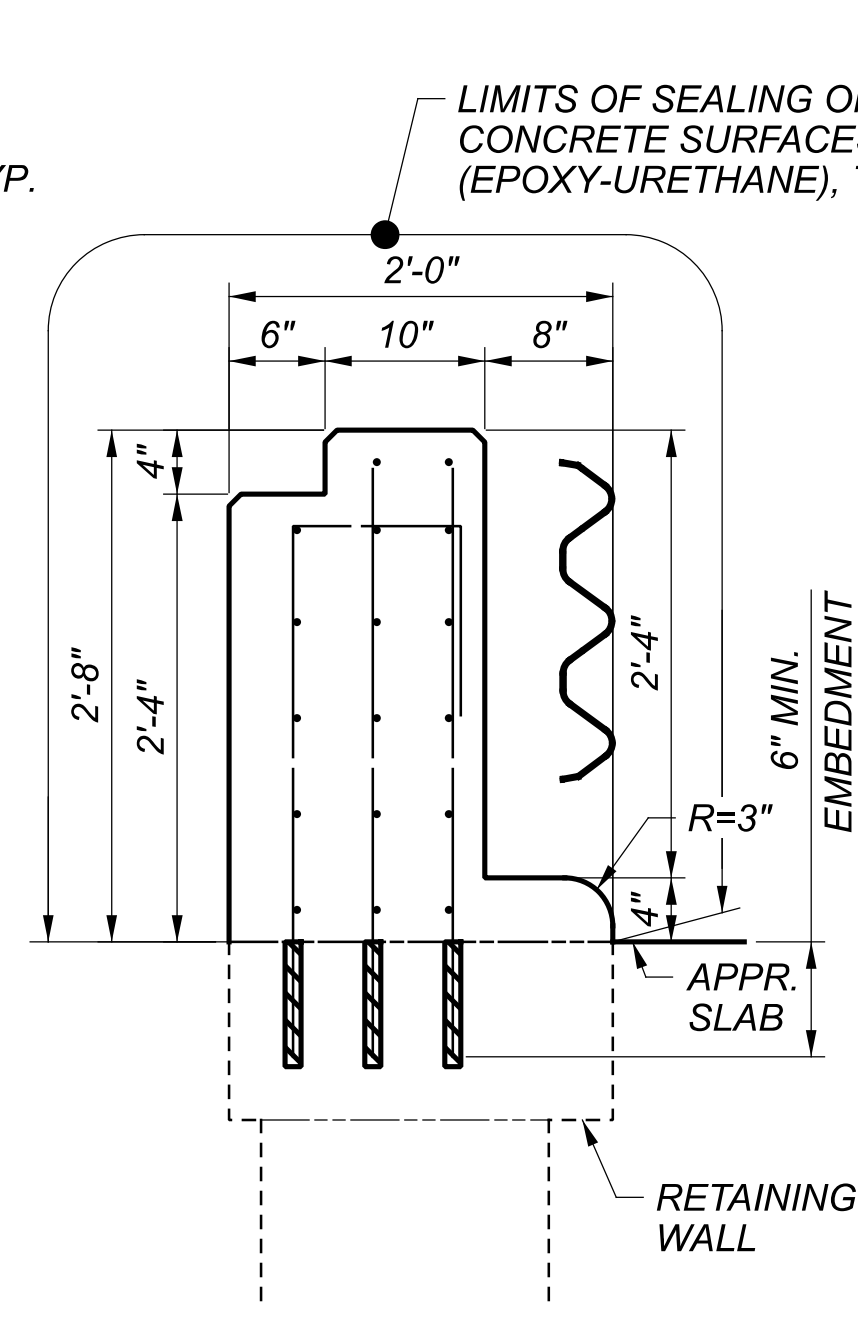
SECTION A



SECTION B



SECTION C  
(REFER TO SECTION B FOR REINFORCING)



SECTION D  
(REFER TO SECTION B FOR REINFORCING)

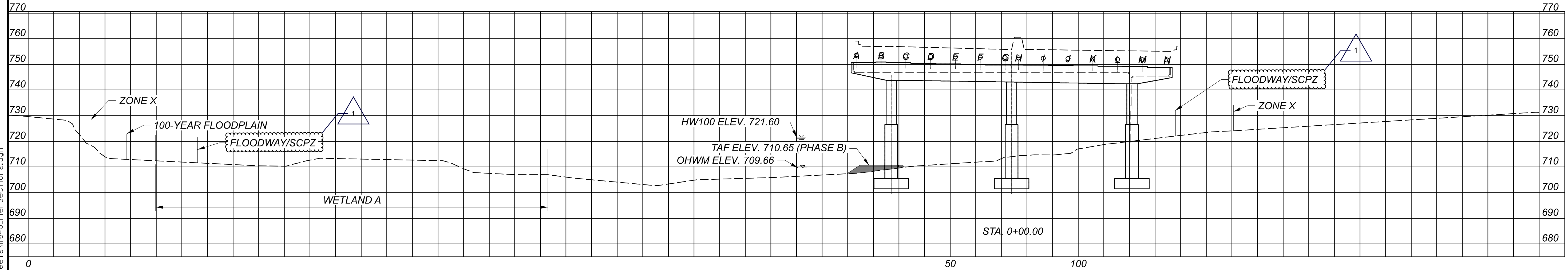
**LEGEND:**

- E.S. = EACH SIDE
- F.S. = FAR SIDE
- MID. = MIDDLE
- N.S. = NEAR SIDE

**NOTES:**

1. SEE SCD SBR-1-20 FOR ADDITIONAL PARAPET DETAILS NOT SHOWN.
2. SEE SHEETS 53/63 - 60/63 FOR PARAPET ELEVATIONS AND DETAILS.
3. SEE SHEETS 62/63 FOR ADDITIONAL TRANSITION DETAILS AND PARAPET SEALING LIMITS.
4. ASSUME A 2" MIN. CLEAR COVER UNLESS NOTED OTHERWISE.
5. MINIMUM REINFORCING STEEL LAP LENGTHS SHALL BE AS FOLLOWS:  
#4 GFRP BARS = 1'-1"

SFN	2515393
DESIGN AGENCY	WOOLPERT
DESIGNER	CML
CHECKER	MJZ
REVIEWER	TML
PROJECT ID	111640
SUBSET	61
TOTAL	63
SHEET	107
TOTAL	109



PIER TEMPORARY ACCESS FILL EXHIBIT  
PIER 6

DESIGN AGENCY



DESIGNER  
KLD

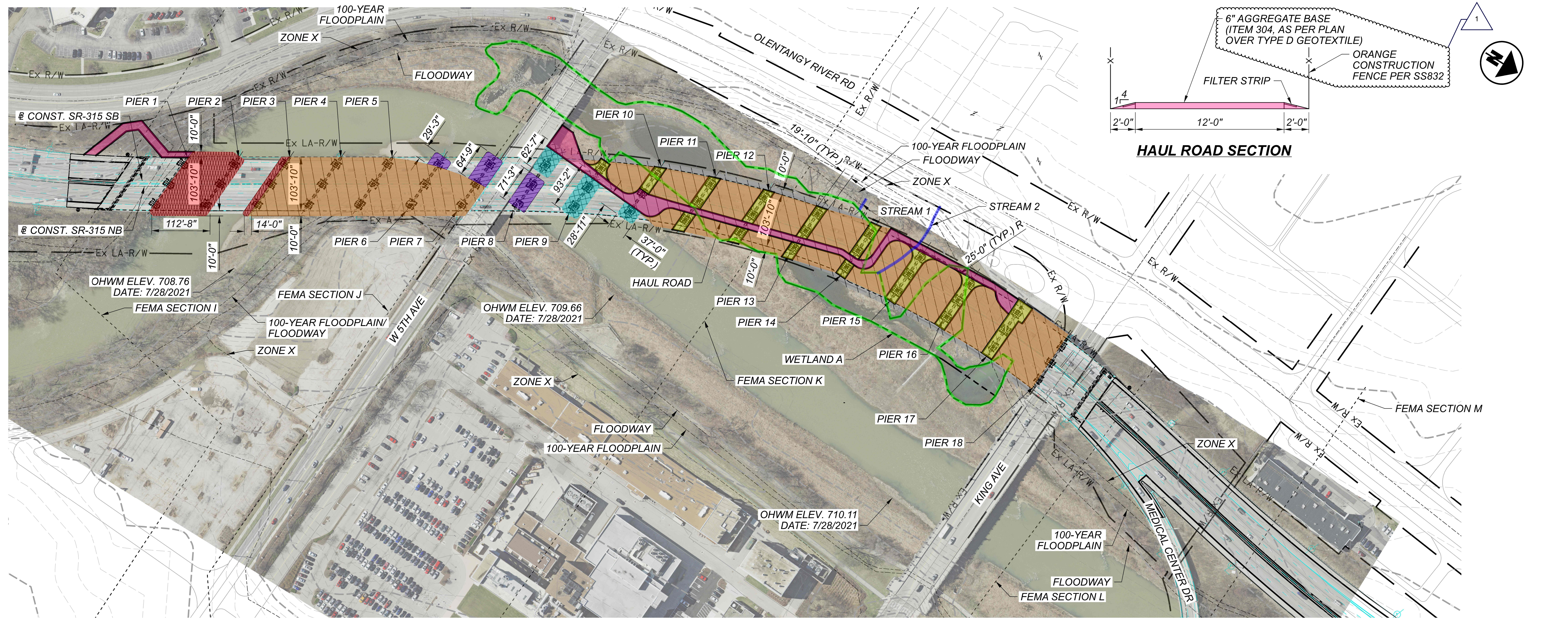
REVIEWER  
TML 11-2-21

PROJECT ID  
111640

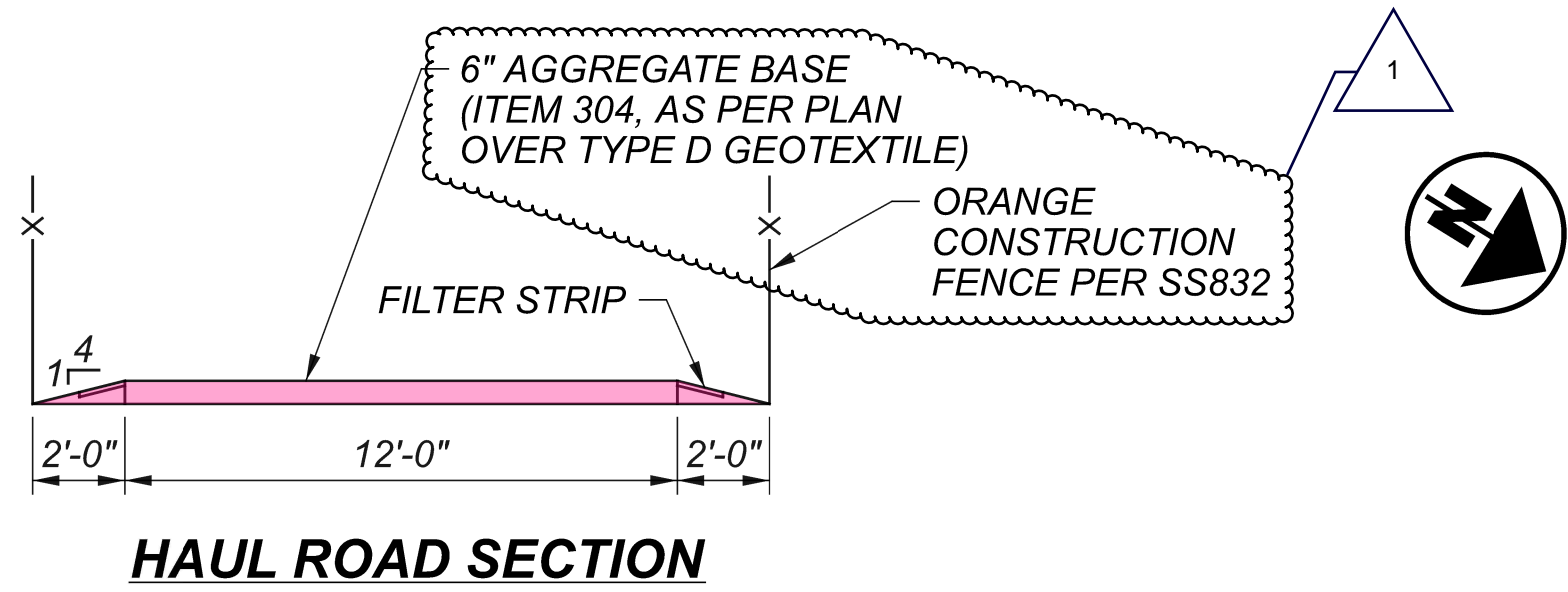
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Seeding	Cut	Fill
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SHEET	TOTAL
2	7

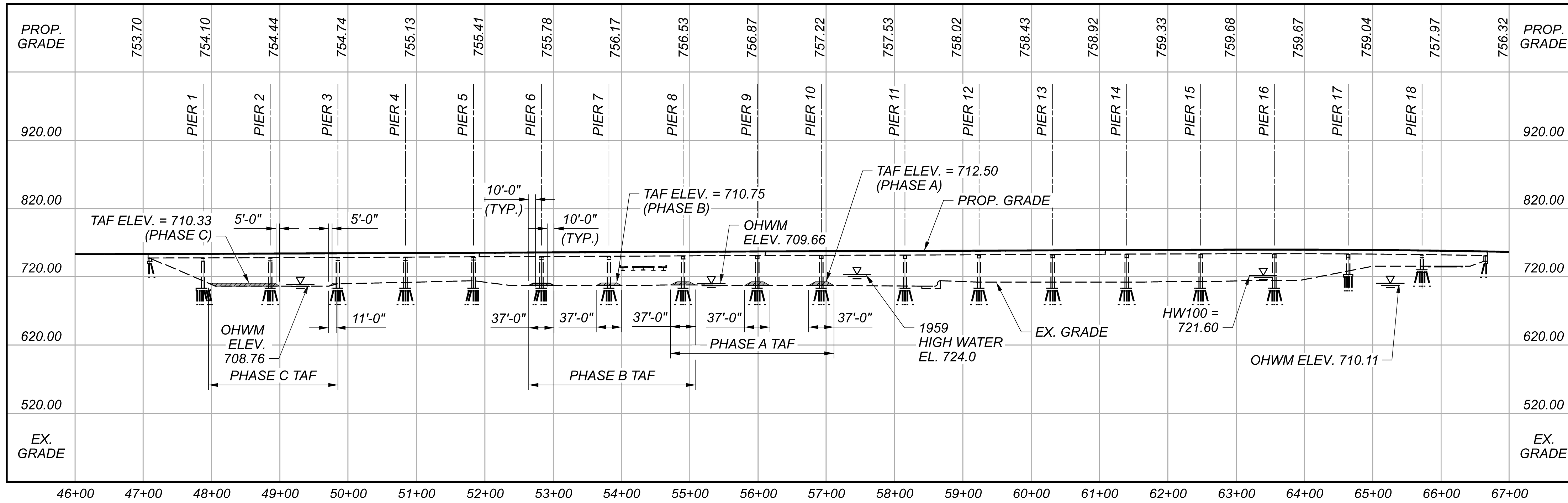
1  
Addendum 1 - 4/19/23:  
FEMA nomenclature.



PLAN



HAUL ROAD SECTION



PROFILE (TAF)  
 (ALONG @ CONST. SR-315 NB)

**LEGEND:**

- LIMITS OF TEMPORARY GROUND MATTING
- TEMPORARY ACCESS FILL (TAF) PHASE A
- TEMPORARY ACCESS FILL (TAF) PHASE B
- TEMPORARY ACCESS FILL (TAF) PHASE C
- TEMPORARY AGGREGATE HAUL ROUTE
- TEMPORARY TIMBER CRIBBING

- NOTES:**
- TEMPORARY GROUND MATTING TO CONSIST OF RUBBER MUD MATS OR SIMILAR.
  - TAF PHASING: SEVERAL PIER TEMPORARY ACCESS FILLS MAY BE PLACED CONCURRENTLY, NOTABLY FOR PIERS 1 THROUGH 3, PIERS 6 AND 7, AND PIERS 9 AND 10. THE PHASING OF THE PIER 8 TAF MAY BE DONE WITH 6 AND 7 OR 9 AND 10 BUT SHALL BE SUCH THAT IT DOES NOT IMPACT THE WATERWAY OPENING MORE THAN AT PIER 7 OR 10 AT ANY TIME.

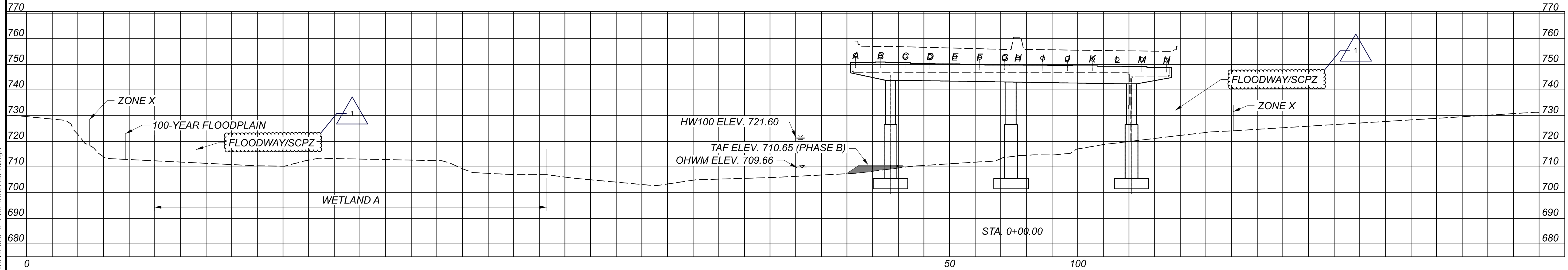
ENVIRONMENTAL IMPACT EXHIBIT  
 BRIDGE NO. FRA-315-0278  
 SR-315 OVER OLENTANGY RIVER, 5TH AVE. & KING AVE.

HORIZONTAL SCALE IN FEET  
 0 50 100 200

Addendum 1 - 4/19/23  
 Haul Road Material.

SFN 2515393  
 DESIGN AGENCY  
  
 ONE EASTON OVAL  
 SUITE 400  
 COLUMBUS, OH 43219  
 T 614-476-6000

DESIGNER CHECKER  
 TML PJP  
 REVIEWER  
 MAA 05/21  
 PROJECT ID  
 111640  
 SUBSET TOTAL  
 1 7  
 SHEET TOTAL  
 1 7



PIER TEMPORARY ACCESS FILL EXHIBIT  
 PIER 6

DESIGN AGENCY



DESIGNER

KLD

REVIEWER

TML 11-2-21

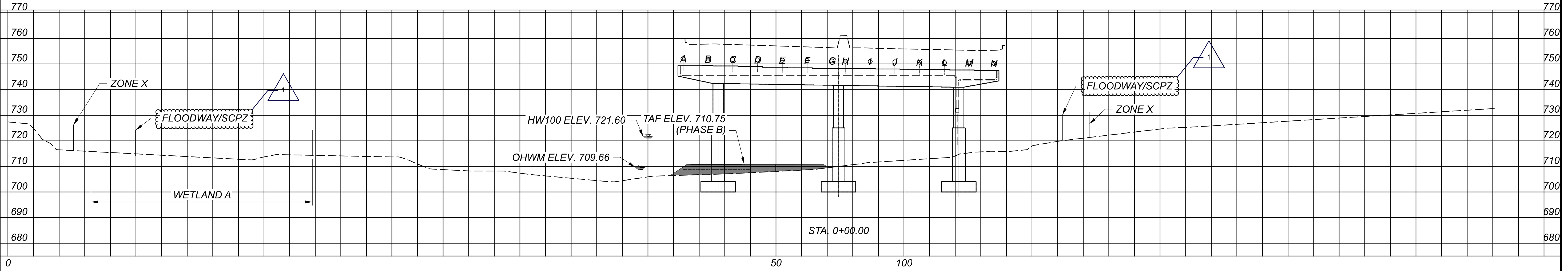
PROJECT ID

111640


Sheet Totals		
Seeding	Cut	Fill
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SHEET	TOTAL
2	7

Addendum 1 - 4/19/23:  
 FEMA nomenclature.



PIER TEMPORARY ACCESS FILL EXHIBIT  
 PIER 7

DESIGN AGENCY  
  
 ONE EASTON OVAL  
 SUITE 400  
 COLUMBUS, OH 43219  
 T 614-476-6000

DESIGNER  
 KLD

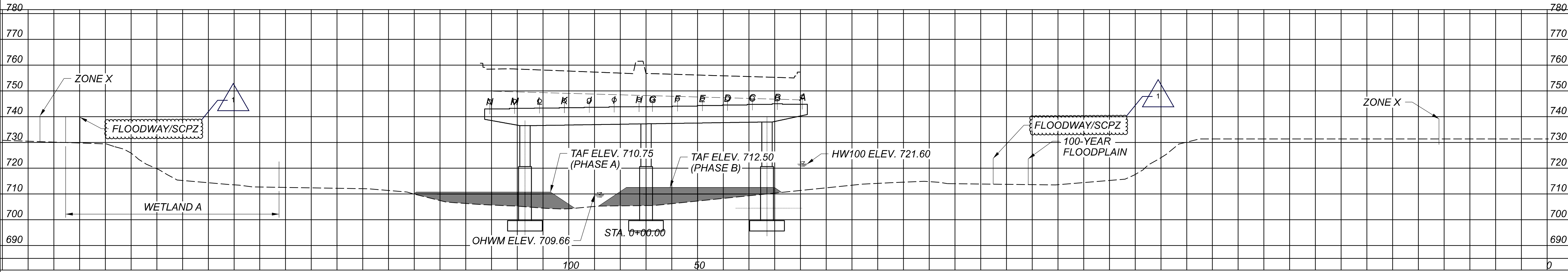
REVIEWER  
 TML 11-2-21

PROJECT ID  
 111640

Sheet Totals		
Seeding	Cut	Fill
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SHEET	TOTAL
3	7

1  
 Addendum 1 - 4/19/23:  
 FEMA nomenclature.



PIER TEMPORARY ACCESS FILL EXHIBIT  
 PIER 8

DESIGN AGENCY



DESIGNER  
 KLD

REVIEWER  
 TML 11-02-21

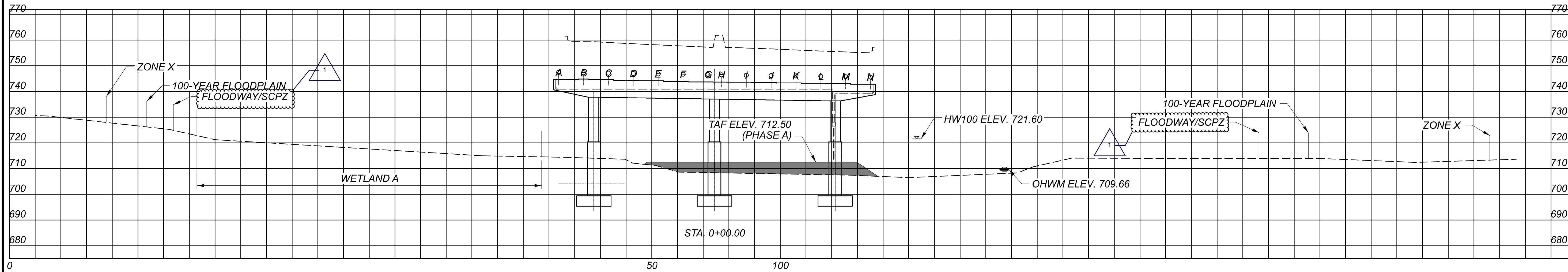
PROJECT ID  
 111640

Sheet Totals		
Seeding	Cut	Fill
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SHEET	TOTAL
4	7

Addendum 1 - 4/19/23:  
 FEMA nomenclature.





PIER TEMPORARY ACCESS FILL EXHIBIT  
 PIER 9

DESIGN AGENCY



DESIGNER  
 KLD

REVIEWER  
 TML 09-23-21

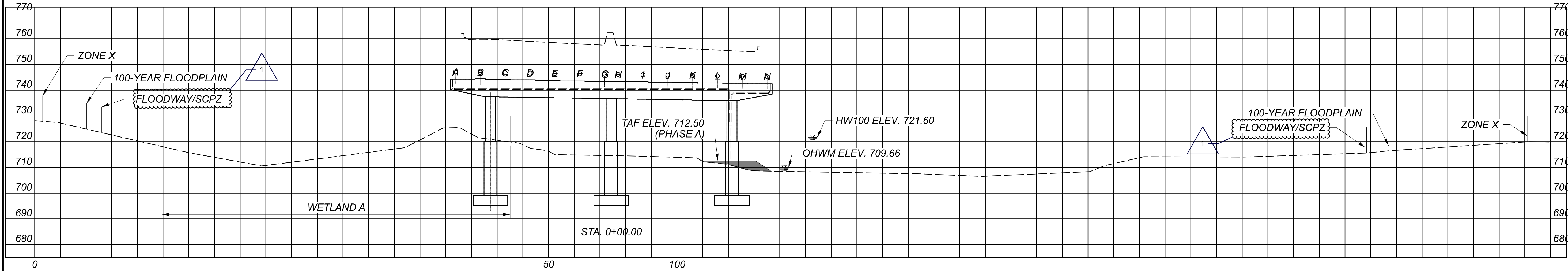
PROJECT ID  
 111640

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SHEET	TOTAL
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Addendum 1 - 4/19/23:  
 FEMA nomenclature.



PIER TEMPORARY ACCESS FILL EXHIBIT  
 PIER 10

DESIGN AGENCY



DESIGNER  
 KLD

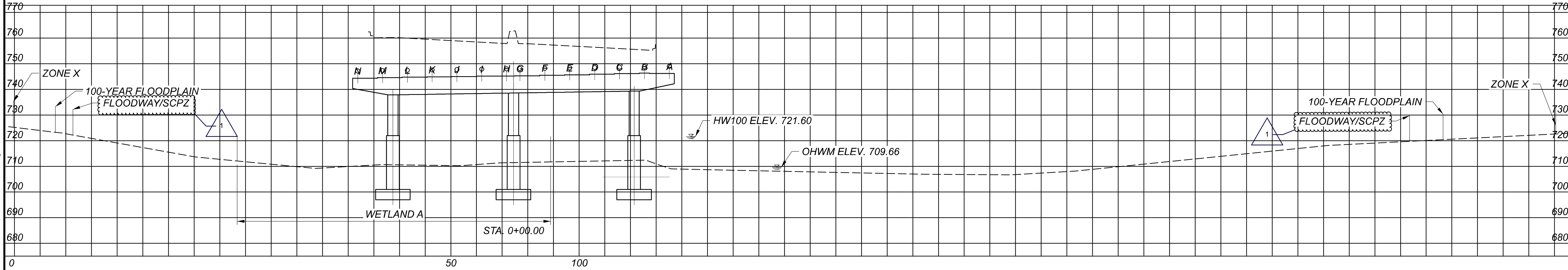
REVIEWER  
 TML 11-02-21

PROJECT ID  
 111640

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1  
 Addendum 1 - 4/19/23:  
 FEMA nomenclature.



PIER 11  
 TEMPORARY ACCESS FILL EXHIBIT

DESIGN AGENCY  
  
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 T 614-476-6000

DESIGNER  
 KLD

REVIEWER  
 TML 11-02-21

PROJECT ID  
 111640

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SHEET	TOTAL
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Addendum 1 - 4/19/23:  
 FEMA nomenclature.