# MOT-75-14

SEQUENCE OF CONSTRUCTION

AT THE BEGINNING OF THE PROJECT, THE CONTRACTOR SHALL PERFORM INITIAL ITEM 253 - PAVEMENT REPAIR, AS PER PLAN, AS DIRECTED BY THE ENGINEER.

PRIOR TO COMMENCING PHASE 1 CONSTRUCTION ACTIVITIES, REMOVE THE EXISTING CONCRETE BARRIER THAT DIVIDES SOUTHBOUND I.R. 75 AND THE SOUTHBOUND NEFF ROAD/WAGNER FORD ROAD/SIEBENTHALER AVENUE EXIT RAMP AND CONSTRUCT TEMPORARY PAVEMENT, CONSTRUCT TEMPORARY DRAINAGE AND REPLACE WITH PORTABLE BARRIER. DURING REMOVAL, CONSTRUCTION OF TEMPORARY DRAINAGE, AND PLACEMENT OF TEMPORARY PAVEMENT AND PORTABLE BARRIER, MAINTAIN TRAFFIC IN ACCORDANCE WITH MT-95.45 (SHOULDER CLOSURES). DURING RECONSTRUCTION OF THE ASPHALT SHOULDERS, CONSTRUCTION OF THE TEMPORARY PAVEMENT AND CONSTRUCTION OF THE TEMPORARY DRAINAGE TO THE OUTSIDES OF I.R. 75, MAINTAIN TRAFFIC IN ACCORDANCE WITH MT-95.30. ONLY ONE LANE, ADJACENT TO THE OUTSIDE SHOULDER, SHALL BE CLOSED AT ANY ONE TIME PER THE PLCS. THE CONTRACTOR SHALL ONLY COMPLETE AS MUCH WORK AS HE/SHE CAN DO IN THE TIME FRAME ALLOWED BY THE PLCS.

THE CONTRACTOR SHALL PERFORM ALL IMPACT REPAIRS TO THE MOT-75-1683 BRIDGE, PER MT-95.30. ALL LANES CLOSURES SHALL BE PERFORMED IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE SCHEDULE (PLCS).

ALL RAMPS SHALL REMAIN OPEN TO TRAFFIC.

### PHASE 1

SHIFT THREE (3) NORTHBOUND AND SOUTHBOUND LANES OF I.R. 75 TRAFFIC TO THE OUTSIDE LANES AND SHOULDERS ON EXISTING PAVEMENT. REMOVE THE EXISTING MEDIAN BARRIER, INSTALL
TEMPORARY DRAINAGE. CONSTRUCT CROSSOVER PAVEMENT. INSTALL CROSSOVER LIGHTING, INSTALL PROPOSED MEDIAN DRAINAGE, CONSTRUCT THE PROPOSED MEDIAN BARRIER, AND CONSTRUCT THE INSIDE STRUCTURE IMPROVEMENTS TO MOT-75-1503, MOT-75-1523, MOT-75-1582, MOT-75-1636, AND MOT-75-1683.

DURING CONSTRUCTION OF THE CULVERT CROSSINGS, AND OUTLET PIPES FOR THE MEDIAN INLETS ACROSS THE I.R. 75 NORTHBOUND AND SOUTHBOUND LANES, LANE CLOSURES SHALL BE RESTRICTED PER THE PERMITTED LANE CLOSURE SCHEDULE (PLCS), WHERE A MINIMUM OF ONE LANE OF NORTHBOUND AND SOUTHBOUND TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH MT-95.30.

ALL RAMPS SHALL REMAIN OPEN TO TRAFFIC

### 1ST WINTER OVER PHASE

THIS PHASE IS INTENDED TO BE A CONTINUATION OF PHASE 1 UTILIZED DURING THE WINTER MONTHS (NOVEMBER 15 TO APRIL 1) WHEN NO PROPOSED ROADWAY PAVING OPERATIONS IS OCCURRING. OTHER WORK MAY BE PERFORMED DURING THE WINTER MONTHS, AT APPROVAL OF THE ENGINEER, AS LONG AS ALL LANES OF TRAFFIC ARE MAINTAINED IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE SCHEDULE (PLCS).

# PHASE 2

THREE (3) NORTHBOUND LANES REMAIN SHIFTED ONTO THE NORTHBOUND OUTSIDE LANES AND SHOULDER. THE SOUTHBOUND INSIDE LANE IS PLACED INTO CONTRAFLOW ON EXISTING NORTHBOUND PAVEMENT, AND THE TWO (2) SOUTHBOUND OUTSIDE LANES REMAIN SHIFTED TO THE OUTSIDE. CONSTRUCT ALL ROADWAY IMPROVEMENTS UP TO AND INCLUDING THE ASPHALT INTERMEDIATE COURSE, TO THE SOUTHBOUND INSIDE LANES.

ALL RAMPS SHALL REMAIN OPEN TO TRAFFIC.

THREE (3) NORTHBOUND LANES REMAIN SHIFTED ONTO THE NORTHBOUND OUTSIDE LANES AND SHOULDER. THE SOUTHBOUND INSIDE LANE REMAINS IN CONTRAFLOW, AND THE TWO (2) SOUTHBOUND OUTSIDE LANES SHIFTED TO THE INSIDE ON NEWLY CONSTRUCTED SOUTHBOUND PAVEMENT. CONSTRUCT ALL ROADWAY IMPROVEMENTS UP TO AND INCLUDING THE ASPHALT INTERMEDIATE COURSE, TO THE SOUTHBOUND OUTSIDE LANES.

ALL NORTHBOUND RAMPS SHALL REMAIN OPEN TO TRAFFIC. ALL SOUTHBOUND RAMPS SHALL BE STAGGERED CLOSED AND DETOURED. SOUTHBOUND RAMPS AT THE SAME INTERCHANGE SHALL BE DETOURED CONCURRENTLY HOWEVER SOUTHBOUND RAMPS AT ANY ONE INTERCHANGE WITHIN THE PROJECT LIMITS (STANLEY AVENUE. WAGNER-FORD ROAD, AND NEEDMORE ROAD) SHALL NOT BE DETOURED CONCURRENTLY WITH A RAMP AT ANOTHER INTERCHANGE. THE DURATION OF THE STANLEY AVE. AND NEEDMORE RD. CLOSURES SHALL NOT EXCEED 60 CALENDAR DAYS. THE DURATION OF THE WAGNER FORD RD. CLOSURES SHALL NOT EXCEED 60 CALENDAR DAYS.

SEE "INTERCHANGE CONSTRUCTION PLAN ARRANGEMENT". ON PLAN SHEET 31 FOR ADDITIONAL DETAILS ON THE PHASE 3 PLAN SHEET

## SEQUENCE OF CONSTRUCTION (CONTINUED)

2ND WINTER OVER PHASE (NO WORK)

THIS PHASE IS INTENDED TO BE UTILIZED DURING THE WINTER MONTHS (NOVEMBER 15 TO APRIL 1) BETWEEN PHASE 3 AND PHASE 4 WHEN NO PROPOSED ROADWAY RECONSTRUCTION /PAVING OPERATIONS IS OCCURRING AND NORMAL TRAFFIC PATTERNS ARE IN PLACE, OTHER WORK MAY BE PERFORMED DURING THE WINTER MONTHS. AT APPROVAL OF THE ENGINEER. AS LONG AS THE NORMAL TRAFFIC PATTERN ARE RESTORED AT THE END OF EACH WORKDAY.

SHIFT THREE (3) SOUTHBOUND LANES OF I.R. 75 TRAFFIC TO THE OUTSIDE LANES AND SHOULDER ON NEWLY CONSTRUCTED PAVEMENT. THE NORTHBOUND INSIDE LANE IS PLACED INTO CONTRAFLOW ON NEWLY CONSTRUCTED SOUTHBOUND PAVEMENT, AND THE TWO (2) NORTHBOUND OUTSIDE LANES ARE SHIFTED TO THE OUTSIDE. CONSTRUCT ALL ROADWAY IMPROVEMENTS UP TO AND INCLUDING THE ASPHALT INTERMEDIATE COURSE, TO THE NORTHBOUND INSIDE LANES.

ALL RAMPS SHALL REMAIN OPEN TO TRAFFIC.

### PHASE 5

THREE (3) SOUTHBOUND LANES REMAIN SHIFTED ONTO THE SOUTHBOUND OUTSIDE LANES AND SHOULDER. THE NORTHBOUND INSIDE LANE REMAINS IN CONTRAFLOW, AND THE TWO (2) NORTHBOUND OUTSIDE LANES ARE SHIFTED TO THE INSIDE ON NEWLY CONSTRUCTED NORTHBOUND PAVEMENT. CONSTRUCT ALL ROADWAY IMPROVEMENTS UP TO AND INCLUDING THE ASPHALT INTERMEDIATE COURSE, TO THE NORTHBOUND OUTSIDE LANES.

ALL SOUTHBOUND RAMPS SHALL REMAIN OPEN TO TRAFFIC. ALL NORTHBOUND RAMPS SHALL BE STAGGERED CLOSED AND DETOURED. NORTHBOUND RAMPS AT THE SAME INTERCHANGE SHALL BE DETOURED CONCURRENTLY HOWEVER NORTHBOUND RAMPS AT ANY ONE INTERCHANGE WITHIN THE PROJECT LIMITS (STANLEY AVENUE, WAGNER-FORD ROAD, AND NEEDMORE ROAD) SHALL NOT BE DETOURED CONCURRENTLY WITH A RAMP AT ANOTHER INTERCHANGE. THE DURATION OF THE STANLEY AVE. AND NEEDMORE RD. CLOSURES SHALL NOT EXCEED 60 CALENDAR DAYS. THE DURATION OF THE WAGNER FORD RD. CLOSURES SHALL NOT EXCEED 60 CALENDAR DAYS. (PN 121)

SEE "INTERCHANGE CONSTRUCTION PLAN ARRANGEMENT", ON PLAN SHEET FOR ADDITIONAL DETAILS ON THE PHASE 5 PLAN SHEET ARRANGEMENT.

### 3RD WINJER OVER PHASE (NO WORK)

THIS PHASE IS INTENDED TO BE UTILIZED DURING THE WINTER MONTHS (NOVEMBER 15 TO APRIL 1) BETWEEN PHASE 5 AND PHASE 6 WHEN NO PROPOSED ROADWAY RECONSTRUCTION /PAVING OPERATIONS IS OCCURRING AND NORMAL TRAFFIC PATTERNS ARE IN PLACE. OTHER WORK MAY BE PERFORMED DURING THE WINTER MONTHS, AT APPROVAL OF THE ENGINEER, AS LONG AS THE NORMAL TRAFFIC PATTERN ARE RESTORED AT THE END OF EACH WORKDAY.

### PHASE 6

SHIFT VEHICLES TO THE THREE (3) OUTSIDE LANES. REMOVE AND RESTORE CROSSOVER PAVEMENT, REMOVE TEMPORARY DRAINAGE REPLACE THE REMAINING CONCRETE MEDIAN OUTSIDE THE PROJECT LIMITS, RESTORE EXISTING DRAINAGE TO THE MEDIAN BARRIER, INSTALL PROPOSED DRAINAGE WITHIN TO THE PROPOSED MEDIAN BARRIER LIMITS AND INSTALL THE PROPOSED LIGHTING TO THE NORTH OF THE

ALL RAMPS SHALL BE OPEN TO TRAFFIC AT ALL TIMES.

THE CONTRACTOR SHALL COMPLETE ANY REMAINING ITEM 253 -PAVEMENT REPAIR, AS PER PLAN, AS DIRECTED BY THE ENGINEER.

PÈRFORM PAVEMENT PLANING OPERATIONS, PLACE THE FINAL ASPHALT SURFACE COURSE, AND PLACE THE FINAL PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS. NO AREA OF PAVEMENT PLANING SHALL BE OPENED TO THE TRAVELING PUBLIC. DURING PAVEMENT PLANING OPERATIONS AND PLACEMENT OF THE FINAL ASPHALT SURFACE COURSE, MAINTAIN TRAFFIC IN ACCORDANCE WITH MT-95.30 (CLOSING RIGHT OR LEFT LANE OF A MULTI-LANE DIVIDED HIGHWAY WITH DRUMS). DURING PLACEMENT OF THE FINAL PAVEMENT MARKINGS, MAINTAIN TRAFFIC IN ACCORDANCE WITH MT-99.20 (TRAFFIC CONTROL FOR LONG LINE PAVEMENT MARKING OPERATIONS). DURING ERECTION OF THE OVERHEAD SIGN TRUSSES, ALL LANES OF MAINLINE TRAFFIC MAY BE CLOSED FOR SHORT DURATION IN ACCORDANCE WITH MT-99.60 (SHORT-TERM CLOSURE OF MULTI-LANE DIVIDED HIGHWAY).

DURING REMOVAL OF THE TEMPORARY DRAINAGE TO THE OUTSIDES OF I.R. 75, MAINTAIN TRAFFIC IN ACCORDANCE WITH MT-95.30. ONLY ONE LANE, ADJACENT TO THE OUTSIDE SHOULDER, SHALL BE CLOSED AT ANY ONE TIME PER THE PLCS. THE CONTRACTOR SHALL ONLY COMPLETE AS MUCH WORK AS HE/SHE CAN DO IN THE TIME FRAME ALLOWED BY THE

ALL RAMPS SHALL BE OPEN TO TRAFFIC AT ALL TIMES.

### **ITEM 614 - MAINTAINING TRAFFIC**

THIS ITEM SHALL CONSIST OF MAINTENANCE OF TRAFFIC ON EXISTING ROADWAYS AND RAMPS IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION, LATEST REVISION, THE SPECIFICATIONS AND THE FOLLOWING:

- TRUCK MOUNTED ATTENUATORS [TMA'S] SHALL BE USED AS SHOWN IN THE STANDARD CONSTRUCTION DRAWINGS.
- 2. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO HAVE SUCCESSIVE WORK ZONES UNLESS THE DISTANCE BETWEEN THE DRUMS, BARRICADES OR CONES EXCEEDS ONE (1) MILE.
- ONLY DURING OFF-PEAK PERIODS (IE ANY PERIOD OTHER THAN 6-8AM AND 3-6PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE
- PRIOR TO OPENING TO TRAFFIC EACH LANE SHALL BE IN A SAFE, PASSABLE CONDITION. ALL TRANSVERSE JOINTS SHALL EXTEND ACROSS THE FULL LANE AND SHOULDER WIDTH AND EACH LANE SHALL BE FREE FROM UNEVEN LONGITUDINAL JOINTS. THE CONTRACTOR SHALL PROVIDE ASPHALT WEDGES FOR TRANSVERSE JOINTS WHEREVER THERE ARE PAVEMENT ELEVATION DIFFERENCES.
- THE CONTRACTOR SHALL MILL 2 INCHES BY 2 FEET WIDE OF THE EXISTING ASPHALT SHOULDER IN ORDER TO REMOVE THE EXISTING RUMBLE STRIPS ALONG I.R. 75 IN THE AREA WHERE TRAFFIC IS SHIFTED AS SHOWN IN THE PLANS. THE CONTRACTOR SHALL THEN COAT ALL MILLED SURFACES HORIZONTAL AND VERTICAL WITH APPROVED AC LIQUID. NEXT THE CONTRACTOR SHALL PLACE 2 INCHES OF ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-28. ALL COSTS ASSOCIATED WITH THE REMOVAL OF THE EXISTING PAVEMENT, AND PLACEMENT OF THE SURFACE COURSE SHALL BE INCLUDED IN THE UNIT PRICE BID PER FOOT OF ITEM 618, RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) AS PER PLAN

ITEM 618. RUMBLE STRIPS. SHOULDER (ASPHALT CONCRETE), AS PER PLAN

78,360 FT

- WHEN DETOUR SIGNS ARE IN USE, ALL CONFLICTING SIGNS SHALL BE COVERED.
- A MINIMUM OF THREE (3) ELEVEN FOOT (11') LANES OF TRAFFIC (UNLESS OTHERWISE SPECIFIED IN THE PLANS) IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT OR ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, DURING CONSTRUCTION OF THE WORK.
- A MINIMUM OF ONE LANE OF TRAFFIC ON RAMPS SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED THE CONSECUTIVE CALENDAR DAYS LISTED ON THE LANE VALUE CONTRACT TABLE ON SHEET 30, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS 95 - 104. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT LISTED ON THE LANE VALUE CONTRACT TABLE PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.
- ALL EXISTING LANES, INCLUDING RAMPS, SHALL BE OPEN AND AVAILABLE TO TRAFFIC AS SHOWN IN THE WINTER-OVER TYPICALS ON SHEET 74 BETWEEN NOVEMBER 15 AND APRIL 1. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$2,000 PER CALENDAR DAY (PN 127).
- 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
- THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED TO REPAIR POTHOLES, DETERIORATED JOINTS, AND FOR WEDGING AROUND INLETS ADJACENT TO TRAFFIC THROUGHOUT THE PROJECT LIMITS FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC AND HAS BEEN INCLUDED IN THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC (A)

330 CY

### ITEM 614 - MAINTAINING TRAFFIC (CONTINUED)

12. NO WORK SHALL BE PERFORMED AND ALL EXISTING MAINLINE I-75 LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS: (RAMPS DO NOT APPLY TO THESE RESTRICTIONS)

> CHRISTMAS NFW YFAR'S MEMORIAL DAY

FOURTH OF JULY LABOR DAY **THANKSGIVING** 

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

DAY OF HOLIDAY OR EVENT	TIME ALL MAINLINE I-75 LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

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

13. NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

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 TIME TABLE				
	ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC		
		≥ 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE		
	RAMP & ROAD CLOSURES	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE		
		≤ 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE		

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 (1-880-200-9919) WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFÓRMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

RAMP WILL BE CLOSED MMM-DD\* FOR 60\* DAYS INFO: 1-880-200-9919

USE ACTUAL CLOSURE DATE AND DURATION

14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING, MAINTAINING, AND SUBSEQUENT REMOVAL, OF ALL TEMPORARY ROADS AND PAVEMENT, SIGNS, BARRICADES, BARRIERS, LIGHTS AND OTHER INCIDENTALS NECESSARY FOR THE PURPOSES OF MAINTAINING TRAFFIC.

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 CONSIDERED INCIDENTAL TO AND INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.



KRM AKF 10/17/22

107376

29 732

# ITEM 614 - WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL AND 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 622 - PORTABLE BARRIER, 50", AS PER PLAN

THIS ITEM SHALL CONSIST OF FURNISHING, MAINTAINING, AND SUBSEQUENTLY REMOVING A 50-INCH PORTABLE BARRIER AT THE LOCATIONS SHOWN ON THE PLANS. FOR DETAILS, SEE RM-4.1.

PORTABLE STEEL BARRIER IS AN APPROVED ALTERNATIVE TO PORTABLE CONCRETE BARRIER. FOR INFORMATION ON APPROVED VENDORS, SEE THE APPROVED PRODUCTS LIST MAINTAINED BY THE OFFICE OF ROADWAY ENGINEERING.

PORTABLE BARRIER, 32 INCHES HIGH WITH AN 18-INCH MINIMUM HEIGHT GLARE SCREEN MAY BE USED AT THE OPTION OF THE CONTRACTOR. THE GLARE SCREEN SHALL BE CONSTRUCTED USING ONE OF THE SCREENS PROVIDED ON THE APPROVED LIST, AVAILABLE ON THE OFFICE OF ROADWAY ENGINEERING WEBSITE.

PADDLE OR INTERMITTENT TYPE GLARE SCREENS SHALL BE DESIGNED USING A 20 DEGREE CUT-OFF ANGLE BASED ON TANGENT ALIGNMENT. THAT SPACING SHALL BE USED THROUGHOUT THE BARRIER LENGTH WITHOUT REGARD TO BARRIER CURVATURE.

THE GLARE SCREEN SYSTEM SHALL BE SECURELY FASTENED TO THE 32-INCH PORTABLE BARRIER USING THE HARDWARE AND PROCEDURES SPECIFIED BY THE MANUFACTURER.

FOR DIRECTIONS ON HOW TO INSTALL THE GLARE SCREEN AND THE BARRIER, SEE THE MANUFACTURER'S INSTRUCTIONS.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR ITEM 622, PORTABLE BARRIER. 50". AS PER PLAN.

### ITEM 622 - PORTABLE BARRIER PLACEMENT

DURING THE PLACEMENT OF THE PORTABLE BARRIER, TRAFFIC WILL BE PROHIBITED FROM OCCUPYING THE TRAVEL LANE ADJACENT TO THE BARRIER. THE BARRIER WILL BE PLACED AT NIGHT PER THE WORK HOUR RESTRICTION NOTE AND IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE MAP. THE CLOSURE OF THE ADJACENT LANE WILL BE PER THE STANDARD DRAWING MT-95.30.

THE CONTRACTOR WILL SUBMIT A PLAN TO THE ENGINEER FOR APPROVAL SEVEN (7) DAYS IN ADVANCE OF THE PLANNED LANE CLOSURE. WORK WILL NOT BEGIN UNTIL APPROVAL OF THE PLANS HAS BEEN GRANTED.

ALL COSTS INVOLVED IN PLACING THE PORTABLE BARRIER WILL BE CONSIDERED INCIDENTAL TO AND INCLUDED IN THE CONTRACT PRICE BID FOR ITEM 622, PORTABLE BARRIER.

### TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT

OHIO TIM IS OHIO'S TRAFFIC INCIDENT MANAGEMENT PROGRAM WHICH IS COMMITTED TO MAINTAINING THE SAFE AND EFFECTIVE FLOW OF TRAFFIC DURING EMERGENCIES AS TO PREVENT FURTHER DAMAGE, INJURY OR UNDUE DELAY OF THE MOTORING PUBLIC. IN ADDITION TO COMPLYING WITH THE PROVISION OF OMUTCD CHAPTER 6I, CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT MANAGEMENT AREAS, THE CONTRACTOR SHALL ACTIVELY PARTICIPATE IN TIM PLANNING AND IMPLEMENTATION AS OUT! INFO BEI OW

- 1. SUPERINTENDENT SHALL IDENTIFY THE INDIVIDUAL PERSONS ON THE PROJECT WHO WILL, OR MAY NEED TO, PERFORM THE DUTIES HEREIN. AT A MINIMUM, INCLUDE THE SUPERINTENDENT, FOREMEN AND SUPERVISORS (OR EQUIVALENT) AS WELL AS THE WORKSITE TRAFFIC SUPERVISOR (WTS: IF APPLICABLE TO THE PROJECT). THESE INDIVIDUALLY IDENTIFIED PERSONS SHALL COLLECTIVELY BE KNOWN AS CONTRACTOR TRAFFIC INCIDENT MANAGEMENT (TIM) CONTACTS. NOTIFY THE PROJECT ENGINEER OF THE CONTRACTOR TIM CONTACTS (ALONG WITH CONTACT INFORMATION FOR EACH) AT OR BEFORE THE PRECONSTRUCTION MEETING.
- 2. SUPERINTENDENT SHALL NOTIFY THE ENGINEER IMMEDIATELY IF ANY CONTRACTOR TIM CONTACT IS ADDED, REMOVED OR THE CONTACT INFORMATION CHANGES OVER THE COURSE OF THE PROJECT.
- 3. PRIOR THE FIRST DAY OF WORK IN THE FIELD, EACH CONTRACTOR TIM CONTACT ON THE PROJECT SHALL HAVE ATTENDED AND SUCCESSFULLY COMPLETED OHIO TIM TRAINING PROVIDED BY THE DEPARTMENT OR DESIGNEE. TRAINING INFORMATION CAN BE FOUND AT WWW.OHIOTIM.COM.
- 4. SUPERINTENDENT, AT A MINIMUM, SHALL ATTEND AND ACTIVELY PARTICIPATE IN A DEPARTMENT SCHEDULED TIM MEETING BEFORE CONSTRUCTION WORK BEGINS AND BEFORE EACH PHASE CHANGE. THESE MEETINGS WILL RESULT IN A DEPARTMENT ISSUED PROJECT SPECIFIC TRAFFIC INCIDENT MANAGEMENT PLAN (TIMP). AT THE TIM MEETINGS THE ATTENDING CONTRACTOR TIM CONTACTS SHALL:
  - A. COLLABORATE WITH ODOT AND SAFETY FORCES;
  - B. SHARE PROJECT SPECIFIC DETAILS THAT IMPACT TIM RESPONDERS: AND
  - C. RECOMMEND WAYS TO INCORPORATE NECESSARY EMERGENCY ACCESS AND OTHER TIM ELEMENTS FOR TIM RESPONDERS GIVEN PROJECT SPECIFIC WORK BEING COMPLETED AND PROJECT SPECIFIC PHASING.
- 5. CONTRACTOR TIM CONTACTS SHALL IMPLEMENT COMPONENTS OF THE RESULTING TIMP (SUCH AS APPROVED EMERGENCY INGRESS/EGRESS POINTS, ETC), AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
- 6. CONTRACTOR TIM CONTACTS SHALL PERFORM, AT A MINIMUM, THE FOLLOWING FUNCTIONS WHEN AN
  - A. IF OBSERVED OR PRESENT WHEN OCCURS, CALL 911
    AND THEN NOTIFY THE TRAFFIC MANAGEMENT CENTER
    (TMC) TO PROVIDE THE FOLLOWING:
  - I. LOCATION, INCLUDING MILEPOST NUMBER AND DIRECTION OF TRAVEL
  - II. NUMBER AND TYPE OF VEHICLES INVOLVED, IF KNOWN
  - III. ESTIMATED EXTENT OF DAMAGE OR INJURY, IF KNOWN
  - IV. ESTIMATED NUMBER OF PATIENTS INVOLVED, IF KNOWN
  - V. ANY POTENTIAL HAZARDOUS CONDITIONS, IF KNOWN
  - VI. THE PLACARD NUMBER ON ANY HAZARDOUS MATERIALS PLACARD FROM A SAFE DISTANCE, IF APPLICABLE AND VISIBLE

### TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT (CONTINUED)

- B. FOLLOWING AN INCIDENT/CRASH.
  - I. INITIATE TRAFFIC MANAGEMENT/PROVIDE TEMPORARY TRAFFIC CONTROL AS INDICATED IN THE TIMP, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
  - II. RECOMMEND ROADWAY REPAIR NEEDS.
  - III. PROVIDE REPAIR RESOURCES AND INITIATE REPAIRS, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
  - IV. ATTEND AND PARTICIPATE IN AN AFTER ACTION REVIEW (AAR).

ALL COSTS, UNLESS OTHERWISE SPECIFIED, RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614, MAINTAINING TRAFFIC. FAILURE TO PERFORM THE REQUIREMENTS OF THIS PLAN NOTE WILL RESULT IN A DAILY FINE OF 2% OF ITEM 614, MAINTAINING TRAFFIC AND MAY RESULT IN ONE OR MORE CONTRACTOR TIM CONTACTS BEING REMOVED FROM THE LIST OF OHIO TIM TRAINED INDIVIDUALS (AT THE SOLE DISCRETION OF THE OHIO TIM EXECUTIVE COMMITTEE). IN THE EVENT AN INDIVIDUAL IS REMOVED FROM THE OHIO TIM TRAINED LIST, THE INDIVIDUAL WILL BE REMOVED FROM CONTRACTOR TIM CONTACT RESPONSIBILITIES ON ALL PROJECTS.

### ITEM 622 - PORTABLE BARRIER, ANCHORED, AS PER PLAN ITEM 622 - PORTABLE BARRIER, UNANCHORED, AS PER PLAN

THIS WORK SHALL CONSIST OF FURNISHING, MAINTAINING, AND SUBSEQUENTLY REMOVING PORTABLE BARRIER, ANCHORED OR UNANCHORED AT THE LOCATIONS SHOWN ON THE PLANS. PORTABLE BARRIER PLACED ON THIS PROJECT SHALL UTILIZE NCHRP COMPLIANT BARRIER AS MUCH AS POSSIBLE. TYPE F PORTABLE BARRIER WILL BE PERMITTED IN AREAS APPLICABLE AND IN COMPLIANCE WITH ALL INSTALLATION REQUIREMENTS AND STANDARDS FOR TYPE F BARRIER. ADDITIONAL COST ASSOCIATED WITH THE USE OF DIFFERENT BARRIER TYPES WILL BE INCIDENTAL TO THE ITEM.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR ITEM 622, PORTABLE BARRIER, ANCHORED, AS PER PLAN OR ITEM 622, PORTABLE BARRIER. UNANCHORED. AS PER PLAN.

### INTERCHANGE CONSTRUCTION PLAN ARRANGEMENT

INTERCHANGE CONSTRUCTION PLAN ARRANGEMENT			
PHASE	TO CONSTRUCT VIA RAMP DETOUR	DETAILED MOT PLANS	
PHASE 3	STANLEY AVE.	192 - 196 211 - 219	
	WAGNER FORD RD.	206 - 210 197 - 201 217 - 219	
	NEEDMORE RD.	206 - 216 202 - 205	
	STANLEY AVE.	240 - 244 259 - 263	
PHASE 5	WAGNER FORD RD.	254 - 258 245 - 248 263	
	NEEDMORE RD.	254 - 262 249 - 253	

### 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(S) 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

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

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

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

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

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

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

<u>49</u> SNMT

ASSUMING <u>2</u> MAINLINE PCMS SIGNS FOR <u>16.5</u> MONTHS ASSUMING <u>5</u> RAMP PCMS SIGNS FOR <u>2</u> MONTHS ADDITIONAL DOWNTOWN FOR DMS, DURING CONSTRUCITON =  $\underline{6}$  SNMT

DESIGN AGENCY



KRM
REVIEWER
AKF 12/03/21
PROJECT ID
107376

31 TOTAL 732

# 4 MOT-75-

### **WORKSITE TRAFFIC SUPERVISOR**

SUBJECT TO APPROVAL OF THE ENGINEER. THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A PREQUALIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE TRAINED IN ACCORDANCE WITH CMS 614.03, SHALL HAVE SUCCESSFULLY COMPLETED ODOT ADMINISTERED WTS TESTING (AND RE-TESTING WHEN APPLICABLE) AND BE LISTED ON THE ODOT PREQUALIFIED WTS ROSTER. PREQUALIFICATION EXPIRES EVERY 5 YEARS, RE-TESTING SHALL BE SUCCESSFULLY REPEATED EVERY 5 YEARS TO REMAIN PREQUALIFIED.

THE NAME OF THE PREQUALIFIED WTS AND RELATED 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7), THE CONTRACTOR MAY DESIGNATE AN ALTERNATE (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY: HOWEVER THÉ PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRAINING, PREQUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR ENGINEER'S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.

THE WTS POSITION HAS THE PRIMARY RESPONSIBILITY OF IMPLEMENTING THE TRAFFIC MANAGEMENT PLAN (TMP), MONITORING THE SAFETY AND MOBILITY OF THE ENTIRE WORK ZONE, AND CORRECTING TEMPORARY TRAFFIC CONTROL (TTC) DEFICIENCIES FOR THE ENTIRE WORK ZONE THE WTS, AND ALTÈRNATE WTS WHEN ON DUTY, SHALL HAVE SUFFICIENT AUTHORITY TO EFFECTIVELY CARRY OUT THE IDENTIFIED WTS RESPONSIBILITIES AND DUTIES. THE DUTIES OF THE WTS ARE AS FOLLOWS:

- 1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS.
- BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF. AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC
- ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED
- BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.
- BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL
- 6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS ARE ON THE PROJECT.
- COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING
- BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH
- ON A CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED. MAINTAINED AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.
- 10. ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEERAME DETERMINED BY THE ENGINEER
- 11. INSPECT. EVALUATE. PROPOSE NECESSARY MODIFICATIONS TO. AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:
  - A. INITIAL TTC SETUP (DAY AND NIGHT REVIEW).
  - B. DAILY TTC SETUP AND REMOVAL
  - C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP
  - D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK
  - E. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR
  - F. ALL OTHER EMERGENCY TTC NEEDS

### WORKSITE TRAFFIC SUPERVISOR

- 12. COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (CA-D-8) AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORKDAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. ANY DEFICIENCIES OBSERVED SHALL BE NOTED. ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION'S INSPECTION FORMS WEBSITE.
- HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

### THE DEPARTMENT WILL DEDUCT:

- THE PRORATED DAILY AMOUNT OF ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY IN WHICH THE WTS FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. THE PRORATED DAILY AMOUNT WILL BE EQUAL TO THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC DIVIDED BY THE DIFFERENCE BETWEEN THE ORIGINAL COMPLETION DATE AND THE FIRST DAY OF WORK, IN CALENDAR DAYS.
- 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A TTC ISSUE IS IDENTIFIED IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIMEFRAME PER THE ENGINEER. DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION C.
- 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A LANE OR RAMP IS BLOCKED (FULLY OR PARTIALLY) WITHOUT TTC. AS DETERMINED BY THE ENGINEER. THIS DEDUCTION SHALL BE IN ADDITION TO ANY OTHER DISINCENTIVES ESTABLISHED FOR UNAUTHORIZED LANE USE.

FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR, THE HIGHEST DEDUCTION AMOUNT WILL APPLY.

IF THREE OR MORE TOTAL DAYS RESULT IN TTC ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE. THE PRIMARY WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS THREE REMOVALS SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY PREVIOUSLY PREQUALIFIED WTS.

PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

# <u>ITEM 611 - 12" SLOTTED DRAIN, TYPE 2</u> <u>ITEM 611 - 12" CONDUIT, TYPE 2</u>

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLATION OF A 12 INCH DIAMETER SLOTTED DRAIN ALUMINUM COATED STEEL CONDUIT 707.01 WITH 6 INCH TRAPEZOIDAL GALVANIZED SOLID BAR GRATE AND 12" CONDUIT. TYPE 2 AS APPROVED BY THE ENGINEER. ALL COSTS FOR LABOR AND MATERIALS, INCLUDING TYPE 2 BEDDING, AND BACKFILLING AS DETAILED ON STANDARD CONSTRUCTION DRAWING DM-1.3 SHALL BE INCLUDED IN THE PRICE BID PER FOOT FOR ITEM 611 - 12" SLOTTED DRAIN, TYPE 2 AND FOR ITEM 611 - 12" CONDUIT. TYPE 2.

THE FOLLOWING ITEM IS INCLUDED IN THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY FOR THE SLOTTED DRAINS OUTSIDE THE CROSSOVERS.

ITEM 611 - SLOTTED DRAIN, TYPE 2, 12" ITEM 611 - 12" CONDUIT, TYPE B

## **EARTHWORK FOR MAINTAINING TRAFFIC**

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE PLAN FOR INFORMATION ONLY:

**EXCAVATION FOR MAINTAINING TRAFFIC** EMBANKMENT FOR MAINTAINING TRAFFIC

THE ABOVE ESTIMATED QUANTITIES ARE UNDERSTOOD TO BE OUTSIDE THE PERMANENT EXCAVATION OR EMBANKMENT LIMITS INCLUDED IN THE ROADWAY PLANS. PAYMENT FOR ALL LABOR AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 615, ROADS FOR MAINTAINING TRAFFIC AS PER PLAN.

### **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

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 BLACKON-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 ORANGÉ PANEL (OMUTCD SECTION 2D.32).

ROUTE SIGN ASSEMBLIES SHALL BE SIZED ACCORDING TO THE TYPE OF ROAD ON WHICH THEY ARE LOCATED IN ACCORDANCE

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.

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.

### WORK ZONE INCREASED PENALTIES SIGN (R11-H5a)

R11-H5A-48 SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. SIGNS SHALL BE MOUNTED AT THE APPROPRIATE OFFSETS AND ELEVATIONS AS PRESCRIBED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THEY SHALL BE MAINTAINED ON SUPPORTS MEETING CURRENT SAFETY CRITERIA.

THE R11-H5A-48 SIGNS SHALL BE MOUNTED ON 2 NO. 3 POSTS WHEN LOCATED WITHIN CLEAR ZONES

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS, SIGN FACES SHALL BE RETROREFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF C&MS 730.19.

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REFLECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER. IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVAL OF THE SIGN AND SUPPORT.

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN

26 EACH

SEE DETAILED PLAN SHEETS FOR LOCATIONS.

### ITEM 614 - WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN

WORK ZONE RAISED PAVEMENT MARKERS, AS PER PLAN, AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614 OR C&MS 621

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

THE SNOW-PLOWING SEASON SHALL RUN FROM NOVEMBER 15 THROUGH APRIL 1.

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.

# ITEM 253 - PAVEMENT REPAIR, AS PER PLAN

PAVEMENT REPAIR SHALL BE IN ACCORDANCE WITH ITEM 253 -PAVEMENT REPAIR. WITH THE FOLLOWING ADDITIONS

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. THE AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND SAWED OR MILLED TO A NEAT LINE. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT. THE REPLACEMENT MATERIAL SHALL BE ITEM 442, ASPHALT CONCRETE SURFACE COURSE, 12.5 MM. TYPE A. (447), PG70-22M, AS PER PLAN AND FINISHED TO MATCH THE EXISTING PÁVEMENT SURFACE.

PAVEMENT REPAIR AREAS SHALL BE A MINIMUM OF 2 INCHES IN DEPTH MEASURED FROM THE MILLED SURFACE OR AS DIRECTED BY THE FNGINFFR

THE FOLLOWING ITEM HAS BEEN CARRIED TO THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY FOR PAVEMENT REPAIRS.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN



KRM

AKF 12/03/2 107376

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