

P.06 161

<u>S.R. 4</u> A MINIMUM OF 1 (ONE) MAINTAINED AT ALL TIN COMPLETED PAVEMENT TRAFFIC, ITEM 615 ROAL SURFACES USING ITEMS	<u>ITEM 614 - MAINTAIN</u> NOTICE OF CLOSURE SIGN CONTRACTOR PRIOR TO T ACCORDANCE WITH THE APPROVAL OF THE ENGIN MAY BE USED IN LIEU OF DURATIONS OF LESS THAN			
ONE LANE OF TRAFFIC II TRAFFIC AT ALL TIMES PI IF THE CONTRACTOR FAI DIRECTION AT ALL TIMES CONTRACT TABLE WILL E <u>RAMPS</u>	THE SIGNS SHALL BE EREC ROAD/RAMP FACING TRA INTERFERE WITH THE VIS ON ROADWAYS, THEY SHO CLOSURE. THE SIGNS MAN THEY ARE VISIBLE TO THE RAMPS, THE SIGN SHALL			
A MINIMUM OF ONE LA	AREA TO AVOID DISTRACT			
CALENDAR DAYS WHEN	<u>NOTICE</u>			
SHOWN ON SHEETS P.15 DESCRIBED IN THE LANE REMAINS CLOSED TO TR	5 - P.17 . A DISINCEN VALUE CONTRACT T AFFIC BEYOND THE	TIVE SHAL TABLE WHI SPECIFIED	L BE ASSESSED AS EN THE ROADWAY LIMIT.	$RAMP \& \ge 2 WEEKS$
OUTSIDE OF PHASED CO AND ALL EXISTING LANE	NSTRUCTION, NO W S SHALL BE OPEN TO	/ORK SHAI D TRAFFIC	LL BE PERFORMED DURING THE	ROAD > 12 HOURS
FOLLOWING DESIGNATE	D HOLIDAYS OR SPE	CIAL EVEN	TS:	$CLOSURES \leq 12 HOURS$
NEW YEAR'S (OBSERVED LABOR DAY MEMORIAL DAY FOURTH OF JULY (OBSER) GENERAL/I THANKSGIN CHRISTMA. IVED)	REGULAR I /ING S (OBSERV	ELECTION DAY (NOV) (ED)	THE SIGN SHALL DISPLAY AND THE NUMBER OF DA SIGN LISTS A PHONE NUM INFORMATION. THIS IS TO
THE PERIOD OF TIME TH DAY OF THE WEEK ON W	AT THE LANES ARE T HICH THE HOLIDAY	TO BE OPE OR SPECIA	N DEPENDS ON THE	THAN THE GENERAL SWIT
FOLLOWING SCHEDULE .	SHALL BE USED TO E	DETERMIN	E THIS PERIOD:	TO BE CAREFULLY REMOV
DAY OF HOLIDAY OR	TIME ALL LANES M	UST BE OP	EN TO	EXISTING PAVEIVIENT. ALL AND THE RESTORATION C
SUNDAV	12.00NI FRIDAV TUD			PROJECT LIMITS TO PRE-C
ΜΟΝΠΔΥ				THE LUMP SUM CONTRAC
ΤΙΓΓΩΔΥ		HRUIGH	5·00 ΔM	TO BE RESTORED SHALL B
	WEDNESDAY			THE FOLLOWING ESTIMA
TUESDAY (GEN./REG. ELECTION)	5:00 AM TUESDAY WEDNESDAY	THROUGH	12:00 AM	GENERAL SUMMARY FOR MAINTENANCE OF TRAFF
WEDNESDAY	12:00N TUESDAY TH	HROUGH	OUU AM THURSDAY	ITEM 410 - TRAFFIC COM
	12:00 ANA MEDNESDA			TYPE A OR B
THANKSGIVING ONLY)	MONDAY	AT INKUL	יסה ס:טט AIVI	ITEM 410 - TRAFFIC COM
FRIDAY	12:00N THURSDAY	THROUGH	6:00 AM MONDAY	ΙΙΕΙΝΙ 614 - ASPHALI CON TRAFFIC
SATURDAY	12:00N FRIDAY THR	ROUGH 6:0	00 AM MONDAY	ITEM 616 - WATER
DURING THE SAME PERI PEDESTRIAN ACCESS WA THE CONTRACTOR FAIL T CONTRACTOR SHALL BE FOLLOWING LANE VALU S.R. 4 SHALL HAVE ONF 1	ODS, MAINTAIN PEL S PRESENT PRIOR TO O MEET ANY OF TH ASSESSED A DISINCE E CONTRACT TABLE.	DESTRIAN / O CONSTR ESE REQU ENTIVE PEI	ACCESS IF UCTION. SHOULD IREMENTS, THE R THE CH DIRECTION AT	ALL WORK AND TRAFFIC (C&MS 614 AND OTHER A WELL AS THE OHIO MANU PAYMENT FOR ALL LABOR IN THE LUMP SUM CONTI UNLESS SEPARATELY ITEN
ALL TIMES . FAILURE TO DIRECTION AT ALL TIMES DISINCENTIVE.	PROVIDE ONE LANE S WILL RESULT IN TH	OF TRAFF IE FOLLOW	IC IN EACH /ING	<u>ITEM 622 - PORTABLE</u> THIS WORK SHALL CONSIS SUBSEQUENTLY REMOVIN
PROJECT RAMPS SHALL I BETWEEN 6AM - 7PM, C OUTLINED IN THESE PLA TRAFFIC AT ALL TIMES B FOLLOWING DISINCENTI LA	HAVE ONE LANE OF OUTSIDE OF THE PER NS. FAILURE TO PRO ETWEEN 6AM - 7PM VE. NE VALUE CONTRAC	TRAFFIC O MITTED R VIDE ONE 1 WILL RES <u>CT TABLE</u>	PEN AT ALL TIMES AMP CLOSURES OPEN LANE OF SULT IN THE	LOCATIONS SHOWN ON T PORTABLE STEEL BARRIER CONCRETE BARRIER. FOR THE APPROVED PRODUCT ENGINEERING.
DESCRIPTION OF CRITI LANE/RAMP TO BE MAINTAINED	CAL RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT	PORTABLE BARRIER, 32 IN HEIGHT GLARE SCREEN N CONTRACTOR. THE GLARI
S.R. 4 NORTHBOUND A	ND 0:00 - 24:00	MIN/LN	\$100	OF THE SCREENS PROVID
RAMPS J, K, L	06:00 - 19:00	EACH DAY	\$1,000	PADDLE OR INTERMITTEN
			·]	THAT SPACING SHALL RF

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.

 \mathbb{C} σ **–** 4 MOT

RAFFIC (CONT.)

H13) SHALL BE ERECTED BY THE EDULED ROAD OR RAMP CLOSURE IN OF CLOSURE TIME TABLE BELOW. AT THE RTABLE CHANGEABLE MESSAGE SIGNS NDARD FLATSHEET SIGN FOR CLOSURE

THE RIGHT-HAND SIDE OF THE EY SHALL BE PLACED SO AS NOT TO OF ANY OTHER TRAFFIC CONTROL SIGNS. ERECTED AT OR NEAR THE POINT OF CTED ANYWHERE ON RAMPS AS LONG AS ISTS USING THE RAMP. ON ENTRANCE TED WELL IN ADVANCE OF THE MERGE TORISTS.

URE SIGN TIME TABLE

DSURE	SIGN DISPLAYED TO PUBLIC
	<i>14 CALENDAR DAYS PRIOR TO CLOSURE</i>
WFFKS	7 CALENDAR DAYS PRIOR

LALEINDAR DAI'S PRIUR TO CLOSURE

> 2 BUSINESS DAYS PRIOR TO CLOSURE

E OF THE CLOSURE IN MMM-DD FORMAT HE CLOSURE. THE LAST LINE OF THE W20-H13 HICH A MOTORIST MAY CALL FOR ADDITIONAL PECIFIC OFFICE WITHIN THE DISTRICT RATHER RD NUMBER.

TO BE REMOVED IN THESE MOT PLANS ARE REVENT SCARRING OR DAMAGING THE ATED REMOVAL OF PAVEMENT MARKINGS PAVEMENT MARKINGS OUTSIDE THE JCTION CONDITION SHALL BE INCLUDED IN THE PAVEMENT MARKING MATERIAL TYPE DIRECTION OF THE ENGINEER.

ANTITIES HAVE BEEN INCLUDED IN THE DETERMINED BY THE ENGINEER FOR THE

SURFACE,

	50 CY
ED SURFACE, TYPE C	50 CY
E FOR MAINTAINING	
	50 CY
	3 MGAL

DEVICES SHALL BE IN ACCORDANCE WITH LE PORTIONS OF THE SPECIFICATIONS, AS JNIFORM TRAFFIC CONTROL DEVICES. MENT AND MATERIALS SHALL BE INCLUDED ICE FOR ITEM 614 - MAINTAINING TRAFFIC THE PLAN.

RIER, 50", AS PER PLAN IRNISHING, MAINTAINING, AND INCH PORTABLE BARRIER AT THE NS. FOR DETAILS, SEE SCD RM-4.1.

PPROVED ALTERNATIVE TO PORTABLE 1ATION ON APPROVED VENDORS, SEE 1AINTAINED BY THE OFFICE OF ROADWAY

IGH WITH AN 18-INCH MINIMUM SED AT THE OPTION OF THE N SHALL BE CONSTRUCTED USING ONE HE APPROVED LIST, AVAILABLE ON THE NG WEBSITE.

GLARE SCREENS SHALL BE DESIGNED GLE BASED ON TANGENT ALIGNMENT. ROUGHOUT THE BARRIER LENGTH JRVATURE.

THE MANUFACTURER.

BE SECURELY FASTENED TO THE 32-INCH PORTABLE BARRIER USING THE HARDWARE AND PROCEDURES SPECIFIED BY ITEM 622 - PORTABLE BARRIER, 50", AS PER PLAN (CONT.) 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.

WORK ZONE SPEED ZONES (WZSZS)

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

ZSZ REVISION UMBER(S)	COUNTY-ROUTE -SECTION(S)	DIRECTION(S
′Z - 40469	MOT-4-19.30	NORTHBOUND
′Z - 40470	MOT-4-19.30	SOUTHBOUND

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

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

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

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ.

WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS SHALL BE IN ACCORDANCE WITH THIS NOTE AND SCD MT-104.10. ADDITIONALLY PAYMENT MAY BE REMOVED, OR A DISINCENTIVE APPLIED, FOR WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS THE SAME AS DESCRIBED IN THE MOST RECENT PUBLICATION OF SS 808 IN REGARDS TO WZSZS USING DSL SIGN ASSEMBLIES (SEE SS 808.06 PARAGRAPHS 4 THROUGH 7, INCLUDING TABLE 1).

ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN OMUTCD PART 6.

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

ORI SPE 70 65 60 55 DOWNS.

WORK ZONE SPEED ZONE (CONT.) TABLE 1: WARRENTED WORK ZONE SPEED LIMITS (MPH) FOR WORK ZONES ON HIGH SPEED (55 MPH OR GREATER) MULTI-LANE HIGHWAYS

	WITH F PROT	POSITIVE ECTION	WITHOUT POSITIVE PROTECTION						
IGINAL POSTED EED LIMIT	WORKERS PRESENT	WORKERS NOT PRESENT	WORKERS PRESENT	WORKERS NOT PRESENT					
	60	65	55	65					
	55	60	50	60					
	55	60	50	60					
	50	55	45	55					

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - WORK ZONE SPEED LIMIT SIGN 4 EACH ITEM 808 - DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY 28 SIGN MNTH (ASSUMING 4 DSL SIGN ASSEMBLIES FOR 7 MONTHS)

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 SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE CONSECUTIVE CALENDAR DAYS, SUCH AS DURING WINTER SHUT-

THE SIGNS ON THE MAINLINE SHALL BE DUAL MOUNTED UNLESS NOT PHYSICALLY POSSIBLE. THE FIRST SIGN SHALL BE PLACED BETWEEN THE ROAD WORK AHEAD (W20-1) SIGN AND THE NEXT SIGN IN THE SEQUENCE. SIGNS SHALL BE ERECTED ON EACH ENTRANCE RAMP AND EVERY 2 MILES THROUGH THE CONSTRUCTION WORK LIMITS. SIGNS ON THE MAINLINE SHALL BE R11-H5A-48. SIGNS USED ON THE RAMPS SHALL BE R11-H5A-24. R11-H5A-24 SIGNS MAY BE USED IN THE MEDIAN IN LIEU OF R11-H5A-48 SIGNS IF IT IS NOT PHYSICALLY POSSIBLE TO PROVIDE R11-H5A-48 SIGNS IN THE MEDIAN.

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.

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 REERECTED 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 4 EACH

WORK ZONE INCREASED PENALTIES SIGNS WILL BE PLACED AT THE FOLLOWING LOCATIONS:

PHASE 1 NORTHBOUND - SHEET P.18 PHASE 1 SOUTHBOUND - SHEET P.24 PHASE 2 NORTHBOUND - SHEET P.40 PHASE 2 SOUTHBOUND - SHEET P.45

ESIGN AGENCY



TOTAL

P.10 161

HEET

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SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CONCRETE BARRIER REMOVED	GUARDRAIL REMOVED	ANCHOR ASSEMBLY REMOVED, TYPE	ANCHOR ASSEMBLY REMOVED, TYPE	BRIDGE TERMINAL ASSEMBLY REMOVED	COMPACTED AGGREGATE	GUARDRAIL, TYPE MGS	ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN	ANCHOR ASSEMBLY, MGS TYPE T	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	CURB, TYPE 4-C	CONCRETE BARRIER, SINGLE SLOPE, TYPE D			
			FROM TO		FT	FT	EACH	EACH	EACH	CY	5 FT	EACH	EACH	EACH	EACH	FT	FT			
74	GR-1	S.R. 4 - SOUTHBOUND	84+30.42 85+79.19	LT		288	1		1	<u>uyu</u>	75	1		1		18				
74	GR-2	S.R. 4 - SOUTHBOUND	84+23.84 85+72.61	LT		150	1		1	7	75	1		1		18				
74	GR-3	S.R. 4 - NORTHBOUND	84+11.62 85+15.25	RT		75			2	5	75			1	1	18				
92-93	GR-4	RAMP J	0+88.05 6+14.55	RT		488		1	1	24	487.5		1		1					
76,78	GR-5	S.R. 4 - SOUTHBOUND	92+50.72 94+49.49			288	1	1		9	125	1		1		18				
107-108 78 99-100	GR-6 GR-7	RAMP L S.R. 4 - SOUTHBOUND RAMP K	1+09.85 6+00.00 92+30.50 96+75.00 3+75.00 10+25.00	RT LT		488 425 650			1	23 21 30	487.5 425 650			1	1	18				
99-100	GR-9	RAMP K	5+43.97 12+20.66	RT		626	1	1		50	030									\succ
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74	BA-1	S.R. 4 - NORTHBOUND	85+12.75 85+68.75	RT	56												56			ΛF
76,78	BA-2	S.R. 4 - SOUTHBOUND	91+85.00 92+33.00	LT	48												49			
78	BA-3	S.R. 4 - SOUTHBOUND	92+04.22 92+53.22	LT													49			BSUN
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