

GENERAL:

THE CONTRACTOR SHALL SUBMIT IN WRITING A SCHEDULE OF OPERATIONS TO THE ENGINEER (SEE 108.02) AND RECEIVE APPROVAL IN WRITING BEFORE WORK IS STARTED ON THIS PROJECT. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

CONTRACTORS EQUIPMENT - OPERATION AND STORAGE:

THE CONTRACTORS EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAFFIC WHERE PRACTICAL. EQUIPMENT SHALL HAVE AT LEAST ONE AMBER FLASHING LIGHT. WHEN PARKED ALONG THE HIGHWAY, THE EQUIPMENT SHALL BE LOCATED EITHER A MINIMUM OF THIRTY FEET FROM THE EDGE OF PAVEMENT OR SIX FEET BEHIND GUARDRAIL WITH A MINIMUM OF 125 FEET OF GUARDRAIL PRECEDING THE EQUIPMENT. ALL OTHER EQUIPMENT, INCLUDING PRIVATE VEHICLES, SHALL BE STORED AT AN APPROVED CONTRACTORS STORAGE AREA.

CONTINGENCY QUANTITIES:

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT,

REMOVAL ITEMS:

UNLESS OTHERWISE INSTRUCTED, ASPHALT AND ANY OTHER MISCELLANEOUS ITEMS DESIGNATED FOR REMOVAL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF. PAYMENT FOR THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE REMOVED ITEM.

PROFILE AND ALIGNMENT:

THE ALIGNMENT OF THE EXISTING PAVEMENT OF BOTH WORK LOCATIONS WILL NOT BE CHANGED. THE PROFILE OF THE PROPOSED SURFACE AT LOCATION 1 (MRW-71) WILL BE THE SAME AS THE EXISTING PAVEMENT. THE PROFILE OF THE PROPOSED SURFACE AT LOCATION 2 (MRW-61) WILL BE RAISED 0.5".

DRAINAGE AT INTERSECTING STREETS (ROADS):

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

WORK LIMITS:

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

PART-WIDTH CONSTRUCTION:

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.

PERMIT #21-18563

PERMIT #21-18563 PROPOSES BUILDING TURN LANES AND RESURFACES SR-61 FROM STA. 63+03.64 TO STA. 69+09.31. IF THE NEW PAVEMENT IS IN PLACE ONCE THE CONTRACTOR'S PAVING OPERATION REACHES THIS LOCATION - THE PAVEMENT/RESURFACING WORK WITHIN THE LIMITS OF THE PERMIT SHALL BE NON -PERFORMED AT THE DISCRETION OF THE ENGINEER.

UTILITIES:

NO UTILITY IMPACT IS ANTICIPATED DUE TO THE SCOPE OF WORK. THE ODOT CONTRACTOR IS REQUIRED TO CONTACT OHIO811 A MINIMUM OF 48 HOURS EXCLUDING WEEKENDS AND HOLIDAYS TO PERMIT ALL UNDERGROUND UTILITIES AN OPPORTUNITY TO MARK THEIR LINES. IT IS ALSO THE ODOT CONTRACTOR'S RESPONSIBILITY TO CONTACT ALL NON-MEMBERS OF OHIO811 DIRECTLY A MINIMUM OF 48 HOURS NOTICE EXCLUDING WEEKENDS AND HOLIDAYS TO PROVIDE THEM WITH THE SAME OPPORTUNITY.

IT IS ODOT'S EXPECTATION THAT ALL GUARDRAIL POSTS WILL BE INSTALLED IN THE SAME LOCATIONS AND THERE WILL BE NO DISRUPTION TO UNDERGROUND UTILITIES. IF THERE IS A UTILITY MARKING WITHIN THE TOLERANCE ZONE OF A UTILITY LOCATE FROM THE PROPOSED GUARDRAIL PLACEMENT IT IS THE ODOT CONTRACTORS RESPONSIBILITY TO DIRECTLY CONTACT THE IMPACTED UTILITY AND WORK WITH THEM TO FIND A SOLUTION THAT DOES NOT CHANGE THE GUARDRAIL PLACEMENT OR DAMAGE THE EXISTING UTILITY. NO UTILITY RELOCATION WILL BE REIMBURSED NOR WILL DELAY CLAIMS BE PERMISSIBLE BASED ON LACK OF COORDINATION BETWEEN THE ODOT CONTRACTOR AND THE IMPACTED UTILITY.

BELOW IS A LIST OF UTILITIES LOCATED WITHIN THE PROJECT AREA TOGETHER WITH THEIR RESPECTIVE OWNERS.

AEP
700 MORRISON RD
GAHANNA, OH 43238
614.552.1801

AT&T LEGACY
5980-G WILCOX PLACE
DUBLIN, OH 43016
614.760.8320

BRIGHT ENERGY
5255 STATE ROUTE 95
MT GILEAD, OH 43338
419.947.3055

CONSOLIDATED ELECTRIC COOP
5255 STATE ROUTE 95
MT GILEAD, OH 43338
419.947.3055

CENTURYLINK
701 HARCOURT ROAD
MT. VERNON, OHIO 43050
TIM BOWSER
OFFICE: 419-755-7956
CELL: 419-565-9011

DEL-CO WATER
6658 OLENTANGY RIVER RD
DELAWARE, OH 43015
BILL WINTER
740.548.7746
bwinter@delcowater.com

HIGHWAY LIGHTING AND TRAFFIC SIGNALS:

EVEN THOUGH ODOT IS LISTED AS A MEMBER OF THE OHIO UTILITIES PROTECTION SERVICE (OUPS), THE ODOT CONTRACTOR IS REQUIRED TO CONTACT ODOT, DISTRICT 6 TRAFFIC MAINTENANCE DEPARTMENT DIRECTLY ONCE LINES ARE MARKED SO THAT THE ODOT UTILITIES LOCATED WITHIN THIS PROJECT CAN BE DISCUSSED OR CONFIRMED AS NECESSARY PRIOR TO EXCAVATION. THE CONTRACTOR SHALL NOTIFY DISTRICT 6 TRAFFIC MAINTENANCE AT 740-833-8198 AND THE CONSTRUCTION PROJECT ENGINEER, FOURTEEN (14) CALENDAR DAYS IN ADVANCE OF ANY WORK, FOR THE NEED TO VERIFY/DISCUSS ODOT OWNED UTILITIES.

MORROW CTY COMMISSIONERS
80 NORTH WALNUT ST
MT GILEAD, OH 43338
419.947.5045

ODOT TRAFFIC (DIST 6)
400 EAST WILLIAM ST
DELAWARE, OH 43015
DAVE CARLIN
740.833.8267
david.carlin@dot.ohio.gov

OHIO EDISON
420 SOUTH YORK ST
SPRINGFIELD, OH 45505
937.327.1283

SPECTRUM
3760 INTERCHANGE DR
COLUMBUS, OH 43204
SAM LUTZ
614.255.6349
samuel.lutz@charter.com

ITS:

ITS FACILITIES ARE NOT AN OHIO811 MEMBER SO THE ODOT CONTRACTOR IS REQUIRED TO CONTACT ODOT CENTRAL OFFICE ITS LAB DIRECTLY SO THAT THE ODOT ITS UTILITIES LOCATED WITHIN THIS PROJECT ARE FIELD MARKED. THE ODOT CONTRACTOR SHALL NOTIFY ODOT CENTRAL OFFICE ITS LAB AT THE CONTACT INFORMATION LISTED BELOW AND THE CONSTRUCTION PROJECT ENGINEER FOR FIELD MARKINGS. THE FIELD MARKINGS WILL BE COMPLETED FOURTEEN (14) CALENDAR DAYS EXCLUDING WEEKENDS AND HOLIDAYS FROM THE TIME THE CALL WAS MADE.

CENTRAL OFFICE ITS LAB
614.387.4113 - PHONE
614.887.4134 - FAX
cen.its.lab@dot.ohio.gov - EMAIL

THE ABOVE REQUIREMENTS ARE IN ADDITION TO SECTION 105.07 & 107.16 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS AND THE UTILITY NOTE.

THE ODOT CONTRACTOR SHALL NOTIFY UTILITIES THROUGH OHIO811 OR DIRECTLY A MINIMUM OF FORTY-EIGHT (48) HOURS EXCLUDING WEEKENDS AND HOLIDAYS IN ADVANCE OF ANY EXCAVATION WORK.

THE COST FOR THE ABOVE DESCRIBED WORK IS INCIDENTAL TO THE BID PRICE OF THE PROJECT.

ITEM 202 - GUARDRAIL REMOVED, AS PER PLAN:

ITEM 202 - ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN:

ITEM 202 - ANCHOR ASSEMBLY REMOVED, TYPE B, AS PER PLAN:

IN ADDITION TO THE REQUIREMENTS OF ITEM 202, REMOVAL OF SPECIFIED GUARDRAIL ITEMS SHALL INCLUDE BUT NOT BE LIMITED TO ANY ATTACHED POSTS, SIGNS AND DELINEATORS (NOT OTHERWISE SPECIFIED). THIS REMOVAL WILL INCLUDE ALL POSTS, ANCHORS AND HARDWARE UNDER GROUND.

THE CONTRACTOR SHALL EXPECT TO REMOVE ALL CONCRETE FOUNDATIONS COMPLETELY AT ALL LOCATIONS UNLESS OTHERWISE INSTRUCTED OR APPROVED BY THE ENGINEER. REMOVING EXISTING CONCRETE FOUNDATION TO A MINIMUM OF 1 FOOT BELOW THE GRADE OF THE SURROUNDING AREA MAY ONLY BE PERMITTED IF THE EXISTING CONCRETE DOES NOT FALL WITHIN 6 FEET OF THE PROPOSED AS TO NOT COMPROMISE THE PERFORMANCE OF THE PROPOSED GUARDRAIL SYSTEM(S).

ALL HOLES AND VOIDS REMAINING AFTER REMOVAL OF GUARDRAIL POSTS AND FOUNDATIONS SHALL BE FILLED WITH GRANULAR MATERIAL CONFORMING TO CMS 203.02R. FILL MATERIAL CONTAINING SOD SHALL NOT BE USED. ALL FILL MATERIAL SHALL BE APPROVED BY THE ENGINEER. MATERIAL PLACED IN HOLES SHALL BE THOROUGHLY COMPACTED AND LEVELED OFF AS DIRECTED BY THE ENGINEER. PAYMENT FOR THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE APPLICABLE GUARDRAIL REMOVAL ITEM.

NO HAZARD SHALL BE LEFT UNPROTECTED EXCEPT FOR THE ACTUAL TIME NECESSARY TO REMOVE THE EXISTING GUARDRAIL, PREPARE THE SITE, AND INSTALL NEW GUARDRAIL IN A CONTINUOUS OPERATION.

ITEM 203 - EMBANKMENT, AS PER PLAN:

QUANTITIES FOR ITEM 203 - EMBANKMENT HAVE BEEN PROVIDED THROUGHOUT THIS PLAN TO BUILD UP FORE-SLOPES AND ENSURE PROPER GRADING FOR THE PROPOSED GUARDRAIL AND ANCHOR ASSEMBLIES. THIS ITEM OF WORK INCLUDES ANY CLEARING AND GRUBBING NECESSARY TO PLACE THE EMBANKMENT AT THE LOCATIONS SPECIFIED OR DIRECTED. THE CONTRACTOR SHALL BE PREPARED TO USE EMBANKMENT AT ALL PROPOSED GUARDRAIL LOCATIONS AND ANY OTHER AREAS "AS DIRECTED BY THE ENGINEER". SEE GUARDRAIL DETAILS ON SHEET 7 FOR MORE DETAILS.

CALCULATED
AMH
CHECKED
KLM

GENERAL NOTES

MRW-71 / 61-
12.19 / 0.00

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ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN:

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, AND REMOVE WHEN NO LONGER NEEDED, CHANGEABLE MESSAGE SIGNS, ON SITE, TO BE USED AS DIRECTED. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR. ONLY CLASS I OR CLASS II SIGNS WILL BE PERMITTED. 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 TROUBLE SHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PLACEMENT OF THE PCMS'S SHALL BE AS DIRECTED BY THE ENGINEER.

SIGN ACTIVATION SHALL BE 7 DAYS PRIOR TO CONSTRUCTION INITIATION OR AS DIRECTED BY THE ENGINEER. OPERATION AND MAINTENANCE 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 CHANGE CONDITIONS. WHEN NOT IN USE, THE PCMS WILL BE OFF, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE HIGH INTENSITY YELLOW REFLECTIVE SHEETING SURFACES OF 9 INCHES BY 15 INCHES MINIMUM, FACING 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 TROUBLE SHOOT THE UNIT AND TO REVISE SIGN MESSAGES, IF NEEDED. 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 SHOULD BE SUPPORTED, BUT NORMALLY, NOT MORE THAN TWO MESSAGE PHASES SHOULD BE EMPLOYED, ALTHOUGH THREE PHASES MAY BE USED IN UNUSUAL CONDITIONS. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST ONCE.

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 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 614.03. 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 A FAILURE. ANY FAILURE SHALL NOT RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC AND THE ENTIRE COST TO CONTROL TRAFFIC ACCRUED BY THE DEPARTMENT WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON THE CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24 HOURS PER DAY OPERATIONS AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE. THE REQUIREMENT TO FURNISH, INSTALL, MAINTAIN, AND REMOVE A PCMS UNIT ON THIS PROJECT SHALL NOT IN ANY WAY RELIEVE THE CONTRACTOR OF ITS RESPONSIBILITIES AS OUTLINED IN 104.04.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT BID PRICE PER MONTH FOR EACH 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE, AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
= 2 SIGNS FOR 6 MONTHS = 12 SNMT

MAINTENANCE OF TRAFFIC FOR MARKING PAVEMENT REPAIRS:

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

PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS, LEO HOURS, AND INCIDENTALS NEEDED TO PERFORM THE ABOVE LISTED WORK IS CONSIDERED INCIDENTAL TO MAINTAINING TRAFFIC ON THE PROJECT AND WILL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

USE OF WEIGHTED CHANNELIZER:

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

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

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

WHEN USED AT NIGHT, WEIGHTED CHANNELIZERS SHALL ONLY BE PLACED IN THE TANGENT AREA. THE TANGENT AREA IS DEFINED AS THE AREA AFTER THE TRANSITION TAPER WHERE THE WORK TAKES PLACE. DRUMS SHALL BE USED IN THE TRANSITION TAPERS FOR NIGHT OPERATIONS. MAXIMUM SPACING OF THE WEIGHTED CHANNELIZER SHALL BE 40 FEET AT NIGHT. STEPS SHOULD BE TAKEN TO ENSURE THAT THE WEIGHTED CHANNELIZERS WILL NOT BE BLOWN OVER OR DISPLACED BY WIND OR MOVING TRAFFIC. BALLASTS SHOULD NOT PRESENT A HAZARD IF THE WEIGHTED CHANNELIZERS ARE INADVERTENTLY STRUCK, NOR SHOULD THEY AFFECT THE VISIBILITY OF THE WEIGHTED CHANNELIZERS. ALL BALLASTS USED SHOULD BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

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

COORDINATION BETWEEN CONTRACTORS:

ODOT HAS ANOTHER PROJECT NEAR THE LIMITS OF THIS PROJECT. SHOULD THE CONSTRUCTION TIMEFRAMES OVERLAP, COORDINATION SHALL BE REQUIRED.

MRW-229-5.43, PID 110583
PROJECT ENGINEER:
DON STOVER, 740-363-1251

DEL-61-4.71, PID 104623
PROJECT ENGINEER:
WADE DENNIS, 740-815-6087

PERMIT #21-18563
PROJECT ENGINEER: TBD

ITEM 614 - WORK ZONE PAVEMENT MARKING, CLASS III, 642 PAINT:

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

AT NO TIME SHALL MRW-71 BE LEFT WITHOUT EDGE LINES.

ITEM 614 - WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT:

MRW-71 NORTHBOUND 19.53 - 12.19 = 7.34 MILE
MRW-71 SOUTHBOUND 19.53 - 12.19 = 7.34 MILE
X2 (THREE LANES) = 29.36 MILE
STOP/RESUME DEDUCTIONS = -0.48 MILE
TOTAL = 28.88 MILE

ITEM 614 - WORK ZONE CENTER LINE, CLASS III, 642 PAINT:

MRW-61 = 3.58 MILE
X 2 APPLICATIONS = 7.16 MILE

ITEM 614 - WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT:

MRW-71 NORTHBOUND 19.53 - 12.19 = 7.34 MILE
MRW-71 SOUTHBOUND 19.53 - 12.19 = 7.34 MILE
X2 (BOTH SIDES) = 29.36 MILE
+ RAMPS = 1.43 MILE
STOP/RESUME DEDUCTIONS = -0.48 MILE
TOTAL = 30.31 MILE

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT:

MRW-61 VARIOUS TURN LANES = 2235 FT
TOTAL = 2235 FT
X 2 APPLICATIONS = 4470 FT

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT:

MRW-71/SR 95 INTERCHANGE = 5535 FT
TOTAL = 5535 FT

ITEM 614 - WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT:

SR 95 INTERCHANGE = 3513 FT
TOTAL = 3513 FT

ITEM 614 - WORK ZONE STOP LINE, CLASS III, 642 PAINT:

MRW-71/SR 95 INTERCHANGE = 101 FT
MRW-61 = 178 FT
TOTAL = 279 FT

ITEM 614 - WORK ZONE LANE ARROW, CLASS I

MRW-61 (PHASE 1) = 18 EACH
TOTAL = 18 EACH

MAINTENANCE OF TRAFFIC PHASE 1 - MRW-61

MOT PHASE 1 FOR MRW-61 SHALL ONLY BE IN PLACE WHILE THE CONTRACTOR IS PERFORMING "PAVEMENT REPAIR, AS PER PLAN, TYPE 1". AFTER THE COMPLETION OF THE REPAIR, THE CONTRACTOR SHALL RESTORE THE SIGNAGE AND LANE ARROW MARKINGS TO MATCH WHAT WAS EXISTING PRIOR TO THE REPAIR. MOT PHASE 1 SHALL ONLY BE IN PLACE FOR A MAXIMUM OF 48 HOURS.

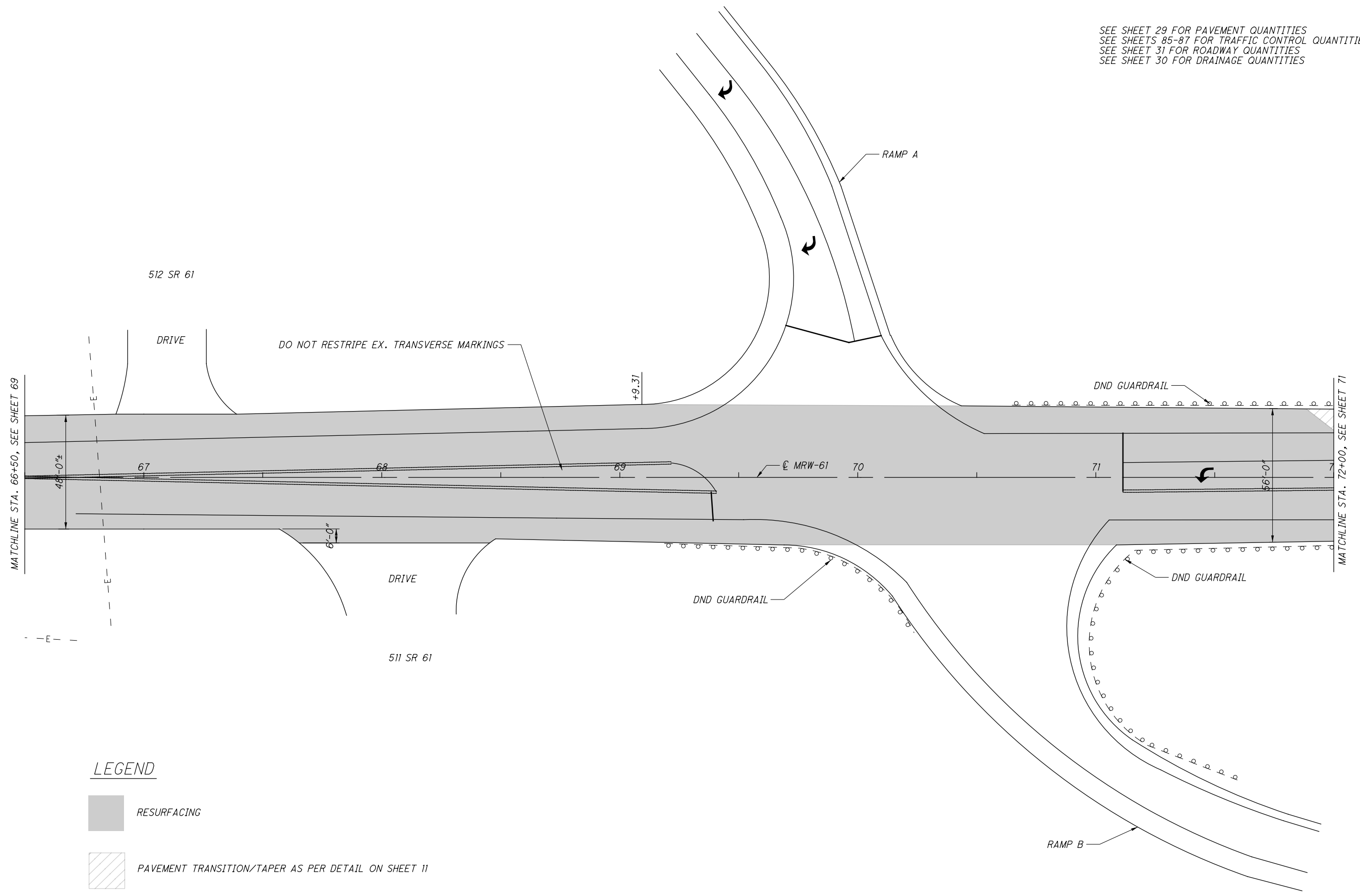
PAYMENT FOR THIS WORK SHALL BE INCLUDED UNDER THE LUMP SUM PAY ITEM FOR ITEM 614, MAINTAINING TRAFFIC.

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LOCATION								DESIGN				QUANTITIES										REMARKS																	
LOCATION	COUNT	ROUTE	BEGIN STA	END STA	BEGIN SLM	END SLM	LENGTH	SIDE	TYPICAL SECTION	LENGTH	AVG. WIDTH	PAVEMENT AREA	253	253	407	424	605	617	618	874	897	897																	
													PAVEMENT REPAIR, AS PER PLAN, TYPE 1	PAVEMENT REPAIR, AS PER PLAN, TYPE 2	NON-TRACKING TACK COAT	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, 1.0"	AGGREGATE DRAINS	COMPACTED AGGREGATE	RUMBLE STRIPES, CENTER LINE (ASPHALT CONCRETE)	LONGITUDINAL JOINT PREPARATION	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, 0.5"	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, VARIABLE DEPTH (0.75" AVG.)			AVG. DEPTH	AVG. DEPTH	AVG. DEPTH	AVG. DEPTH	AVG. DEPTH	AVG. DEPTH									
									FT	FT	SY	CY	CY	GAL	IN	CY	FT	IN	CY	MILE	MILE	IN	SY	IN	SY														
2	MRW	61	0+00.00	0+25.00	0.000	0.005	0.005		3	25	25	69			6	1.00	2		2.00	1				0.75	69														
2	MRW	61	0+25.00	59+72.64	0.005	1.131	1.126		3	5948	25	16521			1405	1.00	459		2.00	73		0.50	16521																
2	MRW	61	59+72.64	60+57.33	1.131	1.147	0.016		3	85	36	339			29	1.00	10		2.00	1		0.50	339																
2	MRW	61	60+57.33	61+17.48	1.147	1.159	0.011		3	60	40	267			23	1.00	8		2.00	1		0.50	267																
2	MRW	61	61+17.48	62+15.45	1.159	1.177	0.019		3	98	38	414			36	1.00	12		2.00	1		0.50	414																
2	MRW	61	62+15.45	63+03.64	1.177	1.194	0.017		3	88	36	353			30	1.00	10		2.00	1		0.50	353																
2	MRW	61	63+03.64	65+46.00	1.194	1.240	0.046		3	242	40	1077			92	1.00	30		2.00	3		0.50	1077																
2	MRW	61	65+46.00	69+09.31	1.240	1.309	0.069		3	363	48	1929			164	1.00	54		2.00	4		0.50	1929																
2	MRW	61	69+09.31	72+25.70	1.309	1.369	0.060		3	316	61	2142			183	1.00	60		2.00	4		0.50	2142																
2	MRW	61	72+25.70	72+50.70	1.369	1.373	0.005		3	25	56	156			14	1.00	5		2.00	1				0.75	156														
																											STOP/RESUME AROUND BRIDGE												
2	MRW	61	77+79.14	78+04.14	1.473	1.478	0.005		3	25	63	175			15	1.00	5		2.00	1				0.75	175														
2	MRW	61	77+79.14	81+21.39	1.473	1.538	0.065		3	342	58	2219			189	1.00	62		2.00	4		0.50	2219																
2	MRW	61	81+21.39	90+21.53	1.538	1.709	0.170		3	900	36	3601			307	1.00	101		2.00	11		0.50	3601																
2	MRW	61	90+21.53	100+28.97	1.709	1.899	0.191		3	1007	VAR	6009			511	1.00	167		2.00	12		0.50	6009																
2	MRW	61	100+28.97	169+56.37	1.899	3.211	1.312		3	6927	26	20012			1702	1.00	556		2.00	86	1.31	1.31	0.50	20012															
2	MRW	61	169+56.37	170+64.64	3.211	3.232	0.021		3	108	32	385			33	1.00	11					0.50	385																
2	MRW	61	170+64.64	170+97.77	3.232	3.238	0.006		3	33	26	96			9	1.00	3		2.00	1		0.50	96																
2	MRW	61	170+97.77	171+22.77	3.238	3.243	0.005		3	25	26	72			7	1.00	3		2.00	1				0.75	72														
2	MRW	61	172+61.88	172+86.88	3.269	3.274	0.005		3	25	26	72			7	1.00	3		2.00	1				0.75	72	STOP/RESUME THROUGH SR 229 INTERSEC.													
2	MRW	61	172+86.88	175+57.40	3.274	3.325	0.051		3	271	26	782			67	1.00	22		2.00	3		0.50	782																
2	MRW	61	175+57.40	175+82.40	3.325	3.330	0.005		3	25	26	72			7	1.00	3		2.00	1				0.75	72														
2	MRW	61	60+17.53	61+17.53	1.140	1.159	0.019			100	5	56										0.50	33			3' SHLDR WIDENING, SEE SHEETS 68-69													
2	MRW	61	87+63.00	89+63.00	1.660	1.698	0.038			200	8	178	92		28	3	1.00	1	30							SEE SHEETS 73-74													
SIDE ROADS																																							
2	MRW	61	16+40.15		0.311			RT	48	20	108			10	1.00	3								0.75	108	CR 15 (W LIBERTY MT VERNON RD) (EAST)													
2	MRW	61	16+40.15		0.311			LT	44	20	97			9	1.00	3								0.75	97	CR 15 (W LIBERTY MT VERNON RD) (WEST)													
2	MRW	61	127+25.88		2.410			RT	54	9	54			5	1.00	2								0.75	54	TWP RD 216 (CRALL RD)													
2	MRW	61	131+78.63		2.496			LT	41	23	104			9	1.00	3								0.75	104	CR 217 (WATSON RD)													
DRIVEWAYS																																							
2	MRW	61	0+00.00	175+82.40	0.000	3.330		COUNT	36	40	4.0	18			72	1.00	36							0.75	648	DRIVEWAY													
2	MRW	61	0+00.00	175+82.40	0.000	3.330			7	30	4.0	13			14	1.00	7							0.75	91	MAILBOX													
2	MRW	61	0+00.00	175+82.40	0.000	3.330			18	55	4.0	24			54	1.00	18							0.75	432	DRIVEWAY/MAILBOX													
2	MRW	61	0+00.00	175+82.40	0.000	3.330			9	30	2.0	7						2.00	9							MAILBOX (GRAVEL)													
TOTALS CARRIED TO GENERAL SUMMARY													92	28	5012		1659	30		222	1.31	1.31		56179		2150													

CALCULATED AMH
 CHECKED GVD
PAVEMENT SUBSUMMARY - MRW - 61
MRW - 71 / 61 -
12.19 / 0.00
 29
 94

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SEE SHEET 29 FOR PAVEMENT QUANTITIES
 SEE SHEETS 85-87 FOR TRAFFIC CONTROL QUANTITIES
 SEE SHEET 31 FOR ROADWAY QUANTITIES
 SEE SHEET 30 FOR DRAINAGE QUANTITIES



CALCULATED	AMH
CHECKED	KLM

ROADWAY PLAN - MRW-61
STA. 66+50 TO STA. 72+00

MRW-71/61-
12.19 / 0.00

LEGEND

- RESURFACING
- PAVEMENT TRANSITION/TAPER AS PER DETAIL ON SHEET 11