

UTILITIES

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.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C&MS, SECTIONS 102.05 AND 105.02.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

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.

EXISTING PLANS

EXISTING BRIDGE PLANS MAY BE INSPECTED IN THE ODOT DISTRICT TWO OFFICE AT 317 EAST POE RD., BOWLING GREEN, OHIO.

COOPERATION OF CONTRACTOR

IF, DURING THE CLEANING OPERATIONS ANY STRUCTURE MEMBER IS FOUND TO BE SEVERELY CORRODED OR CONTAIN A VISIBLE CRACK, THE ENGINEER SHALL BE NOTIFIED AND THE MEMBER INSPECTED BEFORE PAINTING OF THE MEMBER IS PERMITTED.

STRUCTURAL STEEL FINISH COAT

THE CONTRACTOR SHALL USE FEDERAL COLOR NUMBER AMS-595A-16440 (GRAY) FOR THE URETHANE FINISH COAT.

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF 2 LANES OF TRAFFIC IN EACH DIRECTION OF SR 18 SHALL BE MAINTAINED AT ALL TIMES EXCEPT AS DESCRIBED BELOW.

SR 18 AT THE SEN-00018-0276 BRIDGE MAY BE CLOSED FOR A PERIOD NOT TO EXCEED 21 CONSECUTIVE CALENDAR DAYS IN ORDER TO COMPLETE THE PAINTING AND CONCRETE PATCHING WORK. DAMAGES IN THE AMOUNT OF \$2,000 PER CALENDER DAY SHALL BE ASSESSED FOR EACH DAY SR 18 AT THE SEN-00018-0276 LOCATION REMAINS CLOSED BEYOND THIS SPECIFIED TIMEFRAME.

ONE LANE OF TRAFFIC MAY BE CLOSED ON SR 18 AT THE SEN-00018-3137 BRIDGE FOR A PERIOD NOT TO EXCEED 10 CONSECUTIVE CALENDAR DAYS IN ORDER TO COMPLETE THE PAINTING WORK. DAMAGES IN AMOUNT OF \$1,000 PER CALENDAR DAY SHALL BE ASSESSED FOR EACH DAY SR 18 AT THE SEN-00018-3137 LOCATION REMAINS CLOSED BEYOND THIS SPECIFIED TIMEFRAME.

ITEM 614, MAINTAINING TRAFFIC (CONTINUED)

TRAFFIC AT THE SEN-00018-3137 LOCATION SHALL BE MAINTAINED IN A SINGLE LANE WITH THE USE OF TEMPORARY TRAFFIC SIGNALS AND PORTABLE BARRIER (PORTABLE TRAFFIC SIGNALS ARE ACCEPTABLE). THE CONTRACTOR SHALL PLACE THE STOP BAR FOR NORTHBOUND TRAFFIC 200 FT. SOUTH OF THE REAR APPROACH SLAB/DECK JOINT. THE CONTRACTOR SHALL PLACE THE STOP BAR FOR SOUTHBOUND TRAFFIC 150 FT. NORTH OF THE FORWARD APPROACH SLAB/DECK JOINT. TRAFFIC SHALL BE MAINTAINED IN THE NORTHBOUND LANE OVER THE BRIDGE.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 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.

SR 18 JUST WEST OF SEN-00018-0276 BRIDGE  
SR 18 JUST EAST OF SEN-00018-0276 BRIDGE

ITEM 614, MAINTAINING TRAFFIC (SIGNS AND BARRICADES)

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 OF THE TYPE AND LOCATION AS FOLLOWS:

R11-3 SIGN ON A TYPE III BARRICADE:  
SR-18 AT TR-59 (RAINEY ROAD)  
SR-18 AT TR-47 (YOKUM ROAD)

R11-3A SIGN ON A TYPE III BARRICADE:  
SR-18 AT SR-635

THE DEPARTMENT WILL PROVIDE, MAINTAIN, ERECT AND SUBSEQUENTLY REMOVE THE DETOUR SIGNING FOR THE PROJECT. THE DETOUR FOR THE SR 18 CLOSURE AT THE SEN-00018-0276 BRIDGE SHALL BE AS FOLLOWS:

SR-587 TO US-224

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 TIMEFRAME, 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.

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

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.

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.

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN) (CONTINUED)

| NOTIFICATION TIME TABLE |                                                   |                                                                                                           |
|-------------------------|---------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| ITEM                    | DURATION OF CLOSURE                               | NOTICE DUE TO PERMITS & PIO                                                                               |
| RAMP & ROAD CLOSURES    | >= 2 WEEKS<br>> 12HOURS & < 2 WEEKS<br>≤ 12 HOURS | 14 CALENDAR DAYS PRIOR TO CLOSURE<br>7 CALENDAR DAYS PRIOR TO CLOSURE<br>2 BUSINESS DAYS PRIOR TO CLOSURE |

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MM-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 PHONE NUMBER SHALL BE 419-373-4428.

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (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.

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 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.

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.

DELINEATION OF PORTABLE AND PERMANENT BARRIER (CONTINUED)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL) 7 EACH

ITEM 614, OBJECT MARKER, TWO-WAY 7 EACH

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

FULLY-ACTUATED OPERATION OF WORK ZONE TRAFFIC SIGNAL

THE WORK ZONE SIGNAL CONTROL REQUIRED FOR THIS PROJECT AND SHOWN ON THIS SHEET AND TRAFFIC SCDS MT-96.11, 96.20 AND 96.26 SHALL BE FULLY TRAFFIC-ACTUATED AND OPERATE IN A MANNER SIMILAR TO THAT DESCRIBED IN SECTION 733.02 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS.

THE INITIAL CONTROLLER TIMING SHALL BE AS FOLLOWS:

|                          | PHASE                            |                                       |                                  |                                       |
|--------------------------|----------------------------------|---------------------------------------|----------------------------------|---------------------------------------|
|                          | 1<br>(ALL RED)<br>DUMMY<br>PHASE | 2<br>MAINLINE<br>(SR-18<br>EASTBOUND) | 3<br>(ALL RED)<br>DUMMY<br>PHASE | 4<br>MAINLINE<br>(SR-18<br>WESTBOUND) |
| MINIMUM GREEN (SEC.)     |                                  | 10                                    |                                  | 10                                    |
| EXTENSION (SEC.)         |                                  | 4                                     |                                  | 4                                     |
| MAXIMUM GREEN (SEC.)     |                                  | 30                                    |                                  | 30                                    |
| YELLOW CHANGE (SEC.)     |                                  | 4.0                                   |                                  | 4.0                                   |
| ALL RED CLEARANCE (SEC.) | 33                               |                                       | 33                               |                                       |
| RECALL                   | On                               | Off                                   | Off                              | Off                                   |

PROVIDE TIMING APPROPRIATE FOR THE SIGNAL LOCATION UNDER CONSIDERATION. TYPICAL FLOW RATES ARE DISPLAYED IN TABLE 697-2 IN THE ODOT TRAFFIC ENGINEERING MANUAL (TEM).

THE CONTRACTOR SHALL ALSO DESIGN, FURNISH, INSTALL AND MAINTAIN A TRAFFIC DETECTOR ON EACH TRAFFIC APPROACH WHICH WILL RELIABLY DETECT ALL LEGAL TRAFFIC APPROACHING (BUT NOT LEAVING) THE SIGNAL AS IT PASSES OR WAITS IN THE DESIGNATED DETECTOR ZONE SHOWN IN THE PLANS. DETECTOR DESIGNS WHICH DO NOT PROVIDE RELIABLE DETECTION, FREE FROM FALSE CALLS, SHALL BE IMMEDIATELY REPLACED BY THE CONTRACTOR.

WORK ZONE MARKINGS AND SIGNS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I  
0.2 MILE

WORK ZONE EDGE LINE, CLASS I, 4", 740.06, TYPE I  
0.1 MILE

WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I  
24 FT

