

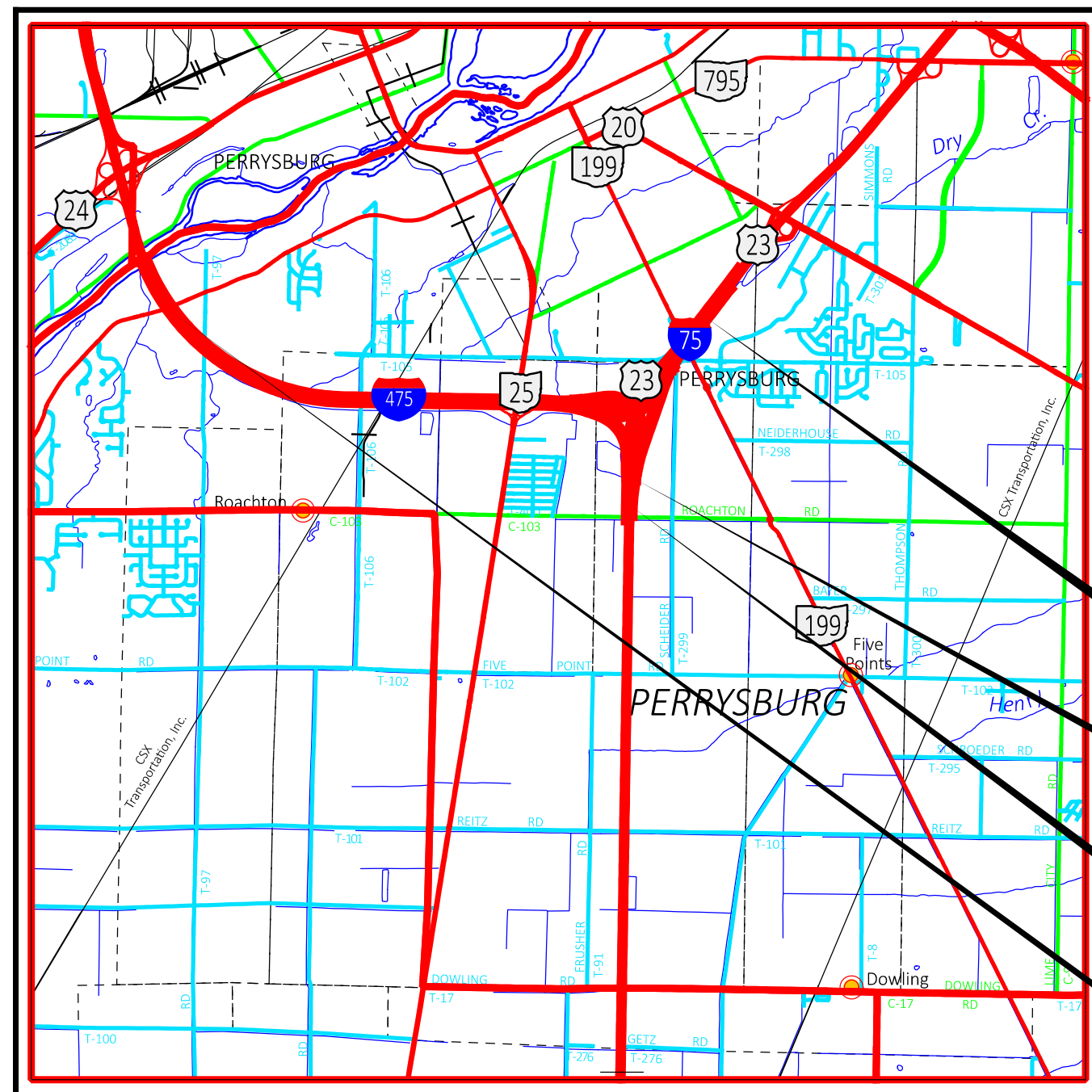
*CITY OF PERRYSBURG
PERRYSBURG TOWNSHIP
WOOD COUNTY
FOR PART 2, SEE LUC-475-2.54*

Pat McColley, P.E., S.I.
District 02 Deputy Director

Pamela Boratyn
Director, Department of Transportation

TITLE SHEET

DESIGNER
NE
REVIEWER
MF 09/12/25
PROJECT ID
117711
SHEET TOTAL
P.1 48



LATITUDE: 41°32'00" LONGITUDE: 83°40'00"



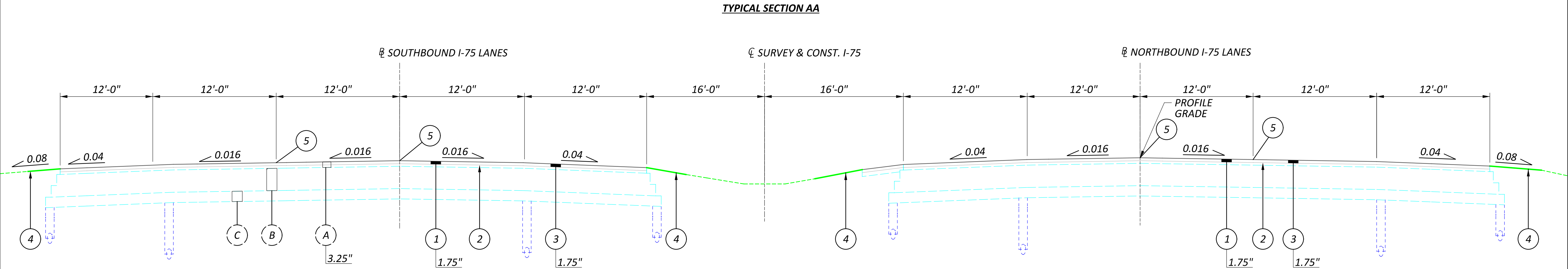
NONE REQUIRED

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)

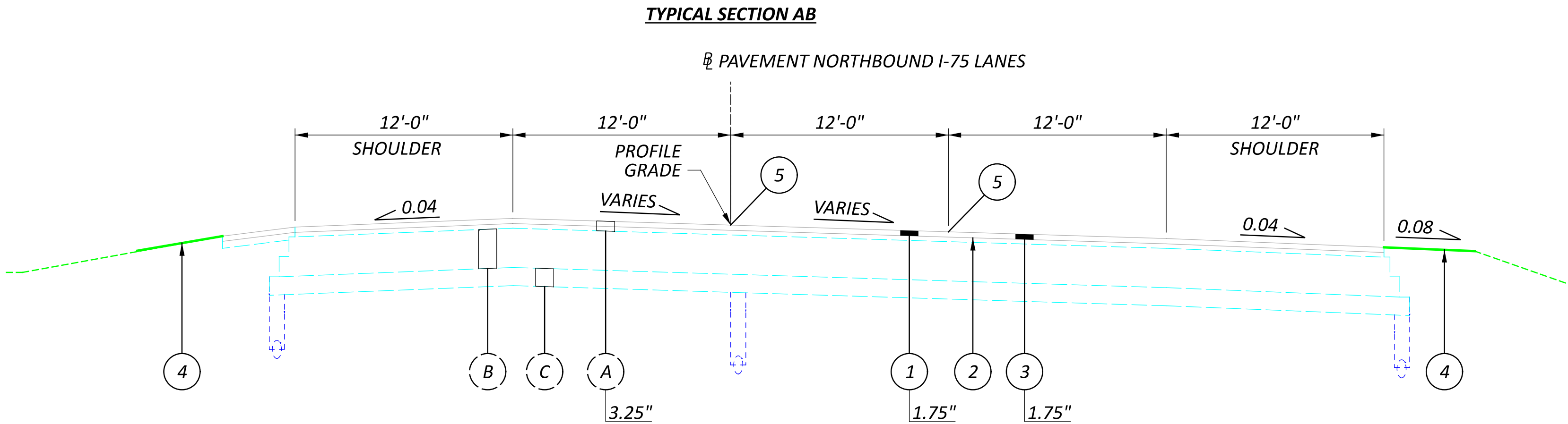
PLAN PREPARED BY:
ODOT DISTRICT 2
317 EAST POE RD.
BOWLING GREEN, OH 43402

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[illegible]



NORMAL SECTION - IR 75
STA. 1318+00.00 TO STA. 1329.74.24 (SOUTHBOUND)
STA. 1379+60.00 TO STA. 1384+00.00 (NORTHBOUND)
STA. 1381+51.95 TO STA. 1386+23.36 (SOUTHBOUND)



SUPERELEVATED SECTION - NB IR 75
STA. 1318+00.00 TO STA. 1328+11.41

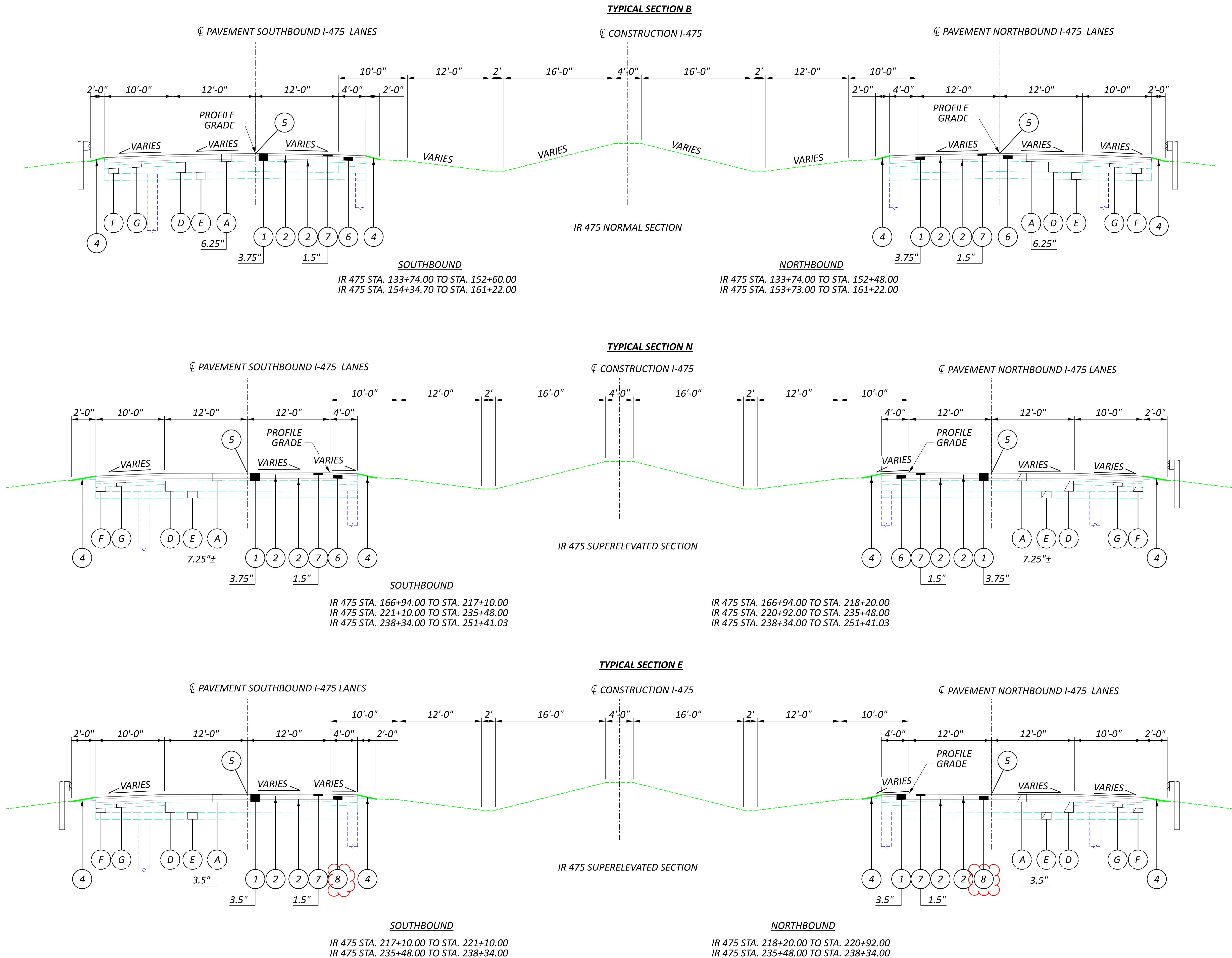
PROPOSED LEGEND:

- 1 ITEM 254, PAVEMENT PLANING, (THICKNESS AS SHOWN)
- 2 ITEM 407, TACK COAT
- 3 ITEM 442, ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446), AS PER PLAN (THICKNESS AS SHOWN)
- 4 ITEM 617, COMPACTED AGGREGATE AND ITEM 209 LINEAR GRADING
- 5 ITEM 872, VOID REDUCING ASPHALT MEMBRANE
- 6 ITEM 442, 2¾" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A, (446)
- 7 ITEM 442, ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446), (THICKNESS AS SHOWN)
- 8 ITEM 442, 2" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A, (446)

EXISTING LEGEND:

- A ASPHALT CONCRETE, (THICKNESS AS SHOWN)
- B 13" ASPHALT CONCRETE BASE
- C 6" AGGREGATE BASE
- D 9" REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT
- E 6" SUBBASE
- F 3" WATERPROOFED AGGREGATE BASE
- G 9" BITUMINOUS AGGREGATE BASE





ITEM 614, MAINTAINING TRAFFIC

WOO-75:

A MINIMUM OF 1 LANE IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING AND COMPLETED PAVEMENT. ALL LANE CLOSURES SHALL FOLLOW THE PERMITTED LANE CLOSURE SCHEDULE AND THE LANE VALUE/ ALLOWABLE CLOSURE TABLE. RAMP CLOSURES SHALL FOLLOW THE LANE VALUE CONTRACT/ ALLOWABLE CLOSURE TABLE.

WOO-475:

A MINIMUM OF 1 LANE IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES EXCEPT FOR THE FOLLOWING EXCEPTIONS AND RESTRICTIONS:

- EACH DIRECTION OF WOO-475 MAY BE CLOSED FROM FRIDAY 9PM UNTIL MONDAY 6AM FOR FOUR OCCURRENCES PER DIRECTION.
- ONLY ONE DIRECTION OF WOO-475 SHALL BE CLOSED AT ONE TIME.
- ALL MAINLINE CLOSURES IN ONE DIRECTION SHALL BE COMPLETED BEFORE MAINLINE CLOSURES ARE ALLOWED IN THE OPPOSITE DIRECTION
- RAMPS THAT ARE CLOSED DURING THE WOO-475 MAINLINE CLOSURES SHALL BE DETOURED USING PCMS. PCMS MESSAGES WILL BE PROVIDED BY THE ENGINEER.
- ANY WORK NOT COMPLETED WITHIN THE PERMITTED CLOSURES SPECIFIED WITHIN THIS NOTE AND THE ALLOWABLE CLOSURE TABLE SHALL BE COMPLETED UNDER SINGLE LANE CLOSURES PER THE PERMITTED LANE CLOSURE SCHEDULE.

WOO-475 NORTHBOUND CLOSURE:

THE CLOSURE OF WOO-475 NB SHALL ADHERE TO THE FOLLOWING RESTRICTIONS:

- THE CLOSURE OF I-475 NB SHALL NOT TAKE PLACE UNTIL THE CLOSURE AT BRIDGE WOO-795-2.27 IS COMPLETED AS PART OF PID 116205. THE WORK IS EXPECTED TO BE COMPLETED BY 7/15/26.

THE FOLLOWING ITEMS SHALL ALSO BE FOLLOWED:

- THE RAMP FROM I-75 NB TO I-475 NB/SR-25 (NW RAMP) SHALL BE CLOSED PER MT-98.29.
 - THE LEFT LANE OF WOO-75 NB SHALL BE CLOSED SOUTH OF THE EXIT RAMP. THE LANE CLOSURE MERGE TAPER SHALL END AT THE START OF THE CHANNELIZING LINE FOR EXIT 192 TO I-75 NB. DRUMS SHALL BE PLACED ALONG THE ENTIRETY OF THE CHANNELIZING LANES SEPARATING TRAFFIC MAINLINE I-75 FROM THE EXIT LANE TO I-475 NB. THE LANE CLOSURE AND DRUM SPACING SHALL FOLLOW MT-95.30.
- THE RESURFACING OF THIS RAMP SHALL OCCUR DURING ONE OF THE WEEKEND CLOSURES OF I-475 NB. ADDITIONAL CLOSURES WILL NOT BE PERMITTED.
- THE RAMP FROM I-75 SB TO I-475 NB (RAMP SW) SHALL BE CLOSED PER MT-98.29. THE RAMP FROM I-75 SB TO SR-25 (RAMP E) SHALL BE MAINTAINED.
 - THE RIGHT LANE OF I-75 SB SHALL BE CLOSED SOUTH OF US-20 PER MT-95.30 SO THAT ONLY A ONE LANE EXIT IS PROVIDED TO SR-25 DURING THE MAINLINE CLOSURE. EXITING TRAFFIC SHALL BE SHIFTED TO THE SR-25 RAMP.
 - THE RESURFACING OF I-75 SB TO I-475 NB RAMP SHALL OCCUR DURING ONE OF THE WEEKEND CLOSURE OF I-475 NB. ADDITIONAL CLOSURES WILL NOT BE PERMITTED.
- THE SR-25 ON RAMP TO I-475 NB SHALL BE CLOSED FOR ALL OF THE I-475 NB MAINLINE CLOSURES. THE RESURFACING OF THIS RAMP SHALL OCCUR DURING ONE OF THE WEEKEND CLOSURE OF I-475 NB. ADDITIONAL CLOSURES WILL NOT BE PERMITTED.
- PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE PLACED AT THE FOLLOWING LOCATIONS A MINIMUM OF 7 CALENDAR DAYS PRIOR TO THE CLOSURE OF WOO-475 NB. IF THE WEEKEND CLOSURE ARE CONSECUTIVE, THE PCMS SIGNS SHALL BE UPDATED BY NO LATER THEN 12PM ON THE MONDAY PRIOR TO THE UPCOMING CLOSURE.
 - I-75 NB AT THE RAMP TO I-475 NB
 - I-75 SB AT THE RAMP TO I-475 NB
 - I-75 NB JUST SOUTH OF THE FIVE POINTS RD BRIDGE OVER I-75
 - I-75 NB SOUTH OF THE REITZ RD BRIDGE OVER I-75
 - I-75 SB SOUTH OF US-20
 - I-75 SB SOUTH OF SR-795
 - SR-25 NB SOUTH OF I-475
 - SR-25 SB NORTH OF I-475
- DETOUR: I-475 NB SHALL BE DETOURED AS SHOWN ON SHEET ##

WOO-475 SOUTHBOUND CLOSURE

THE CLOSURE OF WOO-475 SB SHALL ADHERE TO THE FOLLOWING RESTRICTIONS:

- THE CLOSURE OF I-475 SB SHALL NOT TAKE PLACE ON THE SAME WEEKEND AS THE WEEKEND WORK AT THE DUSSEL/SALISBURY INTERCHANGE SPECIFIED IN PART 2 OF THIS PLAN SET.

THE FOLLOWING ITEMS SHALL ALSO BE FOLLOWED:

- I-475 SOUTHBOUND TRAFFIC SHALL BE DIRECTED TO EXIT AT US-24 (EXIT 4A/B) PER STANDARD CONSTRUCTION DRAWING MT-99.50.
- THE SR-25 ON RAMP TO I-475 SB/I-75 MAY BE CLOSED FOR ONE OF THE FOUR WEEKENDS. THE RESURFACING ON THE I-475 SB TO I-75 NB AND I-475 SB TO I-75 SB RAMPS SHALL ALSO BE COMPLETED DURING THE SAME WEEKEND.
- IN ORDER TO CONTROL TRAFFIC ENTERING I-475 SB, THE FOLLOWING RAMPS SHALL ALSO BE CLOSED DURING THE CLOSURE PERIOD.
 - US-24 EB TO I-475 SB
 - US-24 WB TO I-475 SB
 - US-20A EB TO I-475 SB
 - US-20A WB TO I-475 SB
 - SALISBURY/DUSSEL EB TO I-475 SB
 - SALISBURY/DUSSEL WB TO I-475 SB
- PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE PLACED AT THE FOLLOWING LOCATIONS A MINIMUM OF 7 CALENDAR DAYS PRIOR TO THE CLOSURE OF WOO-475 SB. IF THE WEEKEND CLOSURE ARE CONSECUTIVE, THE PCMS SIGNS SHALL BE UPDATED BY NO LATER THEN 12PM ON THE MONDAY PRIOR TO THE UPCOMING CLOSURE.
 - I-475 SB JUST NORTH OF THE MAUMEE RIVER BRIDGE
 - US-23 SB N OF HOLLAND SYLVANIA BRIDGE
 - US-23 SB N OF I-475
 - I-475 SB NORTH OF DORR ST
 - I-475 SB NORTH OF SR-2
 - I-475 SB NORTH OF DUSSEL
 - US-24 EB TO I-475 SB
 - US-24 WB TO I-475 SB
 - US-20A EB TO I-475 SB
 - US-20A WB TO I-475 SB
 - SALISBURY/DUSSEL EB TO I-475 SB
 - SALISBURY/DUSSEL WB TO I-475 SB
 - SR-25 ON RAMP TO I-475 SB (DURING THE ONE WEEKEND CLOSURE)
- DETOUR: I-475 SB SHALL BE DETOURED AS SHOWN ON SHEET 19A

ITEM 614, MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS:

NEW YEAR'S (OBSERVED)	GENERAL/REGULAR ELECTION DAY ((NOV)
THANKSGIVING	
MEMORIAL DAY	CHRISTMAS (OBSERVED)
FOURTH OF JULY (OBSERVED)	(OTHER HOLIDAY OR SPECIAL EVENT)
LABOR DAY	

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:

DAY OF HOLIDAY	TIME ALL LANES
OR SPECIAL EVENT	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
TUESDAY	(GEN./REG. ELECTION)
	5:00 AM TUESDAY THROUGH 12:00 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

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

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

ITEM 614, MAINTAINING TRAFFIC (LANE CLOSURE/ REDUCTION REQUIRED)

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.

DROPOFFS IN THE WORK ZONE

THE OPTIONAL WEDGE TREATMENT AS DETAILED ON MT-101.90 WILL BE REQUIRED AND SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AS PER 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. [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
ITEM DURATION SIGN DISPLAYED
OF CLOSURE TO PUBLIC

RAMP &	>=2 WEEKS	14 CALENDAR DAYS
		PRIOR TO CLOSURE

ROAD	> 12 HOURS	7 CALENDAR DAYS
	& < 2 WEEKS	PRIOR TO CLOSURE

CLOSURES	<= 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 WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

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.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

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:

WEEKEND MAINLINE CLOSURE:

- CLOSURE OF I-475 MAINLINE (FRIDAY 9PM UNTIL MONDAY 6AM) FOR UP TO 4 WEEKENDS PER DIRECTION.
 - SYSTEM RAMPS INCLUDED (FRIDAY 9PM UNTIL MONDAY 6AM):
 - I-475 NB CLOSURE
 - I-75 NB TO I-475 NB
 - I-75 SB TO I-475 NB
 - ACCESS ON THIS RAMP TO SR 25 SHALL REMAIN OPEN
 - I-475 SB CLOSURE
 - US-24 EB TO I-475 SB
 - US-24 WB TO I-475 SB
- SYSTEM RAMP CLOSURE FOR ONE WEEKEND (FRIDAY 9PM UNTIL MONDAY 6AM)
 - I-475 SB TO I-75 SB

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 AS WELL AS THE CONTRACTOR 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 [10/28/25 OR 9/4/25] FOR PID [117711]" 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.



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.

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 4 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 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
38 SIGN MONTH ASSUMING 2 PCMS SIGNS FOR 6 MONTHS
AND 13 PCMS SIGNS FOR 2 MONTHS

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 SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. 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.

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

DURING PERIODS WHERE TRAFFIC NEEDS TO BE DIRECTED CONTRARY TO A TRAFFIC CONTROL DEVICE (FLAGGER, SIGN [E.G. STOP SIGN, STREET OR HIGHWAY SIGNS, ETC], SIGNAL OR OTHER DEVICE USED TO REGULATE, WARN OR GUIDE TRAFFIC). TRAFFIC IN THIS INSTANCE INCLUDES VEHICULAR, PEDESTRIAN AND/OR SHARED USE PATH USERS.

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 THAT MEET ALL OF THE CRITERIA LISTED BELOW: 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).

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)

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 AND/OR IN CONTRARY TO OTHER TRAFFIC CONTROL DEVICE 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 SHIFT DURATION SHALL NOT BE LESS THAN THE LEO'S MINIMUM SHOW-UP TIME REQUIRED BY THEIR LAW ENFORCEMENT AGENCY.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.

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 250 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.

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.

ITEM 614, WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	39 MILE
ITEM 614, WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	81 MILE
ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT	29,088 FEET
ITEM 614, WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	11,458 FEET
ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	14,544 FEET
ITEM 614, WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	5729 FEET

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.

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

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 CALENDAR DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION
ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.		
ODOT NOTIFICATION CONTACT INFORMATION		
THE ODOT PROJECT ENGINEER SHALL FORWARD THE CONSTRUCTION NOTIFICATION INFORMATION TO THE FOLLOWING DEPARTMENTS WITHIN THE TIMELINE OUTLINED IN THE "NOTIFICATION OF TRAFFIC RESTRICTIONS" NOTE TO ENSURE COMPLIANCE WITH FEDERAL NOTIFICATION REQUIREMENTS:		
DISTRICT PUBLIC INFORMATION OFFICER (PIO) BY PHONE AT: (419) 373-4428 OR EMAIL AT: D02.PIO@DOT.OHIO.GOV		
DISTRICT PERMIT SECTION BY PHONE AT: (419) 373-4301 OR EMAIL AT: D02.PERMITS@DOT.OHIO.GOV		



Lane Value/Allowable Closure Table				
	Critical Lane/Ramp to be Maintained	Allowable Lane Closure/Ramp Closure Time Period	Time Unit	Disincentive \$ per time unit
Mainline	I-75 NB & SB	Per Permitted Lane Closure Schedule	Minute	\$140
	I-475 NB & SB	Per Permitted Lane Closure Schedule	Minute	\$175
	I-75 NB & SB two lane section between the I-475 Ramps	Single lane closure: 9PM to 6AM	Minute	\$140
	I-475 NB Closure	Four Weekend Closures from Friday 9PM to Monday 6AM	Hour	\$5,000
	I-475 SB Closure	Four Weekend Closures from Friday 9PM to Monday 6AM	Hour	\$5,000
Ramps	I-75 NB to I-475 NB	Four Weekend Closures from Friday 9PM to Monday 6AM	Hour	\$1,000
	I-75 SB to I-475 NB (Access to SR-25 shall be maintained during weekend closures)	Four Weekend Closures from Friday 9PM to Monday 6AM		
	US-24 EB to I-475 SB	Four Weekend Closures from Friday 9PM to Monday 6AM		
	US-24 WB to I-475 SB	Four Weekend Closures from Friday 9PM to Monday 6AM		
	I-475 SB to I-75 NB	One Weekend: Friday 9PM to Monday 6AM		
	I-75 SB to SR-25	9PM to 6AM: Except when I-475 NB is closed		
	SR-25 to I-475 NB	Four Weekend Closures from Friday 9PM to Monday 6AM		
	I-475 SB to SR-25	Four Weekend Closures from Friday 9PM to Monday 6AM		
	I-475 SB to I-75 SB	One Weekend: Friday 9PM to Monday 6AM		
	SR-25 to I-475 SB/I-75			

*RAMP CLOSURES SHALL NOT BE CONCURRENTLY IF THEIR DETOUR ROUTES CONFLICT.

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:

WZSZ REVISION NUMBER	COUNTY-ROUTE-SECTION	DIRECTION
WZ-15263	WOO 475 (0.00 TO 3.94)	NB & SB

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 DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.]

[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, PRECONSTRUCTION, 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.

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

Original Posted Speed Limit	WITH Positive Protection		WITHOUT Positive Protection	
	Workers Present	Workers NOT Present	Workers Present	Workers NOT Present
70	60	65	55	65
65	55	60	50	60
60	55	60	50	60
55	50	55	45	55

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

[ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY, 40 SIGN MONTH (ASSUMING 10 DSL SIGN ASSEMBLIES FOR 4 MONTHS)]

ITEM 614, REPLACEMENT SIGN

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 5 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614, REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 5 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

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-DOWNS.

(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 14 EACH

PERMITTED LANE CLOSURE SCHEDULE (PLCS)

LANE CLOSURE(S) SHALL CONFORM TO THE PLCS. PUBLISHED PLCS INFORMATION CAN BE FOUND ON THE ODOT WEBSITE AT: [HTTPS://WWW.TRANSPORTATION.OHIO.GOV/WPS/PORTAL/GOV/ODOT/WORKING/DATA-TOOLS/RESOURCES/PERMITTED-LANE-CLOSURE](https://www.transportation.ohio.gov/wps/portal/gov/odot/working/data-tools/resources/permited-lane-closure)

THE MONTHLY PUBLISHED SCHEDULES REQUIRED TO BE USED, FOR EACH PLCS SEGMENT WITHIN THE PROJECT AREA, ARE THOSE THAT COMPRISE THE CONSECUTIVE 12-MONTH PERIOD BEGINNING 15 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE AND ENDING 4 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE. THESE SAME 12 MONTHS APPLY FOR THE LIFE OF THE PROJECT AND SHALL BE APPLIED TO EACH RESPECTIVE MONTH OF CONSTRUCTION (MONTH OF LANE CLOSURE(S) SHALL MATCH MONTH OF PLCS USED). LANE CLOSURE(S) IN PLACE FOR MULTIPLE MONTHS SHALL ALWAYS COMPLY WITH THE CURRENT RESPECTIVE MONTH.

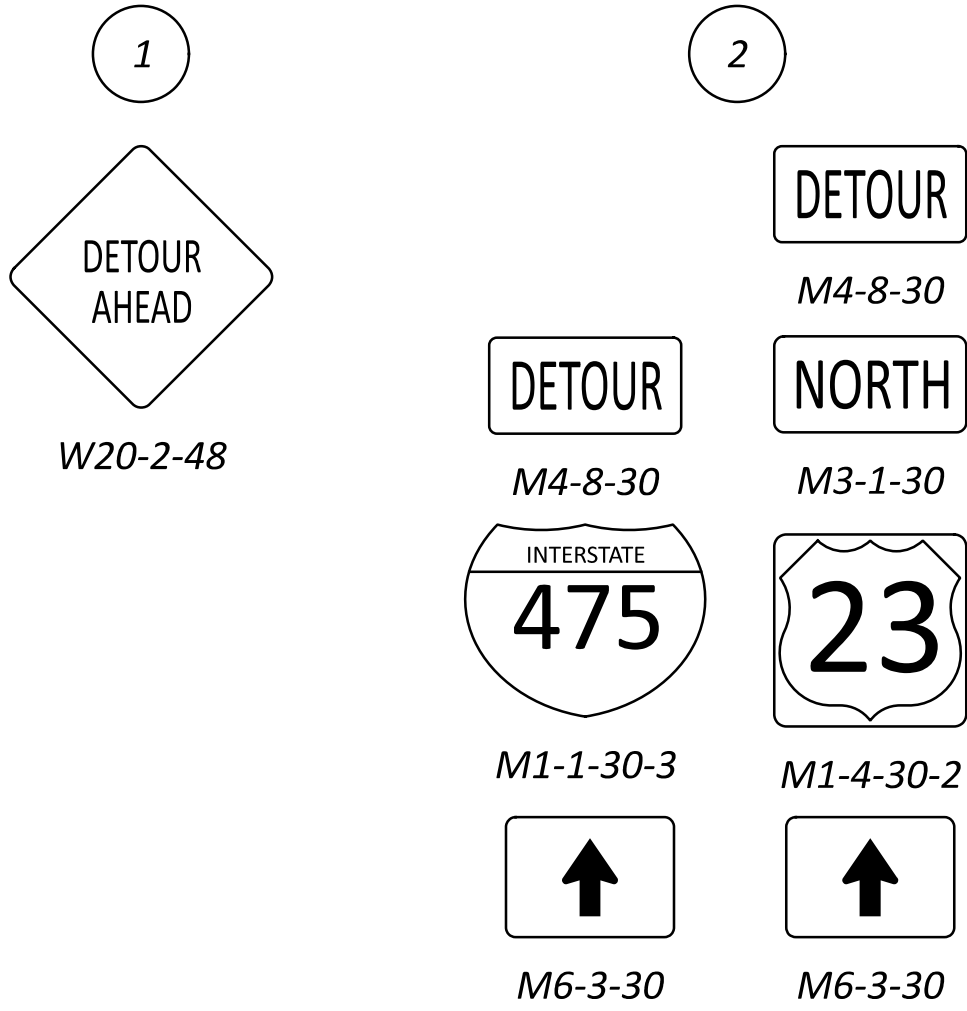
(FOR EXAMPLE: IF THE SALE DATE FOR THE PROJECT WAS MARCH OF 2021, THE MONTHLY PUBLISHED SCHEDULES FOR EACH APPLICABLE PLCS SEGMENT WOULD BE DECEMBER 2019 TO NOVEMBER 2020. IF THIS WAS A THREE-YEAR PROJECT, YEAR THREE WOULD STILL BE USING THE DECEMBER 2019 TO NOVEMBER 2020 MONTHLY SCHEDULES. IF THE PROJECT DESIRED TO CLOSE TWO LANES IN JUNE 2021, REFERENCE WOULD BE MADE TO THE JUNE 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S). IF THE SAME TWO LANES WERE DESIRED TO BE CLOSED AGAIN IN JULY 2021, REFERENCE WOULD BE MADE TO THE JULY 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S).)

MORE RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE AT THE DISCRETION OF THE ENGINEER IN ORDER TO COMPLY WITH THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

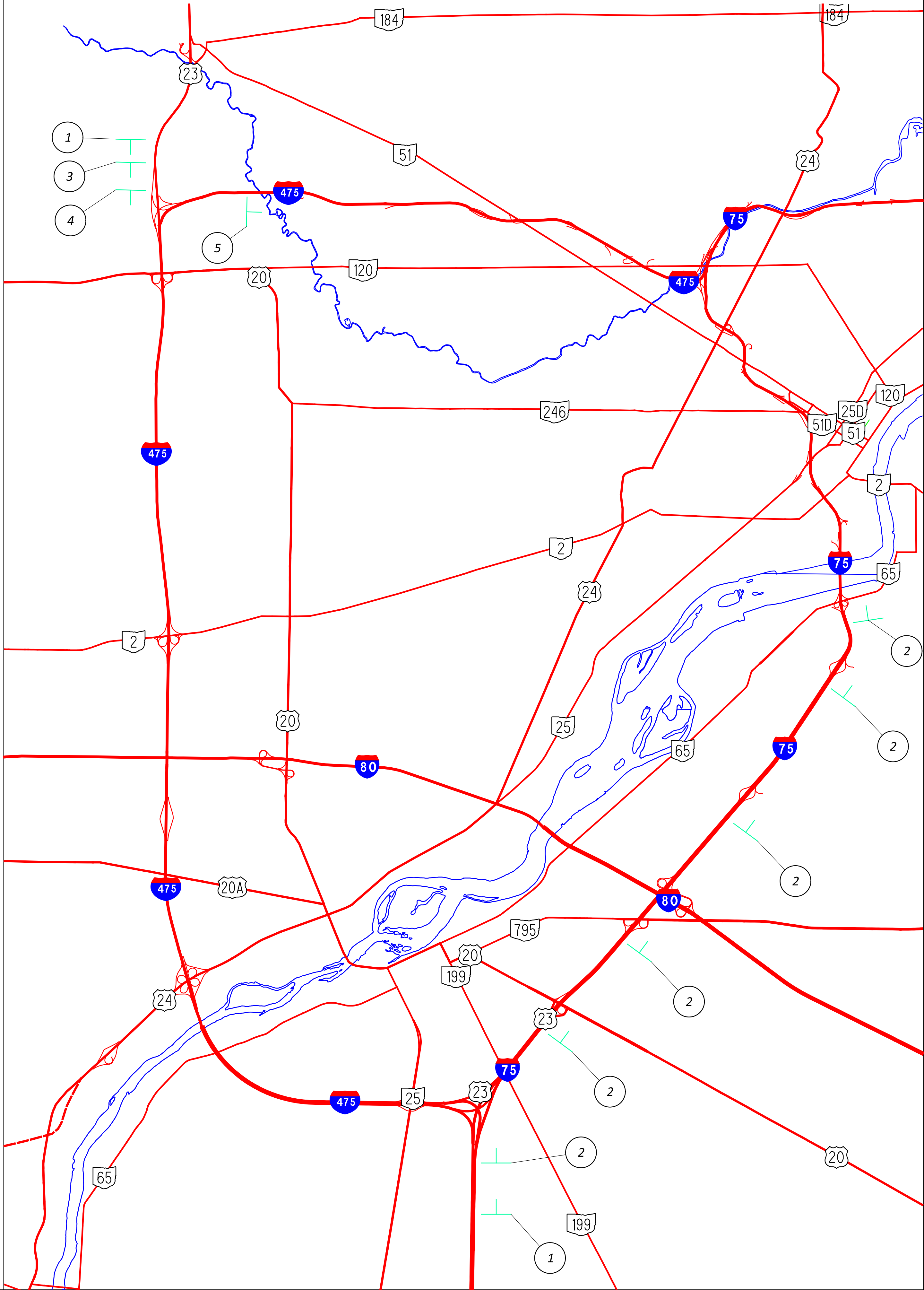
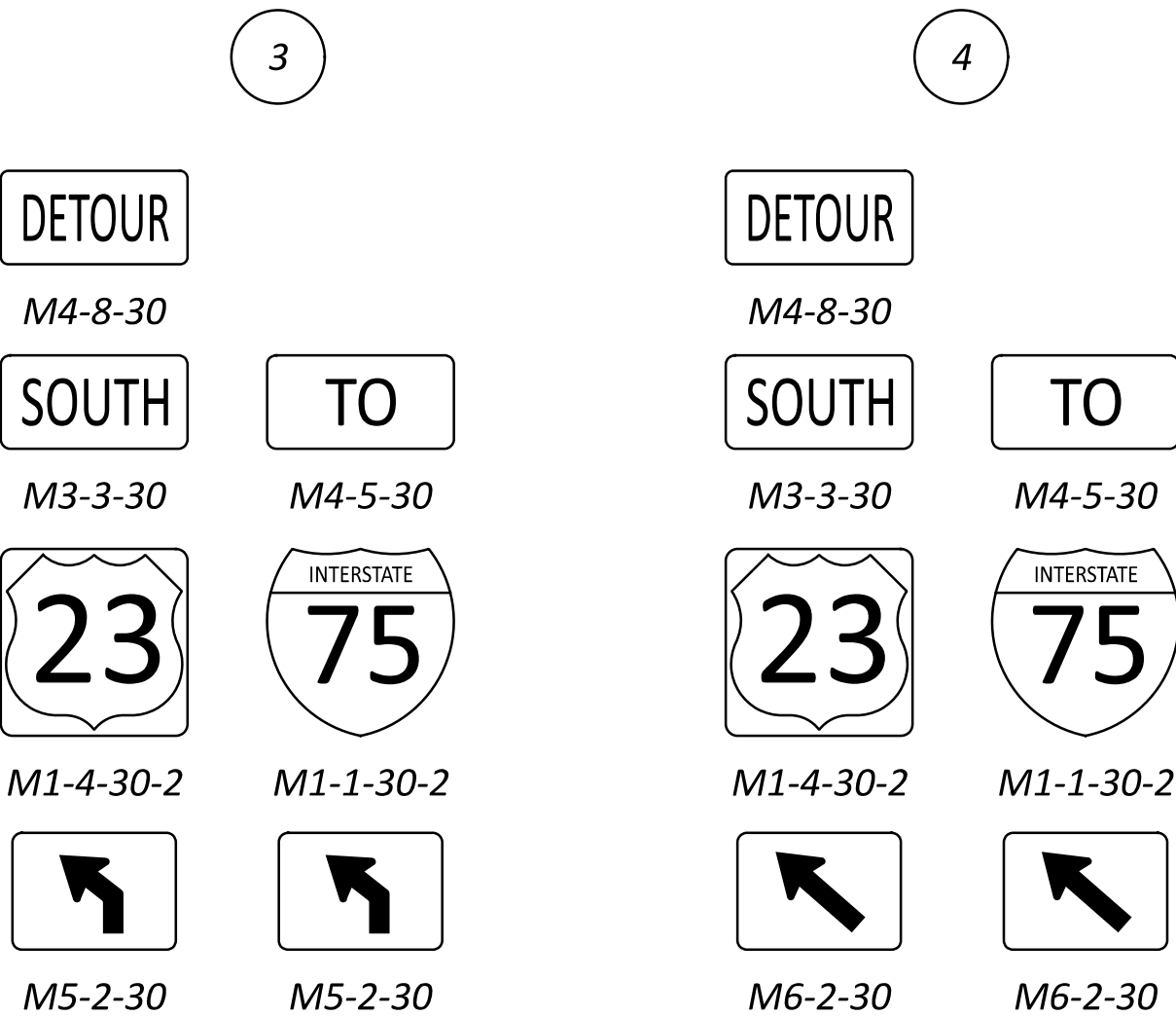
LESS RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE SUBJECT TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)) AND SHALL NOT BE IMPLEMENTED UNTIL, AND UNLESS, APPROVED BY THE PROPER ODOT AUTHORITY. [EXISTING MOT EXCEPTIONS THAT HAVE ALREADY BEEN APPROVED IN ACCORDANCE TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY AND STANDARD PROCEDURE ARE DETAILED IN THE APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S) PLAN NOTE.]

ALLOWABLE LANE CLOSURE HOURS FOR FACILITIES NOT COVERED BY THE PLCS, IF ANY, SHALL BE AS SPECIFIED ELSEWHERE IN THE PLANS.

NB CLOSURE DETOUR SIGNS



SB CLOSURE DETOUR SIGNS



W00-75/475-24.86/0.00

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GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

NE

REVIEWER

IMF 9/12

2025 RELEASE UNDER E.O. 14176

PROJECT ID
115511

117711

SHEET	TOTAL
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P 20 | 4

W00-75/475-24.86/0.00

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STATION RANGE			TYPICAL SECTION	SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	254	254	254	254	407	407	442		442	442	209	617	618	872			
					FT	FT	SY	SY	SY	SY	SY	SY	SY	SY	GAL	GAL	CY		CY	CY		MILE	CY	FT	FT
I-475 SOUTHBOUND																									
99+00.00		106+74.00	DA	SB	774.00	38.00	3268.00						179.74	277.78	136.17			249.64	0.29	40.61	1548.00	774.00			
106+74.00		109+82.00	DB	SB	308.00	38.00	1300.44				1300.44		71.52	110.54	54.19			99.34	0.12	16.16	616.00	308.00			
109+82.00		113+00.00	DA	SB	318.00	38.00	1342.67						73.85	114.13	55.94			102.56	0.12	16.69	636.00	318.00			
113+00.00		133+74.00	M	SB	2074.00			10697.11					588.34	909.25	445.71			817.14	0.79	108.82	4148.00	2074.00			
133+74.00		152+60.00	B	SB	1886.00	39.00	8172.67						449.50	694.68	340.53			624.30	0.71	98.96	3772.00	1886.00			
154+34.70		161+22.00	B	SB	687.30	39.00	2978.30						163.81	253.16	124.10			227.51	0.26	36.06	1374.60	687.30			
162+44.00		166+94.00	M	SB	450.00	38.00	1900.00						104.50	161.50	79.17			145.14	0.17	23.61	900.00	450.00			
166+94.00		217+10.00	N	SB	5016.00	39.00	21736.00						1195.48	1847.56	905.67			1660.39	1.90	263.19	10032.00	5016.00			
217+10.00		221+10.00	E	SB	400.00	38.50	1711.11			1711.11			94.11	145.44	71.30		95.06		0.15	20.99	800.00	400.00			
221+10.00		235+48.00	N	SB	1438.00	38.00	6071.56						6071.56					463.80	0.54	75.45	2876.00	1438.00			
235+48.00		238+34.00	E	SB	286.00	38.00	1207.56			1207.56			66.42	102.64	50.31		67.09		0.11	15.01	572.00	286.00			
238+34.00		251+41.03	N	SB	1307.03	38.00	5518.57						5518.57					421.56	0.50	68.58	2614.06	1307.03			
I-475 NORTHBOUND																									
113+00.00		133+74.00	M	NB	2074.00			12050.89					12050.89					920.55	0.79	108.82	4148.00	2074.00			
133+74.00		152+48.00	B	NB	1874.00	38.00	7912.44						7912.44					604.42	0.71	98.33	3748.00	1874.00			
153+73.00		161+22.00	B	NB	749.00	39.00	3245.67						3245.67					247.93	0.28	39.30	1498.00	749.00			
162+44.00		166+94.00	M	NB	450.00	38.00	1900.00						1900.00					145.14	0.17	23.61	900.00	450.00			
166+94.00		218+20.00	N	NB	5126.00	38.00	21643.11						21643.11					1653.29	1.94	268.96	10252.00	5126.00			
218+20.00		220+92.00	E	NB	272.00	38.00	1148.44			1148.44			63.16	97.62	47.85		63.80		0.10	14.27	544.00	272.00			
220+92.00		235+48.00	N	NB	1456.00	38.00	6147.56						6147.56					469.60	0.55	76.40	2912.00	1456.00			
235+48.00		238+34.00	E	NB	286.00	38.00	1207.56			1207.56			66.42	102.64	50.31		67.09		0.11	15.01	572.00	286.00			
238+34.00		251+41.03	N	NB	1307.03	38.00	5518.57						5518.57					421.56	0.50	68.58	2614.06	1307.03			
MEDIAN U-TURN																									
144+35.00								513.67	513.67					43.66	21.40										
246+30.00								667.22	667.22					56.71	27.80										
																				</					

PAVEMENT SUBSUMMARY

DESIGN AGENCY



DESIGNER

1

REVIEWER
JMF 09/12/25

PROJECT ID
117711

SHEET	TOTAL
P.22	4