CONSTRUCTION SPECIFICATIONS

THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION, CONSTRUCTION AND MATERIAL SPECIFICATIONS DATED JANUARY, 2019, AND THE SPECIAL PROVISIONS CONTAINED IN THE CONTRACT DOCUMENTS SHALL GOVERN THIS PROJECT.

ORIGINAL CONSTRUCTION PLANS

THE ORIGINAL CONSTRUCTION PLANS, SHOWING THE ORIGINAL ALIGNMENT, PROFILE AND DETAILS OF THE BRIDGE ARE AVAILABLE ON BID EXPRESS WITH THE OTHER BID DOCUMENTS.

UTILITIES

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C. AT LEAST TWO WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN AN AREA WHICH MAY INVOLVE UNDERGROUND UTILITIES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER, THE OHIO UTILITIES PROTECTION SERVICE, TOLL-FREE 1-800-362-2764 AND THE OWNERS OF EACH UTILITY FACILITY.

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS.

BUCKEYE CABLEVISION
2700 OREGON ROAD
NORTHWOOD, OH 43519
419-724-3713

LEVEL 3
COMMUNICATIONS
1025 ELDORADO BLVD.
BROOMFIELD, CO 80021
512-742-1428

A T & T
130 N. ERIE STREET
TOLEDO, OH 43624
419-245-7304

TOLEDO EDISON
6099 ANGOLA ROAD
HOLLAND, OHIO43528
419-249-5218

FRONTIER
300 WEST GYPSY
LANE ROAD
BOWLING GREEN,
OH 43402
419-354-9452

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE CONTRACTOR SHALL 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.

PAVEMENT

CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL PAVEMENT OUTSIDE OF THE WORK LIMITS AT A CONDITION EQUAL TO OR BETTER THAN EXISTED PRIOR TO CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF ANY DAMAGE TO ROADS USED FOR ACCESS TO THE CONSTRUCTION SITE PER SP 109.

SURVEYING PARAMETERS

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITION AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL

POSITIONING METHOD: ODOT VRS
MONUMENT TYPE: CORS STATIONS

VERTICAL POSITION:

ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID18

HORIZONTAL POSITIONING:

REFERENCE FRAME: NAD83 (2011)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE NORTH ZONE
SCALE FACTOR: 1.0000
ORIGIN OF COORDINATE SYSTEM: 0.00, 0.00

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGE OR DESTROYED MONUMENTS IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 823.

UNITS ARE IN U.S. SURVEY FEET, USE THE FOLLOWING CONVERSION FACTOR: 1 METER = 3.20833333 U.S. SURVEY FEET.

PROJECT SURVEY

REFER TO THE SURVEY CONTROL PLAN ON SHEET 2 FOR SURVEY AND ALIGNMENT NOTES.

ALL CONSTRUCTION STAKING SHALL BE DONE BY OR UNDER THE DIRECTION OF A PROFESSIONAL REGISTERED SURVEYOR, AND SHALL BE INCLUDED AS A LUMP SUM COST IN THE CONTRACTOR'S BID.

PAYMENT FOR THIS WORK SHALL BE INCLUDED WITH THE LUMP SUM PRICE FOR ITEM SP 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING.

ITEM 202 - PAVEMENT REMOVED, AS PER PLAN

REMOVAL OF EXISTING ASPHALT CURB SHALL BE CONSIDERED INCIDENTAL TO PAVEMENT REMOVAL.

CONTINGENCY QUANTITIES

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

ITEM 209 - LINEAR GRADING, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ITEM 209, THE CONTRACTOR SHALL PERFORM THE FOLLOWING ADJACENT TO NEW PAVEMENT AND/OR BERM. THIS WORK CONSISTS OF PERFORMING LINEAR GRADING TO BACK UP THE NEW PAVEMENT UNDER SP 627 OR SP 304 BERM AND FILLING ANY LOW SPOTS TO RE-ESTABLISH THE AREA OUTSIDE OF THE THREE-FOOT AGGREGATE BERM, ASPHALT OR CONCRETE CURB OR CONCRETE BARRIER IF NOT PAID FOR UNDER ITEM 622. THE EMBANKMENT MATERIALS USED TO BACK UP THE PAVEMENT SHALL MEET THE SPECIFICATIONS OF ODOT CMS 204 (EXCEP SLAG MATERIALS) WHICH INCLUDES THE COMPACTION OF FILL MATERIAL IN 6 " LIFTS (MAX). THE FINAL ELEVATION OF THE COMPACTED EMBANKMENT SHALL BE THREE INCHES BELOW THE FINISHED GRADE. ADJACENT TO ALL BERMS AND CURB, PLACE THREE INCHES OF ITEM 659 - TOPSOIL ON THE DISTURBED FORESLOPE AS DIRECTED BY THE CHIEF ENGINEER.

ANY ADDITIONAL AREA DISTURBED BY THE CONTRACTOR OUTSIDE OF THE PLAN EXCAVATION LIMITS SHALL BE RE-ESTABLISHED AT THE CONTRACTOR'S OWN EXPENSE. REMOVE THE LOOSE MATERIAL FROM THESE AREAS AND COMPACT THE UNDISTURBED SOIL BELOW PRIOR TO PLACEMENT OF THE LOOSE MATERIAL IN 6 " LIFTS (MAX) IN ACCORDANCE WITH ODOT CMS 204. THE SURFACE ELEVATION OF COMPACTED LOOSE MATERIAL PLACED IN THE DISTURBED AREAS SHALL BE THREE INCHES BELOW THE FINISHED GRADE. PLACE THREE INCHES OF ITEM 659 -TOPSOIL ON THE RECONSTRUCTED FORESLOPE TO MATCH THE GRADE OF THE EXISTING FORE SLOPE. PERFORM SEEDING AND MULCHING IN ACCORDANCE WITH ODOT CMS 659

IF BURIED GUARDRAIL CABLE IS ENCOUNTERED ADJACENT TO THE PAVEMENT, IT SHALL BE CUT AT THE POINT IT ENTERS THE GROUND AND THE LOOSE MATERIAL SHALL BE REMOVED IN ACCORDANCE WITH SP105. THE COST OF THIS WORK SHALL BE INCIDENTAL TO ITEM 209.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID PER LINEAR FOOT FOR ITEM 209 - LINEAR GRADING, AS PER PLAN, AND SHALL INCLUDE ANY EXCAVATION, EMBANKMENT, SUBGRADE COMPACTION, COMPACTION, PROOF ROLLING, GUARDRAIL CABLE REMOVAL, ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THIS WORK.

ITEM 203 - EMBANKMENT, AS PER PLAN
ITEM 203 - ROADWAY EXCAVATION AND EMBANKMENT

THIS WORK SHALL COMPLY WITH ALL REQUIREMENTS SPECIFIED IN ITEM 203 - EXCAVATION AND EMBANKMENT OF ODOT 2019 CMS, EXCEPT AS NOTED BELOW:

ITEM 203.03 SUITABLE MATERIALS
ALL SUITABLE EMBANKMENT MATERIALS SHALL MEET THE REQUIREMENTS OF 203.03 AS WELL AS THE FOLLOWING:

A. ALL EMBANKMENT MATERIAL SHALL CONTAIN A SULFATE CONTENT LESS THAN 3,000 PPM AS TESTED PER ODOT S1122. THE CONTRACTOR SHALL SUBMIT SULFATE RESULTS FOR THE PROPOSED EMBANKMENT MATERIAL TO THE CHIEF ENGINEER FOR APPROVAL. A MINIMUM OF THREE (3) TESTS SHALL BE PERFORMED PER MATERIAL SOURCE.

B. NATURAL SOIL CLASSIFIED AS A-7-6 OR A-7-5 SHALL NOT BE USED AS EMBANKMENT MATERIAL. THE CONTRACTOR SHALL SUBMIT SOIL CLASSIFICATION RESULTS FOR THE PROPOSED EMBANKMENT MATERIAL TO THE CHIEF ENGINEER FOR APPROVAL. A MINIMUM OF THREE (3) TESTS SHALL BE PERFORMED PER MATERIAL SOURCE.

GUARDRAIL BEHIND CURBS

WHERE A CURB IS PROVIDED AT THE OUTER EDGE OF THE PAVED SHOULDER, ANY NECESSARY GUARDRAIL SHALL BE POSITIONED SO THAT THE FACE OF THE GUARDRAIL IS LOCATED FLUSH WITH THE FACE OF THE CURB AND THE TOP OF THE RAIL SHALL BE 31" ABOVE THE GUTTER LINE.

ITEM SP 617 - COMPACTED AGGREGATE
SP 627 - STONE SHOULDER PROTECTION

THE FOLLOWING ITEMS HAVE BEEN INCLUDED IN THE ESTIMATED QUANTITIES FOR USE AS DIRECTED BY THE CHIEF ENGINEER FOR ADDING NEW MATERIAL UNDER EXISTING GUARDRAIL ALONG RESURFACED SHOULDERS AND SELECTED ROADWAY LOCATIONS TO BRING THE AREA UP TO GRADE AND SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE ITEM:

ITEM 617 - SHOULDER PREPARATION	333	SY
ITEM SP 617 - COMPACTED AGGREGATE	28	CY
ITEM 617 - WATER	2	MGAL
ITEM SP 627 - STONE SHOULDER PROTECTION (WITH GUARDRAIL)	6	CY

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. SEE ODOT STANDARD CONSTRUCTION DRAWING MGS-4.3. THE TRANSITION HEIGHT WILL OCCUR IN THE LAST FIFTY (50) FEET OF EXISTING GUARDRAIL. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

ITEM 202 - GUARDRAIL REMOVED, AS PER PLAN

THIS ITEM SHALL INCLUDE REMOVAL OF ALL GUARDRAIL, BARRIER DESIGN GUARDRAIL, ANCHOR ASSEMBLIES, TERMINAL ASSEMBLIES AND APPURTENANCES. THE FOLLOWING PORTIONS OF GUARDRAIL SHALL REMOVED FOR BE SALVAGE:

EXISTING TYPE E (ET-2000PLUS) ANCHOR ASSEMBLY EXTRUDER HEAD, CABLE ANCHOR, ANGLE STRUT, CABLE ASSEMBLY, BEARING PLATE, TWO TUBE SLEEVES, AND THE FIRST TWO 12.5' GUARDRAIL PANELS. THE CONTRACTOR SHALL USE CARE IN THE REMOVAL PROCESS TO MINIMIZE DAMAGE TO THE MATERIALS.

ALL SALVAGED MATERIAL SHALL BE DELIVERED TO THE ELMORE MAINTENANCE BUILDING AT MP 79.8. OTIC WILL PROVIDE A FORKLIFT AND AN OPERATOR AT THE MAINTENANCE FACILITY.

ALL OTHER MATERIALS REMOVED SHALL BE DISPOSED OF BY THE CONTRACTOR IN ACCORDANCE WITH ITEM 202.

GUARDRAIL REPLACEMENT

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. THE REMOVAL OF ALL GUARDRAIL SHALL AT ALL TIMES BE AS DIRECTED BY THE CHIEF ENGINEER. NO GUARDRAIL SHALL BE REMOVED UNTIL THE REPLACEMENT MATERIAL IS ON THE SITE, READY FOR INSTALLATION. FAILURE TO COMPLY WITH THIS REQUIREMENT SHALL BE DEEMED SUFFICIENT CAUSE TO ORDER WORK SUSPENDED UNTIL SUCH TIME AS THE CHIEF ENGINEER IS ASSURED OF COMPLIANCE.

EXISTING RIGHT OF WAY FENCE

WITH THE EXCEPTION OF THE RIGHT OF WAY FENCE LOCATED BETWEEN THE EASTBOUND AND WESTBOUND BRIDGES, IT IS THE INTENT OF THE PROJECT FOR THE EXISTING RIGHT OF WAY FENCE NEAR THE BRIDGE TO REMAIN; HOWEVER, IF THE CONTRACTOR DEEMS IT NECESSARY TO REMOVE THE FENCE FOR HIS OPERATIONS AS APPROVED BY THE ENGINEER, THE CONTRACTOR SHALL CAREFULLY REMOVE THE FENCE AND REINSTALL THE FENCE IN ACCORDANCE WITH ITEM 607. IF THE FENCE BECOMES DAMAGED DUE TO CONTRACTOR'S OPERATIONS. THE FENCE SHALL BE REPLACED AT NO COST TO THE PROJECT.

ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION SHALL BE GRANTED.

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE OTIC, REPRESENTATIVES OF THE OTIC AND THE CONTRACTOR, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE OTIC REPRESENTATIVE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE CHIEF ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 AND SP 611 CONDUIT ITEMS.

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, THE CHIEF ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE CHIEF ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 AND SP 611 CONDUIT ITEM.

DESIGN AGENCY
DGL CONSULTING ENGINEERS, LLC
3455 BRIARFIELD BLVD, SUITE E
MAUMEE, OH 43537

NO.	REVISIONS	BY	DATE
1	NOTE REVISION	SRC	9/27/24
-	-	-	-
-	-	-	-

DESIGNED RJM | CHECKED JTY
DRAWN GJS | IN CHARGE AEH

GENERAL NOTES
SANDUSKY COUNTY
M.P. 83.3
PROJECT 43-24-03
DATE: 04/21/23

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

71-21-04-GENERALNOTES.dwg; 3/28/24 - 8:12am

SEQUENCE OF CONSTRUCTION

THE INTENT OF THIS PROJECT IS TO CONSTRUCT THE REHABILITATION OF THE STRUCTURE AT MP 83.3 OVER WAGGONER ROAD AND THE REMOVAL OF THE STRUCTURE AT 83.3 OVER THE NORTH COAST INLAND TRAIL.

CONSTRUCTION PHASING AND TIME OF COMPLETION OF WORK SHALL BE ACCOMPLISHED IN ACCORDANCE WITH SP 103.

THE FOLLOWING IS A BRIEF OUTLINE OF THE CONSTRUCTION PHASING FOR THIS PROJECT:

PRELIMINARY PHASING:

BEGIN EMBANKMENT CONSTRUCTION BELOW THE BRIDGE OVER THE NORTH COAST INLAND TRAIL.

REMOVE THE EXISTING MEDIAN BARRIER, CONSTRUCT THE CROSSOVERS AND PERFORM SNAP MILL AND FILL ON INSIDE LANES ACCORDING TO THE MOT TYPICAL SECTION - PRE-PHASE 1 CROSSOVER CONSTRUCTION AND INSIDE LANE SNAP REMOVAL. TRAFFIC SHALL BE MAINTAINED VIA OTIC STANDARD DRAWING TCR-2.

REMOVE THE OUTSIDE LANE SNAPS BY MILLING AND PAVING WITH ITEM SPECIAL - "SNAP" MILL AND FILL. SEE PRE PHASE 1 - OUTSIDE LANE SNAP REMOVAL MAINTENANCE OF TRAFFIC TYPICAL SECTIONS FOR LOCATIONS. TRAFFIC SHALL BE MAINTAINED VIA OTIC STANDARD DRAWING TCR-2.

PHASE 1:

THIS PHASE SHALL CONSIST OF THE CONSTRUCTION OF THE WESTBOUND STRUCTURE OVER WAGGONER ROAD AND THE REMOVAL OF THE WESTBOUND STRUCTURE OVER THE NORTH COAST INLAND TRAIL. THE CONTRACTOR SHALL MAINTAIN TWO (2) LANES OF TRAFFIC IN EACH DIRECTION ON THE EASTBOUND LANES.

NOTE REMOVED

PHASE 2:

THIS PHASE SHALL CONSIST OF THE CONSTRUCTION OF THE EASTBOUND STRUCTURE OVER WAGGONER ROAD AND THE REMOVAL OF THE EASTBOUND STRUCTURE OVER THE NORTH COAST INLAND TRAIL. THE CONTRACTOR SHALL MAINTAIN TWO (2) LANES OF TRAFFIC IN EACH DIRECTION ON THE WESTBOUND LANES.

INTERIM MAINTENANCE OF TRAFFIC PHASES AND OPERATIONS

THE DETAILED MAINTENANCE OF TRAFFIC PLANS THAT ARE PRESENTED IN THE PLANS FOR THIS PROJECT REFLECT MAJOR PHASES OF CONSTRUCTION THAT ARE REQUIRED TO COMPLETE THE CONSTRUCTION OF THIS PROJECT. THE MAINTENANCE OF TRAFFIC PLANS ALSO INCLUDES QUANTITY CALCULATIONS FOR THESE MAJOR PHASES AS DEPICTED IN THE PLANS.

THERE ARE PERIODS DURING THE CONSTRUCTION OF THIS PROJECT WHERE THE CONTRACTOR SHALL BE REQUIRED TO PERFORM WORK TO ESTABLISH THESE MAJOR CONSTRUCTION PHASES OR TO TRANSITION INTO THE NEXT PHASE OF CONSTRUCTION WHICH SHOULD BE CONSIDERED AS INTERIM MAINTENANCE OF TRAFFIC PHASES.

DURING INTERIM MAINTENANCE OF TRAFFIC PHASES, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL LABOR, MATERIALS, EQUIPMENT AND TEMPORARY TRAFFIC CONTROL DEVICES, INCLUDING IMPACT ATTENAUTORS, REQUIRED TO ESTABLISH THESE MAJOR PHASES OF CONSTRUCTION.

PAYMENT OF THE ABOVE NOTED WORK FOR INTERIM MAINTENANCE OF TRAFFIC PHASES AND OPERATIONS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM SP 614- MAINTAINING TRAFFIC, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THE WORK AS SPECIFIED ABOVE.

MAINTAINING TRAFFIC

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

1. ALL TRAFFIC CONTROL DEVICES, DRUMS, TRAFFIC CONTROL SIGNS, FLASHING ARROW PANELS, FLAGGERS, ETC., AS SHOWN AND LOCATED ON THE MAINTENANCE OF TRAFFIC PLANS, SHALL BE INCORPORATED FOR THE VARIOUS TYPES OF WORK AREAS UNDER NORMAL TRAFFIC CONDITIONS. IF SPECIAL TRAFFIC CONDITIONS EXIST, THE MAINTENANCE OF TRAFFIC PLANS MAY HAVE TO BE MODIFIED. HOWEVER, NO MODIFICATIONS TO THE MAINTENANCE OF TRAFFIC PLANS SHALL BE MADE UNLESS APPROVED BY THE CHIEF ENGINEER IN WRITING PRIOR TO FIELD IMPLEMENTATION.

2. FLAGGERS SHALL BE REQUIRED TO BE IN PLACE WHERE CONSTRUCTION TRAFFIC CROSSES ACTIVE RAMP LANES AT ANY TIME WHEN CONSTRUCTION IS TAKING PLACE.

3. IN ACCORDANCE WITH OTIC STANDARD DRAWING TCB-1, TRUCKS ENTERING AND EXITING THE CONSTRUCTION ZONE AT ALL ACCESS POINTS MUST BE SIGNED IN. ALL ASSOCIATED SIGNS MUST BE COVERED WHEN THE CONSTRUCTION ACCESS POINT IS NOT IN USE.

4. AT ALL ACTIVE HIGH SPEED CROSSOVERS, THE EXISTING CONFLICTING PAVEMENT MARKINGS AND RPM (RAISED PAVEMENT MARKINGS) SHALL BE REMOVED AND CONSTRUCTION ZONE MARKERS AND EDGE LINE SHALL BE INSTALLED TO THE LIMITS AS INDICATED ON THE MAINTENANCE OF TRAFFIC PLANS PRIOR TO OPENING THE ZONE TO TRAFFIC. REMOVAL OF EXISTING PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH SP 614C.

5. CONSTRUCTION ZONE MARKERS AND PORTABLE BARRIERS SHALL BE PLACED IN ACCORDANCE WITH OTIC STANDARD DRAWINGS AND AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS.

6. TRUCK MOUNTED ATTENUATORS (TMA) ARE CRASH CUSHIONS THAT ARE ATTACHED TO THE REAR OF PROTECTIVE VEHICLES TO REDUCE THE SEVERITY OF REAR-END COLLISIONS. TMA'S ARE INTENDED TO BE USED ON SHADOW VEHICLES IN MOVING OPERATIONS (THAT PARTIALLY OR TOTALLY ENCROACH ON THE PAVED SHOULDER OR TRAVELED LANE), OPERATIONS IN WHICH THE SHADOW VEHICLE IS BEING OCCUPIED, AND WHEN THERE ARE FEW OR NO ADVANCED WARNING SIGNS OR TRAFFIC CONTROL DEVICES. TMA'S ARE TO BE ATTACHED TO MEDIUM DUTY TRUCKS AND ARE TO BE LOCATED IN ADVANCE (AT THE BACK) OF MOVING OPERATIONS.

7. THE CONTRACTOR'S RESPONSIBILITY TO THE SAFETY OF THE MOTORING PUBLIC WHILE PERFORMING THE REQUIREMENTS OF THE CONTRACT SHALL BE IN ACCORDANCE WITH THESE MAINTENANCE OF TRAFFIC PLANS, THE OHIO DEPARTMENT OF TRANSPORTATION, THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION SPECIFICATIONS AND STANDARD DRAWINGS, SPECIAL PROVISIONS AND STANDARD DRAWINGS, AND THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (THE MANUAL).

8. THE CONTRACTOR SHALL COVER ALL PERMANENT SIGNS, OR PORTIONS THEREOF, AS REQUIRED BY THE PLANS, AND/OR AS DIRECTED BY THE CHIEF ENGINEER.

9. TEMPORARY SIGN OVERLAYS FOR OVERHEAD SIGNS SHALL BE OF THE SAME COLOR AS THE BACKGROUND OF THE SIGN AND SHALL BE HIGH INTENSITY GRADE SHEETING (TYPE G) ON 0.080 INCH ALUMINUM. ALL TEMPORARY OVERLAY'S SHALL BE SECURELY FASTENED TO THE EXISTING SIGN IN A MANNER THAT DOES NOT DAMAGE THE ORIGINAL SIGN, AND SHALL BE FURNISHED, INSTALLED AND REMOVED BY THE CONTRACTOR.

10. THE CONTRACTOR SHALL IMMEDIATELY CORRECT ANY DEFICIENCY IN TRAFFIC ZONE ALIGNMENT, EQUIPMENT, NUMBER OF DEVICES OR PROCEDURE OF FLAG PERSONS WHICH IS BROUGHT TO HIS/HER ATTENTION BY THE ENGINEER. THE CONTRACTOR SHALL HAVE THE QUALIFIED ZONE PERSON ON THE SITE, AVAILABLE, AND IN RADIO CONTACT AT ALL TIMES WHENEVER WORK IS BEING PERFORMED AND SUITABLY EQUIPPED TO PROPERLY MAINTAIN, REPLACE OR ADJUST ANY TRAFFIC CONTROL DEVICES.

11. THE LENGTH AND DURATION OF A SINGLE LANE CLOSURE AND RESTRICTION SHALL BE AT THE APPROVAL OF THE CHIEF 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 CHIEF ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

12. THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION (OTIC) TEMPORARY TRAFFIC CONTROL PHASE DATES, LANE REDUCTION TIME LIMITATIONS, AND LIQUIDATED DAMAGE CLAUSES ARE CONTAINED IN THE FOLLOWING SPECIAL PROVISIONS:

    SP 103, CONSTRUCTION PHASING AND TIME OF COMPLETION
    SP 104, ACCESS TO TURNPIKE AND RESTRICTIONS
    SP 107, TIME OF ESSENCE - LIQUIDATED DAMAGE

13. ALL PORTABLE BARRIER SHOWN ON THE PLANS FOR MAINLINE TEMPORARY TRAFFIC CONTROL WILL BE AS PER SP 622. THE SAME BARRIER CAN BE USED FOR THE VARIOUS PHASES. THE COST FOR TRANSPORTING, INSTALLING, SHIFTING, RE-SETTING, MAINTAINING, REMOVAL AND STORING THE PORTABLE BARRIER FOR EACH PHASE SHALL BE INCLUDED IN THE ORIGINAL UNIT COST OF SUPPLYING THE PORTABLE BARRIER FOR ITEM SP 622. GLARE SCREENS SHALL BE INSTALLED ON PORTABLE BARRIER AS SPECIFIED IN THE PLANS AND SPECIFICATIONS. PAYMENT OF THE GLARE SCREENS SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISION SPECIAL - GLARE SCREENS AND BE CONSIDERED INCIDENTAL TO ITEM SP 622.

14. ALL TEMPORARY TRAFFIC CONTROL SIGNS SHALL BE NEW AT THE START OF THE PROJECT. IF THE SIGNS ARE NEEDED FOR THE SECOND YEAR OF THE PROJECT, THEY SHALL BE WASHED, OR REPLACED IF NOT IN AN ACCEPTABLE CONDITION PRIOR TO BEING INSTALLED.

15. AFTER THE MAINTENANCE CROSSOVERS ARE OPENED, AN OTIC REPRESENTATIVE SHALL REINSTALL THE "EMERGENCY AND AUTHORIZED VEHICLES ONLY" AND "NO U-TURN" SIGNS INCLUDING THE MOUNTING HARDWARE.

16. SAFETY AND CONTINUITY OF OPERATIONS OF TRAFFIC ON THE OHIO TURNPIKE SHALL BE OF THE UTMOST IMPORTANCE AND SHALL AT ALL TIMES BE PROTECTED AND SAFEGUARDED. THE CONTRACTOR SHALL DAILY, NOT LATER THAN 12 O'CLOCK PM (NOON), INFORM THE RESIDENT ENGINEER AS TO HIS PREPARATIONS AND METHOD OF WORK FOR THE FOLLOWING DAY WHENEVER SUCH WORK SHALL BE SUBMITTED TO THE CHIEF ENGINEER FOR HIS APPROVAL, WITHOUT WHICH IT SHALL NOT BE COMMENCED OR PROSECUTED.

PAYMENT FOR THE MAINTENANCE OF TRAFFIC ITEMS, UNLESS OTHERWISE SPECIFIED SEPARATELY, SHALL BE PAID FOR UNDER THE LUMP SUM PRICE BID FOR ITEM SP 614 - MAINTAINING TRAFFIC, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS REQUIRED TO COMPLETE THE WORK AS DETAILED IN THE PLANS.

ITEM SP 614ZP - ZONE PERSON WITH ZONE VEHICLE

THIS ITEM SHALL CONSIST OF FURNISHING A QUALIFIED ZONE PERSON(S) (ZP) WITH ZONE VEHICLE (ZV) AS DESCRIBED IN THIS SPECIFICATION FOR THE PURPOSE OF PROTECTING THE MOTORING PUBLIC AND THE WORK WHILE THE CONTRACT IS IN FORCE. THE ZP SHALL HAVE A FULL WORKING KNOWLEDGE OF THE MAINTENANCE OF TRAFFIC PLANS AND SPECIAL PROVISIONS.

A "WORK ZONE" IS DEFINED AS AN AREA OF A HIGHWAY WITH CONSTRUCTION, MAINTENANCE, OR UTILITY WORK ACTIVITIES. A WORK ZONE IS TYPICALLY MARKED BY TEMPORARY TRAFFIC CONTROL DEVICES SUCH AS, BUT NOT LIMITED TO, SIGNS, CHANNELIZING DEVICES, BARRIERS, PAVEMENT MARKINGS, AND/OR WORK VEHICLES. IT EXTENDS FROM THE FIRST WARNING SIGN TO THE END ROAD WORK SIGN OR THE LAST TTC DEVICE.

A ZP WITH ZV SHALL BE REQUIRED AS FOLLOWS:

(a) THE CONTRACTOR HAS A WORK ZONE IN PLACE ON TURNPIKE MAINLINE, SHOULDER AND/OR TURNPIKE TOLL PLAZA RAMPS

WHILE A WORK ZONE IS IN PLACE, THE ZP SHALL MAINTAIN THE ZONE ON A CONTINUAL BASIS TWENTY-FOUR (24) HOURS PER DAY, SEVEN (7) DAYS PER WEEK.

IF THE CONTRACTOR REMOVES ALL TTC DEVICES FROM THE MAINLINE AS DESCRIBED IN TCR-1 NOTE 20 THEN A ZP IS NOT REQUIRED.

(b) THE CONTRACTOR HAS A WORK ZONE IN PLACE ON A ROADWAY ABOVE OR BELOW MAINLINE TURNPIKE.

WHILE ZONES ARE IN PLACE ON A ROADWAY ABOVE OR BELOW MAINLINE TURNPIKE AND THE CONTRACTOR IS ACTIVELY WORKING ON THE PROJECT, THE ZP SHALL MAINTAIN THE ZONE ON A CONTINUAL BASIS.

WHILE ZONES ARE IN PLACE ON A ROADWAY ABOVE OR BELOW MAINLINE TURNPIKE AND THE CONTRACTOR IS NOT ACTIVELY WORKING ON THE PROJECT, THE ZONE WILL BE MAINTAINED BY THE COMMISSION. THE COMMISSION WILL REPAIR OR REPLACE ANY DAMAGED OR MISSING TEMPORARY TRAFFIC CONTROL DEVICES. THE COMMISSION WILL NOTIFY THE CONTRACTOR OF THE REPLACED OR REPAIRED DEVICES. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO REPLACE AND RETURN THE COMMISSION'S PROPERTY.

METHOD OF CALCULATION

THE FOLLOWING IS FOR INFORMATIONAL PURPOSES ONLY. THE NUMBER OF WORK ZONES NEEDED, AND THE DURATION OF EACH WORK ZONE FALLS UNDER MEANS AND METHODS OF CONSTRUCTION. FOR ESTIMATING PURPOSES, THE DESIGN ENGINEER HAS CALCULATED THE NUMBER OF HOURS NEEDED FOR THIS PAY ITEM BASED ON THE FOLLOWING ASSUMPTIONS AND THE REQUIREMENTS NOTED ABOVE:

PRELIMINARY PHASING

15 DAYS X 10 HOURS = 150 HOURS

PHASE 1

225 DAYS X 24 HOURS = 5400 HOURS

PHASE 2

240 DAYS X 24 HOURS = 5760 HOURS

TOTAL NUMBER OF HOURS CALCULATED: 11310

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM SP 614ZP - ZONE PERSON WITH ZONE VEHICLE ..... 11310 HOURS

NO.	REVISIONS	BY	DATE
1	NOTE REMOVED	SRC	3/27/24
-	-	-	-
-	-	-	-

DESIGN AGENCY
DGL CONSULTING ENGINEERS, LLC
3455 BRIARFIELD BLVD, SUITE E
MAUMEE, OH 43537

DESIGNED	CHECKED
SRC	RJM
DRAWN	IN CHARGE
SRC	AEH

MAINTENANCE OF TRAFFIC NOTES

SANDUSKY COUNTY

M.P. 83.3

PROJECT 43-24-03

DATE: 09/01/23

9
110

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

71-21-04-MOT NOTES.dwg; 3/27/24 - 1:31pm

CONTINUOUS ACCESS

THE CONTRACTOR SHALL MAINTAIN SAFE AND ADEQUATE DRIVEWAYS AND WALKWAYS IN ORDER TO PROVIDE CONTINUOUS ACCESS FOR PASSENGER VEHICLES, TRUCKS, AND SAFETY EQUIPMENT TO ALL ADJOINING PROPERTIES.

THE COST FOR ALL MATERIALS, EQUIPMENT, AND LABOR NECESSARY TO PROVIDE CONTINUOUS ACCESS SHALL BE INCLUDED IN THE LUMP SUM PRICE TOR SP 614 MAINTAINING TRAFFIC.

COVERING OF GROUND-MOUNTED SIGNS- GENERAL

WHEN REQUIRED BY OTHER ITEMS OR INCIDENTALLY TO SP 614 MAINTAINING TRAFFIC, COVER EXISTING GROUND-MOUNTEDSIGNS WITH PLYWOOD OR OSB BLANKS (1/2" MINIMUM THICKNESS) COVERING 80% OF THE SIGN AREA AND ALL OF THE SIGN LEGEND. THE USE OF LOW QUALITY MATERIALS SUCH AS DUCT TAPE AND BLACK PLASTIC IS NOT PERMITTED.

PERMANENT PAVEMENT MARKINGS

AFTER PLACING THE SURFACE COURSE, THE CONTRACTOR MAY PLACE PERMANENT PAVEMENT MARKINGS INSTEAD OF PLACING WORK ZONE PAVEMENT MARKINGS, WHICH SHALL BE NON-PERFORMED AT THESE LOCATIONS.

PERMANENT PAVEMENT MARKINGS SHALL BE IN PLACE AS INDICATED IN THE PLANS PRIOR TO OPENING THE ROADWAY TO TRAFFIC.

ITEM 642 - PAVEMENT MARKING MISC: FINAL PAVEMENT MARKING PREPARATION

THIS ITEM SHALL CONSIST OF APPLYING A BASE LAYER OF PAVEMENT MARKING PRIOR TO THE PLACEMENT OF FINAL MARKINGS.

IF FINAL PAVEMENT MARKING WILL BE PLACED WHERE 614.11 OR SP 614B PAVEMENT MARKINGS WERE REMOVED BY EITHER SP 614C GRINDING METHOD OR WATER-BLAST METHOD, THEN THE ASPHALT PAVEMENT MUST FIRST BE PREPPED BY APPLYING A BLACK SHADOW MARKING. THE BLACK SHADOW MARKING SHALL CREATE A 1-INCH BORDER AROUND THE FINAL MARKING BEING PLACED.

THE BLACK SHADOW MARKING SHALL BE NON-REFLECTIVE AND PLACED AT THE SAME RATE AS ITEM 642 TYPE 1 MARKINGS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER PRIOR TO THE PLACEMENT OF WORK ZONE PAVEMENT MARKINGS.

ITEM 642-PAVEMENT MARKING MISC.: FINAL PAVEMENT MARKING PREPARATION..... 2.88 MILE

ITEM 626A - CONSTRUCTION ZONE MARKER (CZM)

THIS ITEM SHALL CONSIST OF PROVIDING ITEM 626A CONSTRUCTION ZONE MARKERS (CZM'S) AT THE LOCATIONS SHOWN ON THE MAINTENANCE OF TRAFFIC PLAN SHEETS ACCORDING TO THE OHIO TURNPIKE COMMISSION STANDARD DRAWING TCR-12. THE FOLLOWING QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY AND SHALL INCLUDE ALL MATERIAL, LABOR, AND EQUIPMENT NECESSARY TO SUPPLY AND REMOVE THE CZM'S.

STAGE 1

ITEM 626A - CONSTRUCTION ZONE MARKER (WHITE) 1266 EACH

ITEM 626A - CONSTRUCTION ZONE MARKER (YELLOW) 422 EACH

STAGE 2

ITEM 626A - CONSTRUCTION ZONE MARKER (WHITE) 1332 EACH

ITEM 626A - CONSTRUCTION ZONE MARKER (YELLOW) 444 EACH

THE FOLLOWING TOTAL QUANTITY OF ITEM 626A - CONSTRUCTION ZONE MARKER HAS BEEN CARRIED TO THE GENERAL SUMMARY. 3464 EACH

WAGGONER ROAD AND N.C.I.T. DETOUR

1. WAGGONER ROAD WILL BE DETOURED VIA SOMMERS ROAD, BEHRING ROAD, SWARTZMAN ROAD AND HESSVILLE ROAD.
2. N.C.I.T. TRAIL WILL BE DETOURED VIA SHULTZ-PORTAGE ROAD AND BEHRING ROAD. (SEE DETOUR PLANS ON SHEET 27 OF 110)

ITEM SPECIAL - SNAP MILL AND FILL

MAINTENANCE OF TRAFFIC ON THE MEDIAN/LEFT SHOULDER, AND THE RIGHT SHOULDER(S) WILL REQUIRE THE EXISTING "SNAPs" TO BE MILLED AND FILLED. PAYMENT FOR THIS ITEM SHALL INCLUDE ALL OF THE FOLLOWING: REMOVAL OF THE EXISTING "SNAPs" BY MILLING 1 $\frac{1}{2}$" DEEP AND 4' WIDE; TACK COATING ALL EXPOSED MILLED SURFACES WITH NON-TRACKING TACK COAT; AND PAVING THE MILLED AREA WITH 1 $\frac{1}{2}$" OF ITEM SP 404 - ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG 64-22. ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NEEDED TO COMPLETE THE ABOVE MENTIONED WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM SPECIAL - "SNAP" MILL AND FILL (FEET).

ADDITIONALLY, EASTBOUND AND WESTBOUND FOR BOTH STAGES, THE 4' WIDE SNAP MILL AND FILL SHALL BE CENTERED TO INCLUDE THE REMOVAL OF THE EXISTING SNAPs, THE AREA BETWEEN THE YELLOW/WHITE EDGE LINE AND THE EXISTING SNAPs, AND THE YELLOW/WHITE EDGE LINE. THE CONTRACTOR SHALL PLAN ITS OPERATIONS ACCORDINGLY TO COMPLETE THIS WORK. ADJUSTMENTS MAY BE MADE BY THE CHIEF ENGINEER TO ENSURE THAT THE YELLOW/WHITE EDGE LINE AND SNAP'S ARE REMOVED APPROPRIATELY. REMOVAL OF THE EXISTING PAVEMENT MARKINGS IN THE SNAP REMOVAL AREA SHALL BE CONSIDERED INCIDENTAL TO THIS WORK.

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN

THIS ITEM SHALL CONSIST OF CONSTRUCTING THE TEMPORARY CROSSOVERS AS DETAILED IN THE MAINTENANCE OF TRAFFIC TYPICAL SECTIONS ON SHEET 13 AT THE LOCATIONS SHOWN IN THE PLANS AND THE FOLLOWING NOTES.

1. THE CONTRACTOR SHALL REMOVE THE EXISTING SURFACE COURSE OF ASPHALT WITHIN THE LIMITS OF THE PROPOSED CROSSOVER TEMPORARY PAVEMENT IN ORDER TO PROVIDE THE MINIMUM 1 $\frac{1}{2}$" PAVEMENT THICKNESS.
2. THE CONTRACTOR SHALL REMOVE THE ENTIRE MEDIAN BARRIER WALL DURING DEMOLITION OPERATIONS. THE MEDIAN BARRIER WALL FOUNDATION MAY REMAIN DURING CONSTRUCTION AND BE REPLACED DURING THE CROSSOVER RESTORATION.
3. THE CONTRACTOR SHALL TERMINATE THE MULTICELL CONDUIT BY PERMANENT CAPPING. THE CONTRACTOR SHALL NOT REPLACE THE MULTICELL CONDUIT.
4. THE CONTRACTOR SHALL TACK COAT ALL SURFACES WITHIN THE LIMITS OF THE CROSSOVER WITH NON-TRACKING TACK, AND INSTALL THE TEMPORARY PAVEMENT AND TEMPORARY 12" SLOTTED DRAIN, TYPE 2.
5. AT THE COMPLETION OF THE PROJECT THE CONTRACTOR SHALL REMOVE THE TEMPORARY CROSSOVER AND RETURN THE AREA TO ITS ORIGINAL CONDITION AS SHOWN IN THE CROSSOVER RESTORATION TYPICAL SECTION ON SHEET 13, INCLUDING THE REINSTALLATION OF THE TYPE B-50 OR C-50 BARRIER ACCORDING TO OTIC STANDARD DRAWING CBR-1.

THE CONTRACTOR SHALL MEET ALL REQUIREMENTS OF SECTION 615 OF THE ODOT CMS.

PER 254.05 PAVEMENT SURFACE TOLERANCES SHALL BE WITHIN $\frac{1}{8}$ INCH PER TEN (10) FEET. PAVEMENT SMOOTHNESS SHALL BE CORRECTED PER SP 400S.

ALL COSTS FOR FOR THE WORK DESCRIBED ABOVE INCLUDING ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THE WORK DESCRIBED ABOVE:

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.....4267 SQ. YD

ITEM 614 - WORK ZONE CROSSOVER LIGHTING SYSTEM

THE CONTRACTOR SHALL INSTALL A WORK ZONE CROSSOVER LIGHTING SYSTEM AT EACH CROSSOVER LOCATION ACCORDING TO ODOT STANDARD CONSTRUCTION DRAWING MT-100.00.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY

ITEM 614 - WORK ZONE CROSSOVER LIGHTING SYSTEM.....2 EACH

DRAINAGE ITEMS FOR MAINTAINING TRAFFIC

THE TEMPORARY 12", SLOTTED DRAIN, TYPE 2 CONSISTS OF 12 INCH DIAMETER SLOTTED DRAIN ALUMINUM COATED STEEL CONDUIT 707.01 WITH 6 INCH TRAPEZOIDAL GALVANIZED SOLID BAR GRATE AS APPROVED BY THE ENGINEER.

PAYMENT FOR ALL WORK ASSOCIATED WITH DRAINAGE ITEMS (TEMPORARY AND TO REMAIN) DETAILED ON THE MAINTENANCE OF TRAFFIC SHEETS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC.

NOTE REMOVED

NO.	REVISIONS	BY	DATE
1	NOTE REMOVED	SRC	3/27/24
-	-	-	-
-	-	-	-

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DGL CONSULTING ENGINEERS, LLC
3455 BRAFFIELD RD, SITE E
MAUMEE, OH 43537

DESIGNED	CHECKED
SRC	RJM
DRAWN	IN CHARGE
SRC	AEH

MAINTENANCE OF TRAFFIC NOTES

SANDUSKY COUNTY

M.P. 83.3

PROJECT 43-24-03

DATE: 09/01/23

12
110

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

71-21-04-MOT NOTES.dwg; 3/27/24 - 1:32pm

SHEET NUMBER											ITEM	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHT. NO.
				9	10	11	12	19	67	68					
														TRAFFIC CONTROL	
										115	630	115	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
										63	630	63	SF	SIGN, FLAT SHEET	
										16	630	16	EACH	SIGN POST REFLECTOR	
										5	630	5	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
										5	630	5	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
										1	630	1	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	
									4.6		642	4.6	MILE	EDGE LINE, 6", TYPE 1	
									4.4		642	4.4	MILE	LANE LINE, 6", TYPE 1	
									292		SP 621	292	EACH	RAISED PAVEMENT MARKERS	
									1.7		SPECIAL	1.7	MILE	SONIC NAP ALERT PATTERN (SNAP)	
									24		SP 626	24	EACH	BARRIER REFLECTOR, TYPE 1 BIDIRECTIONAL	
									72		642	72	FT	CROSSWALK LINE, 24", TYPE 1	
									29		642	29	FT	STOP LINE, TYPE 1	
									0.2		642	0.2	MILE	CENTERLINE, TYPE 1, DASHED 4"	
									0.1		642	0.1	MILE	EDGE LINE, 4", TYPE 1, WHITE	
									0.3		642	0.3	MILE	LANE LINE, 4"	
									4		642	4	EACH	WORD ON PAVEMENT, 72"	
									185		642	185	FT	TRANSVERSE/DIAGONAL LINE, TYPE 1	
														MAINTENANCE OF TRAFFIC	
								2			614	2	EACH	WORK ZONE IMPACT ATTENUATOR	
					20						614	20	EACH	REPLACEMENT SIGN	
							2				614	2	EACH	WORK ZONE CROSSOVER LIGHTING SYSTEM	
					286						614	286	EACH	BARRIER REFLECTOR, TYPE B (ONE-WAY)	
					74						614	74	EACH	OBJECT MARKER, ONE WAY	
					106						614	106	EACH	OBJECT MARKER, TWO WAY	
						960					614	960	DAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	11
				REMOVED				0.89			614	0.89	MILE	WORK ZONE LANE LINE, CLASS I, 6"	
				REMOVED				1.46			614	1.46	MILE	WORK ZONE EDGE LINE, CLASS I, 6", (WHITE)	
								1.61			614	1.61	MILE	WORK ZONE EDGE LINE, CLASS I, 8", (WHITE)	
				REMOVED				1.51			614	1.51	MILE	WORK ZONE EDGE LINE, CLASS I, 6", (YELLOW)	
								1.55			614	1.55	MILE	WORK ZONE EDGE LINE, CLASS I, 8", (YELLOW)	
								8,210			614	8,210	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8"	
								0.39			SP 614B	0.39	MILE	WORK ZONE LANE LINE, 6"	
								0.39			SP 614B	0.39	MILE	WORK ZONE EDGE LINE, 6" (WHITE)	
								0.39			SP 614B	0.39	MILE	WORK ZONE EDGE LINE, 6" (YELLOW)	
					2.88						SP 614C	2.88	MILE	REMOVAL OF PAVEMENT MARKINGS	
				11,310							SP 614ZP	11,310	HRS	ZONE PERSON WITH ZONE VEHICLE	
							4,267				615	4,267	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	12
					120						616	120	MGAL	WATER	
					20						SP 621	20	EACH	RAISED PAVEMENT MARKER- STIMSONITE MODEL 101 LPCR	
					20						SP 621	20	EACH	REPLACEMENT PRISMATIC RETRO-REFLECTOR	
					20						SP 621	20	EACH	REPLACEMENT RAISED PAVEMENT MARKER CASTING - STIMSONITE MODEL 101 LPCR	
								900			SP 622	900	FT	PORTABLE BARRIER, 32", (BRIDGE MOUNTED)	
					100			3,790			SP 622	3,890	FT	PORTABLE BARRIER, 32", (WITH GLARE SCREEN)	
								5,190			SP 622	5,190	FT	PORTABLE BARRIER, 32", (WITHOUT GLARE SCREEN)	
						25					SP 626	25	EACH	BARRIER REFLECTOR, TYPE A (WHITE)	
							3,464				SP 626A	3,464	EACH	CONSTRUCTION ZONE MARKER (EACH)	
					48						630	48	SF	SIGNING, MISC.: ADDITIONAL SIGNS WITH SUPPORTS, AS DIRECTED BY THE CHIEF ENGINEER	10
							2.88				642	2.88	MILE	PAVEMENT MARKING, MISC.: FINAL PAVEMENT MARKING PREPARATION	12
								7,600			SPECIAL	7,600	FT	'SNAP' - MILL AND FILL	12

REMOVED

REMOVED

REMOVED

REMOVED

DESIGN AGENCY
DGL CONSULTING ENGINEERS, LLC
3455 BRIARFIELD BLVD. SUITE E
MAUMEE, OH 43537

NO.	REVISIONS	BY	DATE
1	QUANTITY	SRC	3/26/24
2	QUANTITY	SRC	3/27/24
-	-	-	-

DESIGNED GJS | CHECKED RJM | NO. | DRAWN GJS | IN CHARGE AEH

GENERAL SUMMARY

SANDUSKY COUNTY

M.P. 83.3

PROJECT 43-24-03

DATE: 9/1/23

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

71-21-04-GENERAL_SUMMARY.dwg: 3/27/24 - 1:58pm