CONSTRUCTION TRAFFIC
ALL CONSTRUCTION TRAFFIC SHALL USE ACCEPTABLE TRUCK ROUTES TO ACCESS THE CONSTRUCTION AREA. USE OF LOCAL RESIDENTIAL STREETS IS STRICTLY PROHIBITED UNLESS ALLOWED IN WRITING BY THE LOCAL ENFORCEMENT AUTHORITY. CONTRACTOR SHALL COORDINATE WITH THE MAHONING COUNTY ENGINEER'S OFFICE IF CONSTRUCTION HAUL ROUTES ARE REQUESTED ON LOCAL ROADS TO POST A BOND AND OBTAIN THE REQUIRED PERMITS.

SUSPENSION OF WORK
IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL AS SET FORTH IN THESE PLANS OR WITH PROVISIONS OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, THE CHIEF ENGINEER WILL SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS.

SURFACE CONDITION SIGNS
ERECT A GROOVED PAVEMENT SIGN (W8-H15) 250 FEET (75 M) IN ADVANCE OF ANY SECTION OF ROADWAY WHERE TRAFFIC MUST TRAVEL ON A PLANED SURFACE. ENSURE THESE SIGNS ARE IN PLACE BEFORE OPENING THE ROADWAY TO TRAFFIC. ERECT THESE SIGNS ON EACH ENTRANCE RAMP AND AT INTERSECTIONS OF THROUGH ROUTES TO WARN TRAFFIC OF THIS SURFACE CONDITION. PAYMENT SHALL BE MADE UNDER THE LUMP SUM FOR SP 614 MAINTAINING TRAFFIC.

ITEM 614 - WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL)
THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE ODOT OFFICE OF ROADWAY ENGINEERING 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 CONTRACT PRICE PER EACH 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.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
THIS ITEM SHALL BE USED TO INSTALL AND REMOVE TEMPORARY ASPHALT RAMPS AT BUTT JOINTS, AND DRAINAGE/UTILITY CASTINGS WHERE REQUIRED. MATERIAL SHALL BE REMOVED PRIOR TO THE PLACEMENT OF THE NEXT COURSE OF ASPHALT. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO ACCOMPLISH THIS ITEM OF WORK.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC ..... 10 CU YD

WORK ZONE PAVEMENT MARKINGS
THE WORK ZONE PAVEMENT MARKINGS SHALL BE 4" WIDE, UNLESS NOTED OTHERWISE ON THE PLANS OR ODOT/OTIC STANDARD DRAWING.

SP 621 RAISED PAVEMENT MARKERS
ALL RAISED PAVEMENT MARKER REFLECTORS WHICH ARE IN CONFLICT WITH THE PROPOSED MAINTENANCE OF TRAFFIC PAVEMENT MARKINGS ARE TO BE REMOVED. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE CHIEF ENGINEER FOR CONTINGENCY PURPOSES ONLY.

SP 621 - REPLACEMENT PRISMATIC RETRO-REFLECTOR .....20 EACH

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, TWO (2) PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS). THE TWO (2) SIGNS SHALL BE LOCATED NEAR THE PROJECT SITE, ONE FOR EACH DIRECTION OF TRAVEL, FOR THE DURATION OF THE PROJECT. THEN INTENT OF THE PCMS IS TO ALERT MOTORISTS OF TRAFFIC QUEUES OR INCIDENTS DURING MAINTENANCE OF TRAFFIC PHASES 1 AND 2. PCMS SHOULD BE PUT IN PLACE APPROXIMATELY A WEEK BEFORE PHASE 1 IS ESTABLISHED AND REMOVED ONCE PHASE 2 IS DISCONTINUED. THE SIGNS SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED CLASS "A" PCMS UNITS MAINTAINED BY THE ODOT DIRECTOR (OFFICE OF MATERIALS MANAGEMENT). THE APPROVED LIST OF PORTABLE CHANGEABLE MESSAGE SIGNS CAN BE FOUND ON THE ODOT WEBSITE BY CLICKING ON THE SERVICES MENU, THEN CLICKING ON MATERIALS MANAGEMENT.

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. PCMS SHALL BE DELINEATED ON A PERMANENT BASIS IN ACCORDANCE WITH ODOT CMS 614.03.

THE PCMS LOCATIONS, LIMITS FOR THOSE LOCATIONS AND ALL ACTIVATION OF PCMS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE CHIEF ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE CHIEF 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, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE TYPE G YELLOW RETROREFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING TRAFFIC.

THE CHIEF ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE TURNPIKE MAINTENANCE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE CHIEF ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRE-CONSTRUCTION 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 ALLOW REMOTE ACCESS BY THE OTIC COMMUNICATIONS CENTER THROUGH A WEB BROWSER OR PROVIDED SOFTWARE. REMOTE ACCESS WILL ALLOW PCMS ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS, REVISIONS TO TIME OF DAY PROGRAMS, VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES AND SHOW ITS CURRENT LOCATION ON A MAP. THE OTIC COMMUNICATIONS CENTER SHALL BE FURNISHED A USER NAME AND PASSWORD TO ACCESS THE PCMS THROUGH THE WEBSITE OR PROVIDED SOFTWARE.

ALL PCMS UNITS SHALL BE EQUIPPED WITH RADAR THAT ENABLES THE MESSAGE BOARD TO DISPLAY THE SPEED OF THE APPROACHING VEHICLES.

WHEN A PCMS IS INITIALLY BROUGHT OUT TO THE PROJECT THE CONTRACTOR SHALL CONTACT THE OTIC COMMUNICATIONS CENTER WITH THE PCMS NUMBER AND LOCATION. AT THAT TIME THE OTIC COMMUNICATIONS WILL VERIFY COMMUNICATION WITH THE PCMS.

WHEN A PCMS IS REPLACED OR RELOCATED THE CONTRACTOR SHALL CONTACT THE OTIC COMMUNICATIONS CENTER WITH THE PCMS NUMBER AND LOCATION.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF ODOT CMS 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 CHIEF ENGINEER TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON THEIR 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. THE CONTRACTOR SHALL ONLY BE PAID FOR PCMS UNITS WHEN THEY ARE IN OPERATION ON THE PROJECT AS SPECIFIED IN THE PLANS OR BY THE CHIEF ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE CHIEF ENGINEER TO PROVIDE TWO (2) PORTABLE CHANGEABLE MESSAGE SIGNS, EACH SIGN FOR APPROXIMATELY 300 DAYS, FOR AN ESTIMATED TOTAL OF 1200 DAYS.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 600 DAYS

ITEM SP 614 - ZONE PERSON
THE ZONE PERSON REQUIREMENTS OF SP 614 - MAINTAINING TRAFFIC ARE MODIFIED AS FOLLOWS: THE CONTRACTOR SHALL DESIGNATE A ZONE PERSON, (SUBJECT TO THE APPROVAL OF THE CHIEF ENGINEER), OTHER THAN THE SUPERINTENDENT, TO BE RESPONSIBLE FOR THE MAINTENANCE OF TRAFFIC. THE DESIGNATED ZONE PERSON SHALL HAVE A FULL WORKING KNOWLEDGE OF THE MAINTENANCE OF TRAFFIC PLANS AND SPECIAL PROVISIONS. THE ZONE PERSON SHALL SUPERVISE THE SET -UP AND REMOVAL OF THE TRAFFIC CONTROL DEVICES AS WELL AS THE MAINTENANCE, ON A CONTINUAL BASIS TWENTY-FOUR (24) HOURS PER DAY, SEVEN (7) DAYS PER WEEK, WHILE ZONES ARE IN PLACE (ESTIMATED FROM JANUARY 4, 2021 (CONSTRUCTION ACCESS) THROUGH OCTOBER 15, 2021 (SUBSTANTIAL COMPLETION) AND ANYTIME FROM OCTOBER 15, 2021 THROUGH JUNE 15,2022 (WHEN A ZONE IS SET FOR PUNCH LIST AND PAINTING ITEMS). THE ZONE PERSON SHALL BE RESPONSIBLE THAT ANY DAMAGED OR MISSING TRAFFIC CONTROL DEVICES ARE REPAIRED OR REPLACED IMMEDIATELY. IN ADDITION, THE ZONE PERSON SHALL CONTINUALLY CHECK THE REFLECTIVE SURFACES OF ALL THE TRAFFIC CONTROL DEVICES TO INSURE THAT THE DEVICES ARE CLEAN AND ARE PERFORMING THEIR INTENDED FUNCTION. THE ZONE PERSON SHALL HAVE NO OTHER CONSTRUCTION RELATED DUTIES.
THE ZONE PERSON SHALL SUBMIT DOCUMENTATION VERIFYING THE STATUS OF TRAFFIC CONTROL AT THE END OF EACH SHIFT TO THE CHIEF ENGINEER.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM SP 614 - ZONE PERSON ..... 8,376 HOURS

ITEM 616 - WATER
THIS ITEM SHALL BE USED AS NECESSARY FOR DUST CONTROL DURING MAINTENANCE OF TRAFFIC ACTIVITIES. THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 616 - WATER ..... 50 MGALS

ITEM SP 622 - PORTABLE BARRIER, BRIDGE MOUNTED, AS PER PLAN
THIS ITEM SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO INSTALL AND SECURE A STANDARD SP 622 32" PORTABLE BARRIER TO A BRIDGE. DURING PHASE 1 OF THE MOT, UTILIZE 3 ANCHORS ON EACH STANDARD BARRIER SEGMENT. DURING PHASE 2 OF THE MOT, UTILIZE 6 ANCHORS ON EACH STANDARD BARRIER SEGMENT. ANCHORS SHALL BE PLACED ON THE TRAFFIC SIDE OF THE BARRIER FIRST. REMAINING ANCHORS CAN BE PLACED IN THE NON-TRAFFIC SIDE TO MEET MINIMUM REQUIREMENTS. THE LOCATIONS WHERE THIS ITEM IS REQUIRED IS SPECIFIED ON THE PLANS.

ITEM SP 622 - PORTABLE BARRIER (WITHOUT GLARE SCREEN)
THE CONTRACTOR SHALL REPLACE ANY DAMAGED PORTABLE BARRIER WITHIN 24 HOURS OF A DAMAGING IMPACT. TO FACILITATE THIS PROMPT REPLACEMENT, AN ADDITIONAL ONE HUNDRED FEET OF PORTABLE BARRIER SHALL BE ON THE PROJECT AT ALL TIMES.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN SHOWN FOR INFORMATIONAL PURPOSES ONLY. A LUMP SUM QUANTITY HAS BEEN CARRIED TO THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY FOR USE AS DIRECTED BY THE CHIEF ENGINEER FOR REPLACEMENT OF PORTABLE BARRIER.

ITEM SP 622 - PORTABLE BARRIER (WITHOUT GLARE SCREEN) ..... 100 FEET

ITEM SPECIAL - EXISTING CROSSOVER TO BE CLOSED / RE-OPENED
THIS ITEM SHALL CONSIST OF CLOSING AND RE-OPENING EXISTING MEDIAN CROSSOVERS IN ACCORDANCE WITH OTIC STANDARD DRAWING TCB-3. ALL SECTIONS OF CONCRETE PORTABLE BARRIER SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE NCHRP-350 BARRIER WALL. ALL SECTIONS OF CONCRETE PORTABLE BARRIER PROVIDED BY THE CONTRACTOR SHALL BECOME PROPERTY OF THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION AT THE END OF THE PROJECT. PAYMENT FOR ALL EQUIPMENT, MATERIALS, LABOR AND INCIDENTALS NECESSARY TO CLOSE AND RE-OPEN THE MEDIAN BARRIER SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM SPECIAL - EXISTING CROSSOVER TO BE CLOSED / RE-OPENED.

SPECIAL - SECURING MANHOLE LID
ITEM SPECIAL-SECURING MANHOLE LID, SHALL BE USED TO SAFELY SECURE THE MANHOLE LID TO THE MANHOLE CASTING FOR TEMPORARY TRAFFIC CONTROL PURPOSES. THE MANHOLE LIDS ARE LOCATED IN THE MEDIAN SHOULDER WITHIN THE PROJECT LIMITS AT LOCATIONS SHOWN IN THE PLANS.
SECURING OF MANHOLE LID SHALL CONSIST OF THE FOLLOWING:

- THE CONTRACTOR SHALL REMOVE THE MANHOLE LID AND REMOVE ANY DEBRIS FROM THE CASTING LIP THAT THE MANHOLE LID REST ON;
- THE CONTRACTOR SHALL RESEAT THE MANHOLE LID AND WELD THE LID TO FRAME. WELDING THE LID TO THE FRAME SHALL CONSIST OF FOUR 10" LONG FILLET WELDS LOCATED AT EACH QUADRANT OF THE MANHOLE.
- PRIOR TO COMPLETION OF THE PROJECT THE CONTRACTOR SHALL REMOVE THE WELDS SECURING THE LID TO THE FRAME SO THAT CONTINUED ACCESS TO THE MANHOLE CAN BE MAINTAINED. REMOVAL OF THE WELDS SHALL BE ACCOMPLISHED BY EITHER GRINDING OR AIR ARCING AND IN SUCH A MANNER SO AS NOT TO DAMAGE OR IMPAIR THE INTEGRITY OF THE LID AND/OR CASTING.

ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NEEDED TO COMPLETE THE ABOVE MENTIONED WORK SHALL BE INCLUDED IN THE UNIT BID PRICE PER EACH FOR ITEM-SPECIAL-SECURING MANHOLE LID.

SP 614C - REMOVAL OF PAVEMENT MARKINGS
ALL PAVEMENT MARKINGS WHICH ARE IN CONFLICT WITH THE PROPOSED MAINTENANCE OF TRAFFIC PAVEMENT MARKINGS ARE TO BE REMOVED AS PER SP 614C - REMOVAL OF PAVEMENT MARKINGS. SP 614C SHALL ALSO BE USED FOR THE REMOVAL OF ITEM 614 - WORK ZONE PAVEMENT MARKINGS.
REMOVAL OF EXISTING CONFLICTING PAVEMENT MARKINGS SHALL BE ACCOMPLISHED BY EITHER GRINDING OR WATER BLAST AS APPROVED BY THE CHIEF ENGINEER, IN ACCORDANCE WITH SP 614C. IN NO INSTANCE SHALL BLACKOUT TAPE BE USED. BLACKOUT TAPE CAN BE USED PER SP 614A AND CMS 614.

MEASUREMENT OF THIS ITEM SHALL BE IN ACCORDANCE WITH SP 614C AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO REMOVE CONFLICTING PAVEMENT MARKINGS TO THE SATISFACTION OF THE CHIEF ENGINEER.
THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY TO BE UTILIZED AS DIRECTED BY THE CHIEF ENGINEER.

SP 614C - REMOVAL OF PAVEMENT MARKING.....14 MILE

VERTICAL CLEARANCE OVER SIDE ROADS
SHOULD THE EXISTING MINIMUM VERTICAL CLEARANCE OVER ANY SIDE ROAD LANE TEMPORARILY BE REDUCED (I.E. TEMPORARY FALSEWORK) THE CONTRACTOR SHALL DETERMINE THE REDUCED MINIMUM VERTICAL CLEARANCE OVER THE LANE AND NOTIFY THE MAHONING COUNTY ENGINEER AND OTIC CHIEF ENGINEER IN WRITING OF THE REDUCED CLEARANCE UNLESS THE SIDE ROAD LANE IS CLOSED TO TRAFFIC WHILE THE REDUCTION IS IN PLACE.

NO.	REVISIONS	BY	DATE
1	ADDENDUM 3	SL	9/20
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-	-	-	-

DESIGNED	CHECKED
SDL	WHT
DRAWN	IN CHARGE
SDL	SDL

Thomas Fok & Associates, Inc.
Consulting Engineers & Surveyors
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3896 Mahoning Avenue Youngstown OH 44515
EST. 1976

MAINTENANCE OF TRAFFIC NOTES

PROJECT 43-20-03
DATE: 11-27-19

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION