

PLOT SUBMITTED: 10-FEB-1999 06:15

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RAMP CLOSURES FOR REPAIRS OR RESURFACING

THE CONTRACTOR MAY CLOSE ONE RAMP AT A TIME FOR PAVEMENT PLANING, PAVEMENT REPAIRS OR RESURFACING. THE CLOSURES SHALL BE LIMITED TO THE HOURS SHOWN IN THE "SCHEDULE OF THRU LANES TO BE MAINTAINED" TABLE. THE MOTORING PUBLIC SHALL BE GIVEN ADVANCE WARNING OF RAMP CLOSURES AT LEAST 72 HOURS IN ADVANCE THROUGH THE USE OF EITHER A GROUND MOUNTED FLAT SHEET SIGN OR A PORTABLE CHANGEABLE MESSAGE SIGN. A LEO WITH PATROL CAR (PAID FOR BY THE CONTRACTOR) SHALL BE USED FOR EACH RAMP CLOSURE AND BE PRESENT FOR THE ENTIRE CLOSURE TIME. FREEWAY ENTRANCE RAMPS SHALL BE CLOSED WITH A PCMS SUGGESTING A RECOMMENDED DETOUR. FREEWAY EXIT RAMPS SHALL BE CLOSED WITH A PCMS ROUTING TRAFFIC TO THE NEXT EXIT AND A SECOND PCMS INDICATING A U-TURN AT THAT EXIT (UNLESS DIRECTED DIFFERENTLY BY THE ENGINEER). FOR RAMP CLOSURES ONE OR TWO ADDITIONAL PCMS UNITS WILL BE NEEDED AS DESCRIBED ABOVE. THESE WILL BE IN ADDITION TO THE PCMS UNITS SPECIFIED IN THE PLANS AND SHALL BE PAID FOR BY THE CONTRACTOR.

DOUBLE THE FINES SIGNS

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, COVER WHEN DIRECTED BY THE ENGINEER AND REMOVE R-180-48 SIGNS. THE SIGNS SHALL BE DUAL MOUNTED APPROXIMATELY 500 FT AFTER THE ROAD WORK AHEAD SIGNS. THE SIGNS SHALL BE INSTALLED ON ALL FREEWAYS LEADING INTO THE PROJECT. SIGNS SHALL BE POSTED ON ALL ENTRANCE RAMPS ENTERING THE PROJECT ON THE RIGHT SIDE ONLY. THE SIGNS SHALL BE DUAL MOUNTED EVERY 2 MILES. THE SIGNS MAY HAVE TO BE ADJUSTED WHEN TRAFFIC IS SWITCHED EITHER NORTHBOUND OR SOUTHBOUND. PAYMENT FOR THE ADJUSTMENT OF THE SIGNS WILL BE INCLUDED IN THE PAYMENT FOR EACH SIGN. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614- DOUBLE FINES IN WORK ZONE SIGN, R-180-48..... 10 EACH

PUBLIC SAFETY

THE FOLLOWING PROVISIONS "A", "B", AND "C" SHALL APPLY WHEN THE LANE ADJACENT TO THE GUARDRAIL IS OPEN TO TRAFFIC:

THE PERIOD OF TIME THAT A HAZARD IS LEFT UNPROTECTED BY THE REMOVAL OF GUARDRAIL SHALL BE HELD TO AN ABSOLUTE MINIMUM AND IN NO CASE SHALL SUCH A PERIOD BE LONGER THAN ONE WORKING DAY. IF, AFTER ONE DAY, THE ENTIRE RUN OF GUARDRAIL CONSTRUCTION IS NOT COMPLETE THE FOLLOWING SHALL APPLY:

- A. IN AREAS WHERE EXISTING GUARDRAIL HAS BEEN REMOVED OR THE GUARDRAIL IS IN A PARTIAL STAGE OF COMPLETION. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN DRUMS WITHIN THE LIMITS OF THE UNPROTECTED AREA. THE DRUMS SHALL BE PLACED AT 50' INTERVALS AND OFFSET AT LEAST TWO FEET FROM THE EDGE OF THE TRAVELED ROADWAY AND IN CLOSE PROXIMITY TO THE CONSTRUCTION. THE APPROACH END OF A PARTIALLY COMPLETED RUN OF GUARDRAIL SHALL BE FASTENED AT GROUND LEVEL TO A STEEL DRUM.
- B. DURING THE REPAIR OF WINGWALL PARAPETS OR IF THE EXISTING GUARDRAIL IS FOR THE PROTECTION OF AN OBSTACLE (I.E. SIGN SUPPORT, BRIDGE PARAPET, ETC.) THE CONTRACTOR SHALL ERECT PORTABLE CONCRETE BARRIER IN THE DIRECTION OF TRAFFIC. THE REQUIREMENTS OF PARAGRAPH "A" SHALL APPLY TO THE REMAINING GUARDRAIL WITHIN THE RUN. TEMPORARY BARRIER SHALL BE FLARED AT A 13:1 (MINIMUM) TAPER RATE AND SHALL INCLUDE A TEMPORARY END TERMINAL AS PER MC-9.2.
- C. THE REQUIREMENTS STATED IN "A" SHALL APPLY FOR A PERIOD NOT TO EXCEED ONE WEEK. WHERE THE REBUILDING OR CONSTRUCTION OF ANY RUN OF GUARDRAIL CANNOT BE ACCOMPLISHED WITHIN ONE WEEK. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY CONCRETE BARRIER IN THE INTERIM TIME IT TAKES TO COMPLETE THE WORK THE APPROACH END OF THE PORTABLE CONCRETE BARRIER SHALL BE BE FLARED 10 FEET, (130 FEET @ 13:1 TAPER) AND SHALL INCLUDE A TEMPORARY END TERMINAL AS PER MC-9.2. IN ADDITION, A TYPE II BARRICADE WITH TYPE B (HIGH INTENSITY FLASHER) WARNING LIGHT SHALL BE PLACED IN FRONT OF THIS INITIAL SECTION OF TEMPORARY BARRIERS TO PROVIDE FOREWARNING TO THE APPROACHING TRAFFIC.

WHEN THE LANE ADJACENT TO THE GUARDRAIL IS CLOSED TO TRAFFIC THE PROVISIONS OF PARAGRAPH "A" ABOVE SHALL APPLY AFTER 1 DAY. THE PROVISIONS OF PARAGRAPH "B" ABOVE SHALL APPLY AFTER 10 DAYS AND THE PROVISIONS OF PARAGRAPH "C" ABOVE SHALL APPLY AFTER 15 DAYS.

THE TERM "GUARDRAIL" AS USED HEREIN SHALL BE UNDERSTOOD TO COVER ALL TYPES OF GUARDRAIL, EXISTING OR PROPOSED FOR THE PROJECT, INCLUDING BARRIER DESIGN GUARDRAIL, BRIDGE WINGWALL PARAPETS, AND CONCRETE BARRIER.

THE COST OF COMPLYING WITH THESE SAFETY PROCEDURES SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

PROTECTION OF SHOULDER DROP OFFS:
SHOULDER REPLACEMENT OR PAVEMENT WIDENINGS
WITHIN 10 FEET OF THRU TRAFFIC

IN AREAS WHERE A VERTICAL DROPOFF OF GREATER THAN 2 INCHES WILL EXIST FOR MORE THAN 48 HOURS, THE CONTRACTOR SHALL PROVIDE GRANULAR MATERIAL AT A SLOPE OF 3:1 OR FLATTER TO ELIMINATE THE DROPOFF. ALL COSTS OF PLACEMENT AND REMOVAL SHALL BE INCLUDED UNDER ITEM 614 - MAINTAINING TRAFFIC.

MAINTAINING VEHICULAR TRAFFIC

GENERAL PROVISIONS

1. THE CONTRACTOR SHALL NOTIFY THE ENGINEER, THE RESPONSIBLE LAW ENFORCEMENT AGENCY AND THE OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 12 PUBLIC INFORMATION OFFICER ((216) 581-2333, EXT. 244) NOT LESS THAN TWENTY-FOUR (24) HOURS PRIOR TO A SCHEDULED DISRUPTION OF TRAFFIC.
2. DURING OVERHEAD CONSTRUCTION THE CONTRACTOR SHALL PROVIDE, IF DEEMED NECESSARY BY THE ENGINEER, SAFETY NETS AND OR OTHER SAFETY DEVICES UNDER THE STRUCTURES TO PROTECT TRAFFIC IN THE AREA OF CONSTRUCTION.
3. DURING NON-WORKING PERIODS, OPEN EXCAVATIONS SHALL BE DELINEATED WITH WARNING FLASHERS AND/OR OTHER APPROVED DEVICES AS DEEMED APPROPRIATE BY THE ENGINEER.
4. EXISTING SIGNS LOCATED WITHIN THE ROAD WORK AREAS WHICH ARE NECESSARY FOR INTERIM OR PERMANENT TRAFFIC CONTROL SHALL BE REMOVED AND REERECTED IN LOCATIONS AS APPROVED BY THE ENGINEER.
5. NIGHTTIME (10:00 PM TO 6:00 AM) WORK SHALL BE PERMITTED IN ACCORDANCE WITH THESE PLANS AND NOTES. THE CONTRACTOR SHALL PROVIDE FLOOD LIGHTING OF THE WORK AREA IN ORDER TO ASSURE THE SAFEST CONDITIONS DURING NIGHTTIME WORK. A LIGHTING PLAN FOR NIGHTTIME OPERATIONS SHALL BE PRESENTED TO AND APPROVED BY THE ENGINEER.
6. THE CONTRACTOR SHALL FURNISH, ERECT AND MAINTAIN ALL NEW WARNING AND INFORMATION SIGNS NECESSARY FOR MAINTAINING TRAFFIC. THE CONTRACTOR SHALL DETERMINE WHAT SIGNS ARE NEEDED AND ADVISE THE ENGINEER TWO (2) WEEKS IN ADVANCE OF HIS DETAILED PLANS.

SEE THE TRAFFIC MAINTENANCE DETAILS FOR THE MINIMUM SIGNAGE REQUIRED.
7. TRAFFIC CONTROL DEVICES SHALL BE SET UP PRIOR TO THE START OF CONSTRUCTION, AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SPECIAL CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS THEY ARE NEEDED AND SHALL BE IMMEDIATELY REMOVED THEREAFTER. WHERE OPERATIONS ARE PERFORMED IN STAGES, THERE SHALL BE IN PLACE ONLY THOSE DEVICES THAT APPLY TO THE CONDITION PRESENT DURING STAGE IN PROGRESS. ALL SIGNS WITH MESSAGES WHICH DO NOT APPLY DURING A CERTAIN PERIOD SHALL BE COVERED OR SET ASIDE OUT OF THE VIEW OF TRAFFIC.
8. PLACEMENT OF FINAL ROADWAY PAVEMENT MARKINGS AND RAISED PAVEMENT MARKERS SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE "SCHEDULE OF THRU LANES TO BE MAINTAINED" DESCRIBED ON SHEET NO. 18.

THE CONTRACTOR SHALL PROVIDE TWO (2) TRAILING VEHICLES AS PER MT-99.20 FOLLOWING THE PAVEMENT MARKING EQUIPMENT. THE TWO (2) TRAILING VEHICLES SHALL TRAVEL 500 FEET APART WITH THE REMOTE VEHICLE TRAVELING ON THE SHOULDER (LEFT OR RIGHT AS APPLICABLE) WHERE USABLE SHOULDER IS AVAILABLE. THE FIRST TRAIL VEHICLE IN A TRAFFIC LANE SHALL BE EQUIPPED WITH A TRUCK MOUNTED ATTENUATOR MEETING NCHRP 350 REQUIREMENTS. THE INTERMEDIATE TRAILING VEHICLE SHALL TRAVEL IN THE CLOSED LANE 500 FEET BEHIND THE PAVEMENT MARKING EQUIPMENT. THE POLICE CRUISER SHALL TRAVEL 500 TO 1000 FEET BEHIND THE REMOTE TRAILING VEHICLE. EACH TRAILING VEHICLE SHALL HAVE A YELLOW FLASHING BEACON PLUS 48" MIN. ORANGE AND BLACK CONSTRUCTION WARNING SIGNS MOUNTED ON THE BACK FACING TRAFFIC WITH STANDARD TYPE MESSAGES ADVISING MOTORISTS OF THE WORK AHEAD, ADVISORY WARNING SPEED AND WHICH LANE IS CLOSED.

CALCULATED
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MAINTENANCE OF TRAFFICE NOTES

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