

**ITEM 614 - WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN (CONT'D)**

THE SNOW-PLOWING SEASON SHALL RUN FROM NOVEMBER 1 THRU MARCH 31.

IF PROJECT DELAYS, NOT THE FAULT OF ODOT, CAUSE THE WORK TO EXTEND INTO THE SNOW-PLOWING SEASON, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING WORK ZONE RAISED PAVEMENT MARKERS (WZRPMS) CONFORMING TO CMS 614, WITH RAISED PAVEMENT MARKERS CONFORMING TO 621, AS DETERMINED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

THIS ITEM SHALL INCLUDE PURCHASE, INSTALLATION AND REMOVAL OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN, INCLUDING FILLING OF ANY DEPRESSIONS CREATED IN THE PAVEMENT AS PER CMS 202.10.

DO NOT INSTALL ITEM 621 RPM'S ON THE COMPLETED SURFACE OF THE PROPOSED BRIDGE DECKS. REMOVE ITEM 621 RPM'S WHEN IMPLEMENTING A SHIFT OF TRAFFIC CAUSING THE RPM'S TO BE IN THE WRONG PLACE.

THE FOLLOWING BID ITEMS HAVE BEEN INCLUDED IN THE PLANS:

ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN 4,500 EACH

**TRANSITION AREAS:**

THE SURFACE COURSE OF THE ADJACENT EXISTING PAVEMENT WITHIN THE TRANSITION AREA SHALL BE REMOVED TO A DEPTH OF 1 1/2".

THE FOLLOWING BID ITEMS HAVE BEEN INCLUDED IN THE PLANS:

ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE 87,000 SQ YD  
 ITEM 442 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19.0 MM TYPE A (446) 470 CU YD

PAYMENT FOR RESURFACING WITHIN THE TRANSITION AREA SHALL BE PAID FOR UNDER THE APPROPRIATE BID ITEMS FOR THE WORK REQUIRED, AS PROVIDED FOR IN THE PLANS.

**ITEM 614, MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR)**

RAMP OR NON-ARTERIAL TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, UTILIZING EXISTING PAVEMENT OR EXISTING RAMPS TO BE REMOVED & REEVES ROAD, EXCEPT FOR A PERIOD NOT TO EXCEED 45 CONSECUTIVE CALENDAR DAYS, WHEN TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS 175 TO 182. UNLESS OTHERWISE STATED IN THE THE DETOUR PLAN, NO OTHER TRAFFIC SHALL BE DETOURED.

**EARTHWORK FOR MAINTAINING TRAFFIC**

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE PLAN FOR INFORMATION ONLY:

EXCAVATION FOR MAINTAINING TRAFFIC 2,000 CU. YD.  
 EMBANKMENT FOR MAINTAINING TRAFFIC 3,500 CU. YD.

WHEN UNDERCUTS ARE NECESSARY FOR MAINLINE PAVEMENT OR EMBANKMENT CONSTRUCTION, EVALUATE THE NEED FOR TEMPORARY ROAD UNDERCUTS IF WITHIN A CLOSE PROXIMITY TO THE MAINLINE UNDERCUTS. A GEOTECHNICAL EVALUATION SHOULD BE CONSIDERED TO DETERMINE IF THE EXISTING SOIL CONDITIONS ARE ADEQUATE TO SUPPORT THE TEMPORARY ROAD. ADDITIONAL SOIL BORINGS ALONG THE TEMPORARY ROAD ARE NOT NORMALLY REQUIRED.

**FREEWAY CLOSURE**

ANY TIME TRAFFIC MUST BE COMPLETELY STOPPED ON A FREEWAY, OR INTERSTATE IT SHALL BE DONE IN THE FOLLOWING MANNER: THE COMPLETE TRAFFIC STOPPAGE ON ALL LANES OF ANY DIRECTIONAL ROADWAY SHALL BE NO MORE THAN 10 MINUTES IN ANY ONE CONSECUTIVE 30 MINUTE PERIOD OR UNTIL TRAFFIC IS TRAVELING AT NORMAL SPEEDS.

A MINIMUM OF TWO (2) LAW ENFORCEMENT OFFICERS (L.E.O.) WITH PATROL VEHICLES SHALL BE USED TO PACE MOTORISTS TO A STOP. THERE SHALL BE ONE L.E.O. FOR EACH LANE ON THE FREEWAY.

AFTER TRAFFIC HAS BEEN SLOWED, ONE (1) PATROL VEHICLE SHALL TRAVEL ALONG THE ROADWAY SHOULDER 500 FEET BEHIND THE BACK UP OF STOPPED VEHICLES. WHERE STOPPAGE OCCURS IN THE VICINITY OF FREEWAY ENTRANCES, THE CONTRACTOR SHALL PLACE FLAGMEN ON THE RAMPS TO STOP TRAFFIC. PATROL VEHICLES SHALL HAVE FLASHING BEACONS.

TO PROVIDE ADEQUATE VISIBILITY TO APPROACHING MOTORIST, THE CONTRACTOR SHALL ERECT AND MAINTAIN "ROADWORK AHEAD", "PREPARE TO STOP", AND "STOP AHEAD" SIGNS WITH TWO FLASHING TWELVE INCH (12) TRAFFIC SIGNAL HEADS IN ACCORDANCE WITH 632.05. THESE SIGNS SHALL BE ILLUMINATED DURING NIGHT OPERATIONS AND SHALL BE 48 INCH BY 48 INCH SIGNS. PATROL VEHICLES AND SIGNS SHALL BE LOCATED IN ACCORDANCE WITH THE SKETCH BELOW. FLARES MAY BE SUBSTITUTED FOR THE FLASHING 12 INCH SIGNAL HEADS. THERE SHALL BE 2 FLARES AT EACH SIGN ON BOTH SIDES ON THE ROADWAY. THE FLARES SHALL BE REPLACED IF THEY BURN OUT. THE SIGNS DO NOT HAVE TO BE ILLUMINATED DURING NIGHT OPERATIONS IF FLARES ARE USED.

STOPPING TRAFFIC SHALL BE DONE WHEN THE GREATEST NUMBER OF LANES IS PERMITTED TO BE CLOSED BY THE PLANS OR BY DISTRICT 12'S PERMITTED LANE CLOSURES REFERENCE MAP. See Internet <http://www.dot.state.oh.us/dist12/D12INFO/lanes.htm>

A PORTABLE CHANGEABLE MESSAGE SIGN, CLASS A OR B (NO FLIP DISK) TO BE ON ODOTS PRE- APPROVED LIST, SHALL BE PLACED 1.5 MILES TO 2 MILES IN ADVANCE OF THE CLOSURE OR AS DIRECTED BY THE ENGINEER. THE SIGNS SHALL SAY "PREPARE TO STOP", "10 MIN. DELAY."

**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.

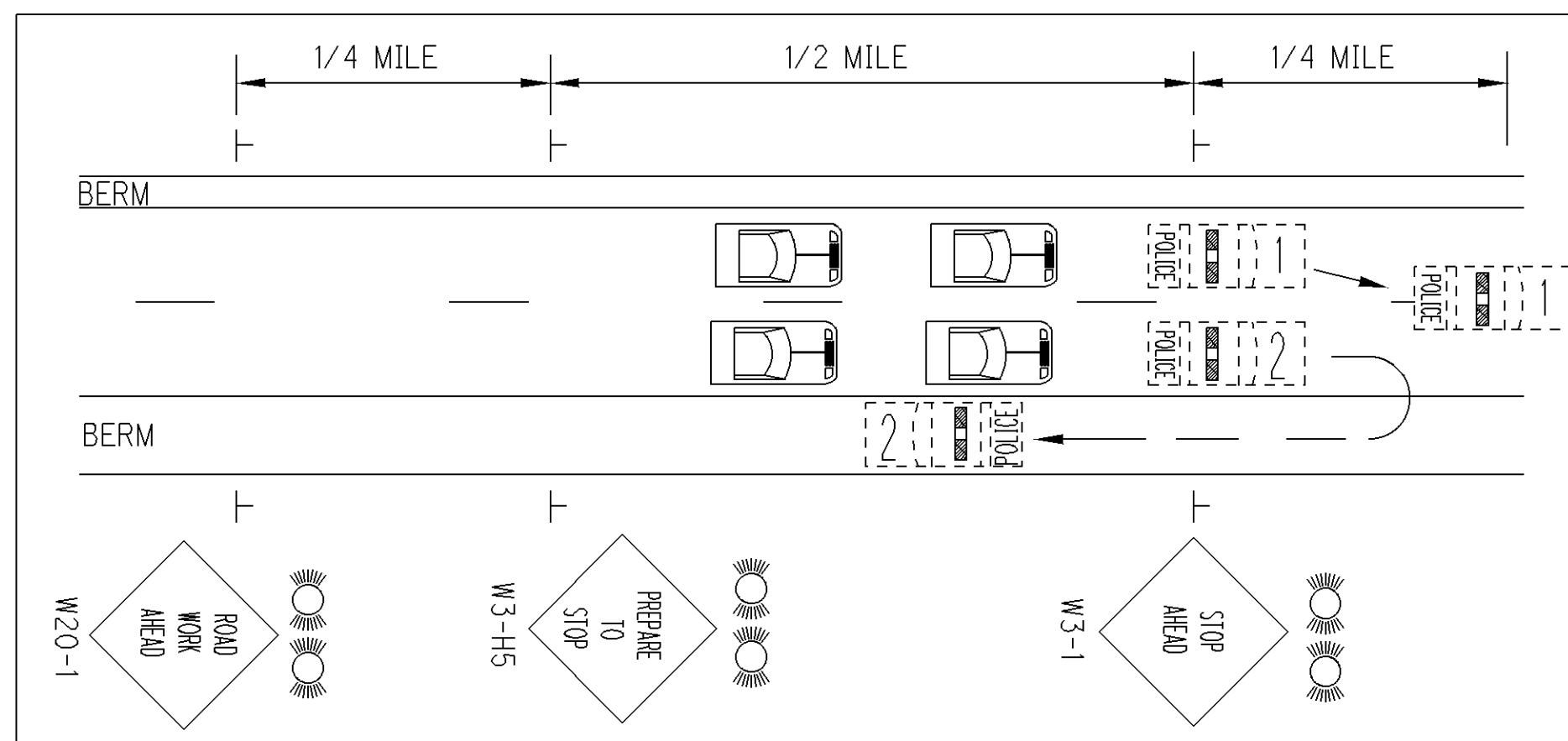
(THE SIGNS SHALL BE DUAL MOUNTED. THE FIRST SIGN SHALL BE PLACED BETWEEN THE ROAD WORK AHEAD (W20-1)SIGN AND THE NEXT SIGN IN THE SEQUENCE. SIGNS SHALL BE ERECTED ON EACH ENTRANCE RAMP AND EVERY 2 MILES THROUGH THE CONSTRUCTION WORK LIMITS.)

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE REFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF CMS 730.19.

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 95 EACH



**ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)**

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ONE OF THE FOLLOWING IMPACT ATTENUATORS:

1. THE QUADGUARD CZ, (24 INCHES WIDE SIX-BAY) WORK ZONE IMPACT ATTENUATOR MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC., 35 EAST WACKER DRIVE, CHICAGO, IL 60601 (TELEPHONE: 312-467-6750).

THE LENGTH OF THE SIX-BAY QUADGUARD CZ IS 20'-9". INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DRAWING NUMBER: OSCZCVR-T4  
 DRAWING NAME: QUADGUARD CZ SYSTEM FOR CONSTRUCTION ZONES  
 REVISION DATE: 5/13/99 REV. J  
 ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 35-40-10  
 DRAWING NAME: QUADGUARD SYSTEM CONCRETE PAD, CZ, QG  
 REVISION DATE: 11/19/97 REV. D  
 ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 35-40-16  
 DRAWING NAME: QUADGUARD SYSTEM BACKUP ASSEMBLY, CZ, QG  
 REVISION DATE: 7/30/99 REV. F  
 ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 354051Z  
 DRAWING NAME: QUADGUARD CZ SYSTEM NOSE ASSEMBLY, CZ, QG, 24, 30, 36  
 REVISION DATE: 5/17/99  
 ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 35-40-18  
 DRAWING NAME: TRANSITION ASSEMBLY, 4 OFFSET, QG  
 REVISION DATE: 6/25/99 REV. F  
 ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 35400260  
 DRAWING NAME: QUADGUARD SYSTEM PCMB ANCHOR ASSEMBLY  
 REVISION DATE: 11/19/97 REV. C  
 ODOT APPROVAL DATE: 8/27/99

2. THE TRACC (TRINITY ATTENUATING CRASH CUSHION) MANUFACTURED BY TRINITY INDUSTRY, 1170 N. STATE STREET, GIRARD, OHIO 44420 (TELEPHONE: 330-545-4373).

THE TRACC IS 21'-0" LONG AND 2'-7" WIDE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DRAWING NUMBER: SS450  
 DRAWING NAME: CRASH-CUSHION ATTENUATING TERMINAL PLAN, ELEVATION & SECTIONS  
 REVISION DATE: 3/12/99 REV. 1  
 ODOT APPROVAL DATE: 8/27/99

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CALCULATED DRJ CHECKED TMD  
**MAINTENANCE OF TRAFFIC GENERAL NOTES (CONCRETE ALTERNATIVE)**  
**LAK-2-3.32**  
 56D  
 1679