

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF 1 LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT AND THE COMPLETED PAVEMENT.

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.

THE CONTRACTOR SHALL NOTIFY THE DISTRICT CONSTRUCTION ENGINEER IN WRITING AT LEAST 21 DAYS IN ADVANCE OF ANY LANE WIDTH REDUCTION.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 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.

ALL DEVIATIONS FROM THE MAINTENANCE OF TRAFFIC PLAN MUST BE APPROVED BY THE ENGINEER. IT IS THE INTENT OF THIS MAINTENANCE OF TRAFFIC PLAN TO PROVIDE DETAILS AND QUANTITIES FOR THE MAINTENANCE OF TRAFFIC. ANY IMPROVEMENTS TO THIS MAINTENANCE OF TRAFFIC PLAN ARE ENCOURAGED.

ITEM 614, BARRIER REFLECTORS AND/OR OBJECT MARKERS

BARRIER REFLECTORS AND/OR OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE CONCRETE BARRIER USED FOR TRAFFIC CONTROL. BARRIER REFLECTORS, OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO CMS 626, EXCEPT THAT THE SPACING SHALL BE 25 FEET.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 5 M. GAL

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

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS. THE APPROVED LIST IS AVAILABLE AT THE "ROADWAY STANDARDS: PROPRIETARY ROADSIDE SAFETY DEVICES" WEB PAGE ON THE OFFICE OF ROADWAY ENGINEERING WEBSITE.

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 UNIT PRICE BID 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.

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 1.75 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

PHASE 1 SEQUENCE OF CONSTRUCTION:

1. ERECT TRAFFIC LIGHTS, SIGNS, PLACE WORK ZONE PAVEMENT MARKINGS, CONCRETE BARRIERS AS SHOWN.
2. MOVE ONE LANE, TWO WAY TRAFFIC TO LEFT LANE.
3. PLACE COFFERDAMS AND EXCAVATION BRACING AS NEEDED. REMOVE PORTIONS OF EXISTING STRUCTURE.
4. CONSTRUCT 18.5' OF INLET PORTION OF CULVERT, FOOTERS, WINGWALLS, RIGHT LANE, RIGHT SHOULDER, EMBANKMENT AND GUARDRAIL.

PHASE 2 SEQUENCE OF CONSTRUCTION:

1. PLACE BARRIER AND WORK ZONE PAVEMENT MARKINGS AS SHOWN.
2. MOVE ONE LANE, TWO WAY TRAFFIC TO RIGHT LANE, RIGHT SHOULDER.
3. REMOVE REMAINING PORTION OF EXISTING STRUCTURE.
4. CONSTRUCT 21' OF OUTLET PORTION OF CULVERT, FOOTERS, WINGWALLS, LEFT LANE, LEFT SHOULDER, EMBANKMENT AND GUARDRAIL.
5. PLACE SURFACE COURSE, PERMANENT PAVEMENT MARKINGS AND ADDITIONAL WORK.

MAINTENANCE OF TRAFFIC ALTERNATIVES

THE CONTRACTOR MAY PROPOSE AN ALTERNATIVE MAINTENANCE OF TRAFFIC PLAN WHICH COMPLIES WITH THE REQUIREMENTS OF THE STANDARD DRAWINGS, THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, THE DROP-OFFS IN WORK ZONES SHEET AND VOLUME ONE OF THE LOCATION AND DESIGN MANUAL. THE PLAN SHALL BE SUBMITTED IN WRITING TO THE ENGINEER FOR APPROVAL. ODOT RESERVES THE RIGHT TO REJECT ANY ALTERNATIVE FOR ANY REASON.

DATE PLOTTED: JPH
DATE CHECKED: SWL

**MAINTENANCE OF TRAFFIC
GENERAL NOTES (HOC-328-5.93)**

HOC-328-2.70/5.93