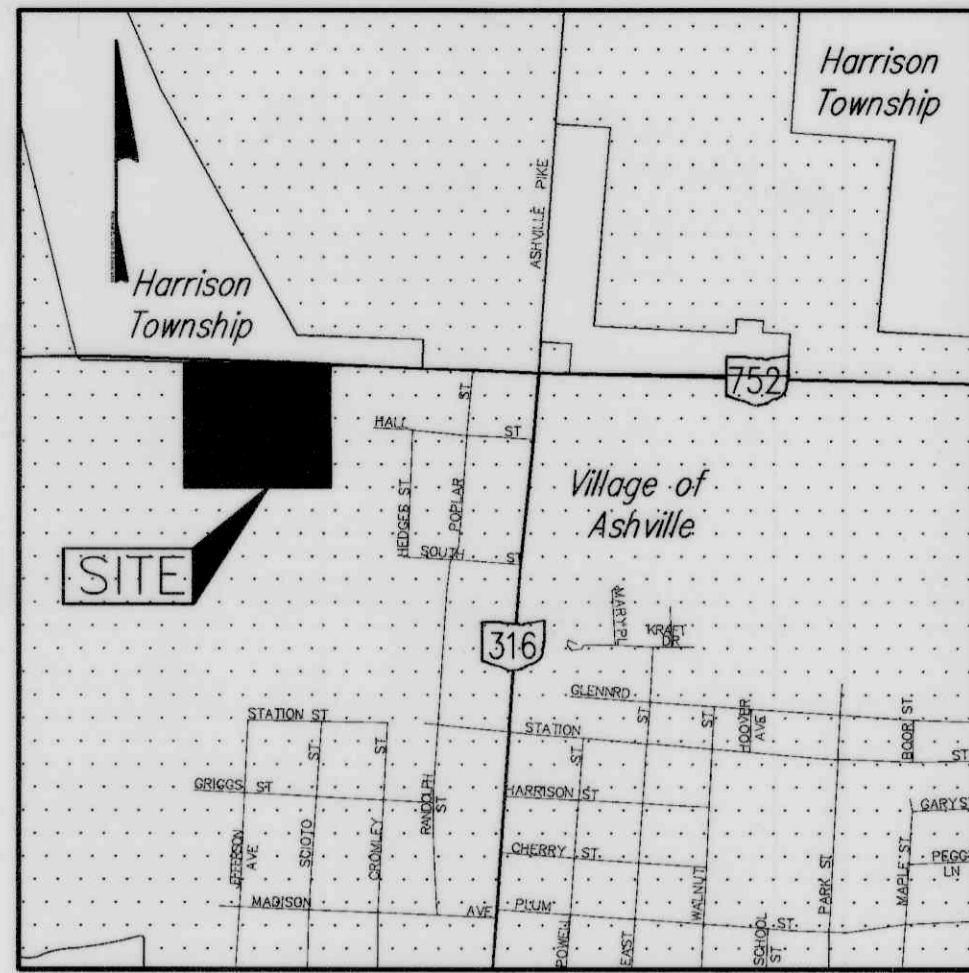


VILLAGE OF ASHVILLE, PICKAWAY COUNTY, OHIO

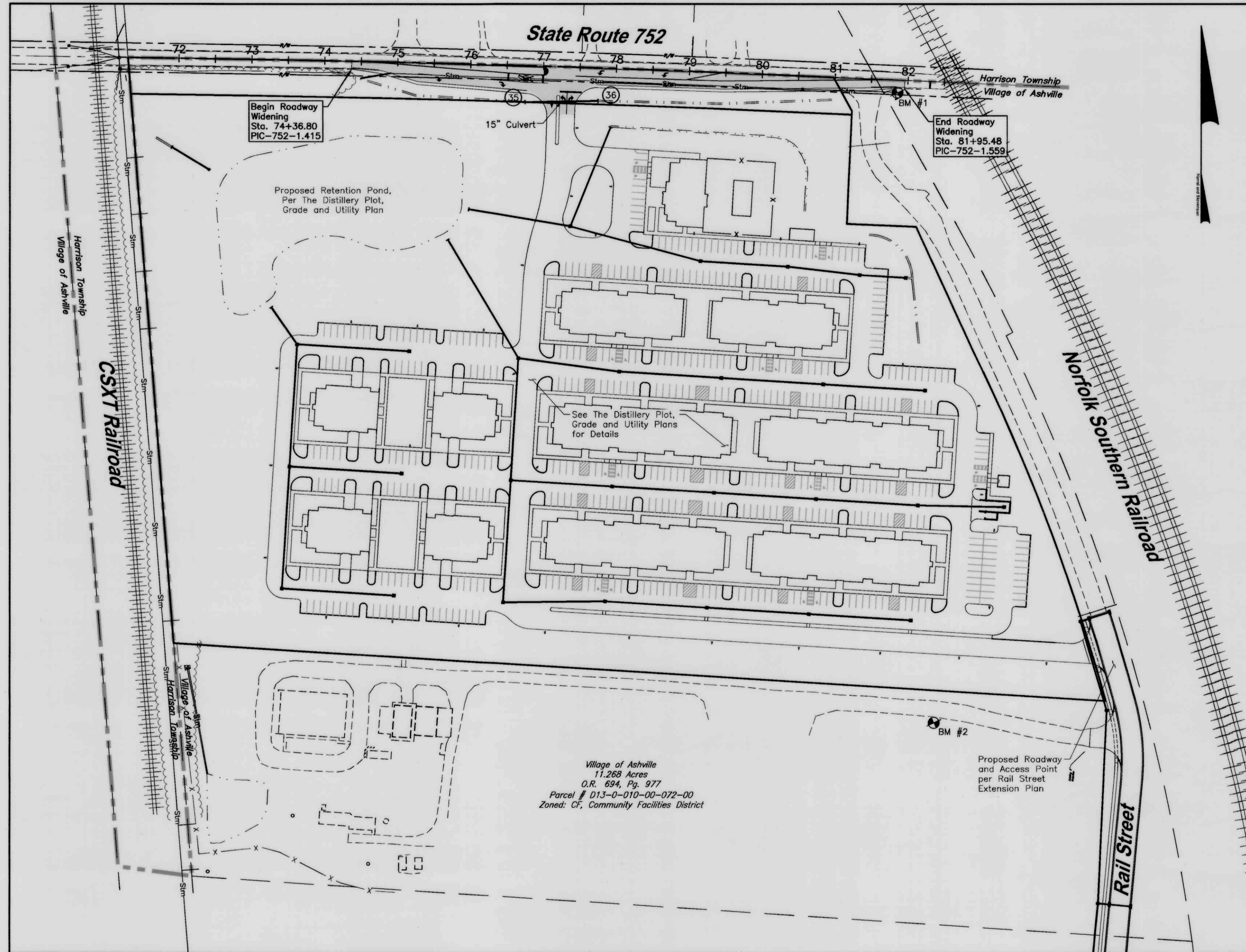
THE DISTILLERY

STATE ROUTE 752

STATE ROUTE 752 WIDENING PLAN



LOCATION MAP
1" = 1 Mile



INDEX MAP
1" = 100'

GENERAL SUMMARY OF QUANTITIES				
The plan quantities shown below are the engineer's estimate only. The Contractor shall be responsible for calculating quantities based on the plan for bidding and construction purposes.				
Item	Quan.	Unit	Description	
201	Lump	Sum	Clearing & Grubbing	
202	Lump	Sum	Structures and Obstructions removed	
202	39	Lin. Ft.	12" Culvert Removed	
254	926	S.Y.	1.5" of Asphalt Pavement Planing	
301	232	C.Y.	6" Asphalt Concrete Base, (449), PG64-22	
304	232	C.Y.	6" Aggregate Base	
407	370	GAL	Non-Tracking Tack Coat (See CMS Table 407.06-1 for Application Rates)	
441	116	C.Y.	3" of Asphalt Concrete Surface Course, Type 1 (449), PG64-22 (to be installed in 1.5" lifts)	
441	39	C.Y.	1.5" of Asphalt Concrete Surface Course, Type 1 (449), PG64-22 (to be installed in 1.5" lifts)	
604	2	Each	Endwall (AA-S169)	
604	1	Each	Catch Basin Reconstructed to Grade	
604	12	Each	Precast Concrete Outlet Structure (ODOT DM-1.1)	
605	262	Lin. Ft.	4" Pipe Underdrain	
901	41	Lin. Ft.	12" HDPE Storm Sewer with Type 1 Bedding	
901	100	Lin. Ft.	15" HDPE Storm Sewer with Type 1 Bedding	
614	Lump	Sum	Maintenance of Traffic	
623	Lump	Sum	Construction Layout Stakes	
624	Lump	Sum	Mobilization	
630	1	Each	Sign Removed and Replaced	
630	1	Each	Sign Removed and Delivered to Village	
644	0.144	Miles	Center Line	
644	0.126	Miles	Edge Line	
644	358	Lin. Ft.	Lane Line	
644	116	Lin. Ft.	20" Transverse Line	
644	40	Lin. Ft.	24" White Stop Bar	
644	2	Each	Word "Only"	
644	7	Each	Arrow	
644	1	Each	Railroad Crossing Pavement Markings	
659	1,725	Sq. Yds	Seeding and Mulching	
SPEC	3	Each	Mailbox Removed and Relocated	

BENCHMARKS

The Benchmark Elevations were Assigned Based on GPS Observations using the Ohio Department of Transportation's CORS Network.

Source Benchmark C188

Described by Coast and Geodetic Survey 1967 at Duval. At Duval, Along the Norfolk and Western Railway, Near the crossing of the Harrisburg-Fairfield Road, set on the top of the concrete foundation on the South side of the South building of the Teegardin Grain Company, 66.8 feet East of the East rail of East track, 23 1/2 feet North of the centerline of the road, 33 feet East of the Southwest corner of the building, 3 feet Southwest of the Southwest corner of scale pit, and about 2 inches above the level of the ground.

Elevation: 715.62 (NAVD 88 Datum)

Benchmark #1

The Southwest Corner of a Concrete Catch Basin Located Approximately 85 Feet East of the Northeast Corner of the Site.

Elevation: 712.73 (NAVD 88 Datum)

Benchmark #2

The North Flange Bolt on a Fire Hydrant Located Approximately 240 Feet West of the Southeast Corner of the Site.

Elevation: 715.01 (NAVD 88 Datum)

DEVELOPER

AB Contracting, Inc.
Carey Loar
614-323-8084
cloar@abcontractingwv.com
5521 Ohio River Road
Point Pleasant, West Virginia 25550

PARCEL INFORMATION

21.419 Acres
O.R. 775, Pg. 1149
Parcel # D12-0-001-00-147-00
Zoning: AR, Apartment Residential District

NOI PERMIT

4GC08729*AG

ASSOCIATED PLANS

The Distillery - Mass Grading Plan
The Distillery - Sanitary Sewer Plan
The Distillery - Waterline Plan
The Distillery - Plot, Grade and Utility Plan
The Distillery - Rail Street Extension Plan



CALL AT LEAST 48 HOURS BUT NO MORE THAN 10 WORKING DAYS (EXCLUDING WEEKENDS AND LEGAL HOLIDAYS)
NON-MEMBERS MUST BE CALLED DIRECTLY

DESIGN CRITERIA

Legal Speed Eastbound: 35 MPH
Design Speed Eastbound: 35 MPH

Legal Speed Westbound: 55* MPH
Design Speed Westbound 55* MPH

*Village is in the process with ODOT to reduce speed to 35 mph.

STANDARD DRAWINGS

The City of Columbus and Ohio Department of Transportation Standard Drawings listed on this plan shall be considered part of this plan.

- AA-S149
- AA-S150
- AA-S169
- AA-S141
- ODOT DM-1.1
- ODOT MT-71.10
- ODOT MT-097.10
- ODOT MT-101.90
- ODOT TC-71.10

SHEET INDEX

- Sheet 1 Location Map, Index Map, and Estimated Quantities
- Sheet 2 General Notes
- Sheet 3 Typical Sections and Details
- Sheet 4 Existing Site and Demolition Plan
- Sheet 5 S.R. 752 Plan and Profile
- Sheet 6 Driveway Details
- Sheet 7 Cross Sections Sta. 74+00 to Sta. 76+00
- Sheet 8 Cross Sections Sta. 76+50 to Sta. 78+50
- Sheet 9 Cross Sections Sta. 79+00 to Sta. 81+00
- Sheet 10 Cross Sections Sta. 81+50 to Sta. 82+00
- Sheet 11 Pavement Marking and Signing Plan
- Sheet 12 Maintenance of Traffic Notes
- Sheet 13 Maintenance of Traffic Plan

APPROVED BY:

Approval of these plans does not constitute assurance to operate as intended. The reviewer does not accept responsibility for the integrity of the plans.

Nelson Embrey II 5-10-23
Nelson Embrey II, Mayor, Village of Ashville

Christopher M. Tebbe 5/24/2023
Christopher M. Tebbe, P.E. No. 68106
Village Engineer, Village of Ashville

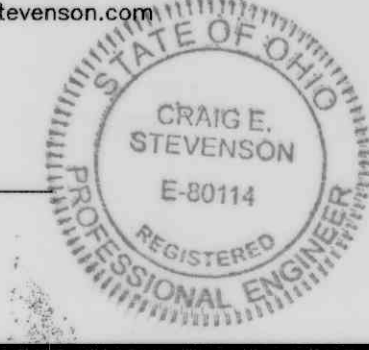
Franklin Christman 5/10/2023
Franklin Christman
Village Administrator, Village of Ashville

Service Department Supervisor 05/10/23
Service Department Supervisor,
Village of Ashville

PREPARED BY:

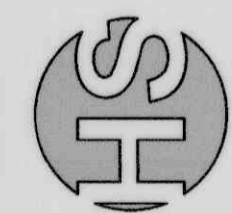
Harral and Stevenson
Civil Engineering and Surveying
2869 North Court Street
Circleville, Ohio 43113
Ph: 740.497.4432
www.harralstevenson.com

Craig E. Stevenson
Craig E. Stevenson, PE 80114
Harral and Stevenson, LLC



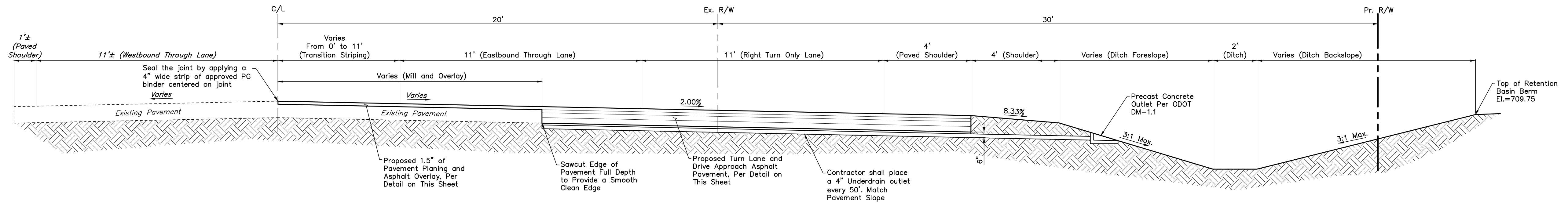
VILLAGE OF ASHVILLE, PICKAWAY COUNTY, OHIO
THE DISTILLERY
STATE ROUTE 752
STATE ROUTE 752 WIDENING PLAN
LOCATION MAP, INDEX MAP AND ESTIMATED QUANTITIES

Harral and Stevenson
Civil Engineering and Surveying
2869 North Court Street
Circleville, Ohio 43113
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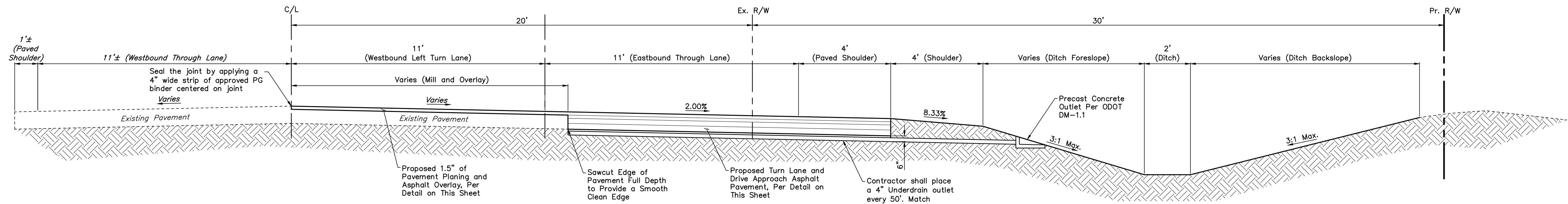


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Project: E221073
Sheet: 1/13

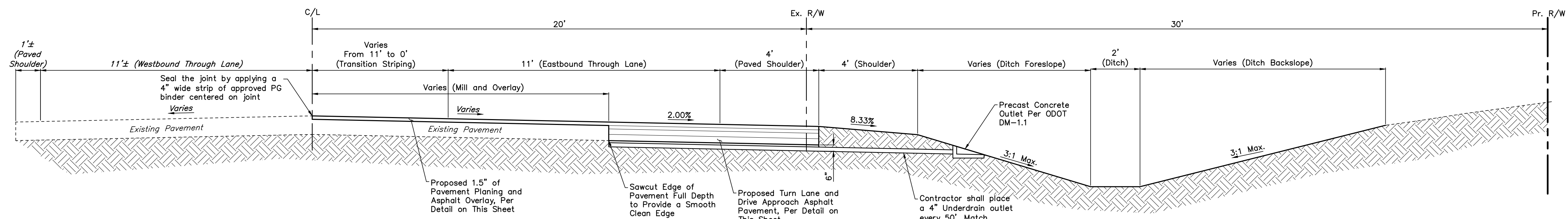
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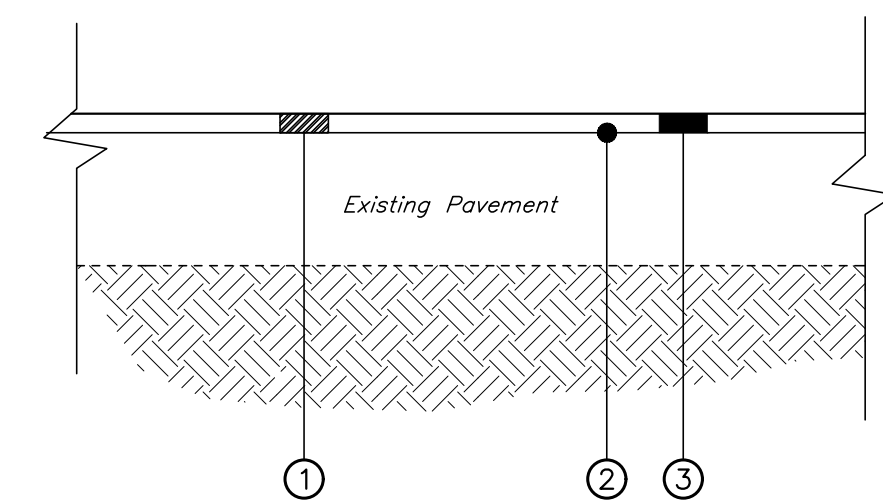
S.R. 752 WIDENING - APPROACH TAPER SECTION
 (Sta. 74+51.55 to Sta. 76+78.60)
 Not to Scale



S.R. 752 WIDENING - FULL WIDTH SECTION
 (Sta. 77+74.53 to Sta. 79+44.44)
 Not to Scale

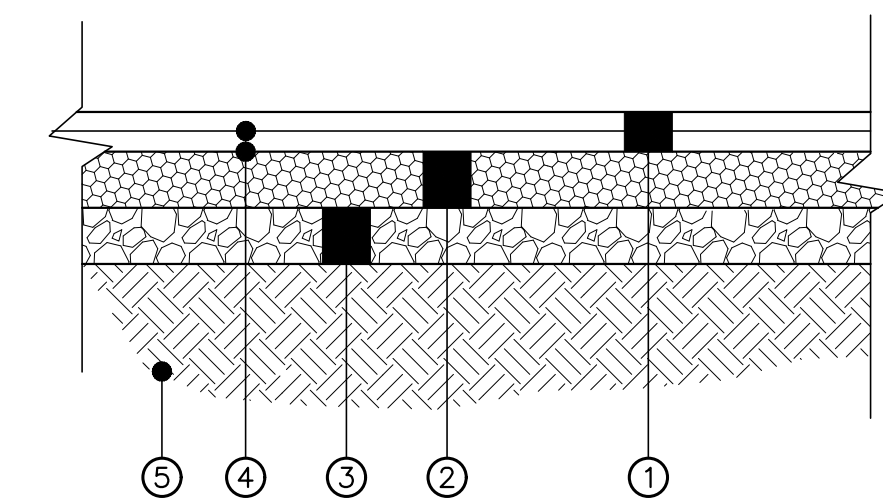


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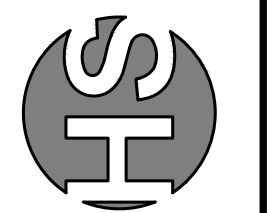
- LEGEND**
- ① Item 254, 1.5" of Pavement Planing
 - ② Item 407, Non-Tracking Tack Coat (Applied at 0.09 Gal/S.Y.)
 - ③ Item 441, 1.5" of Asphalt Concrete Surface Course, Type I (449), PG64-22

MILL AND OVERLAY SECTION
 Not to Scale



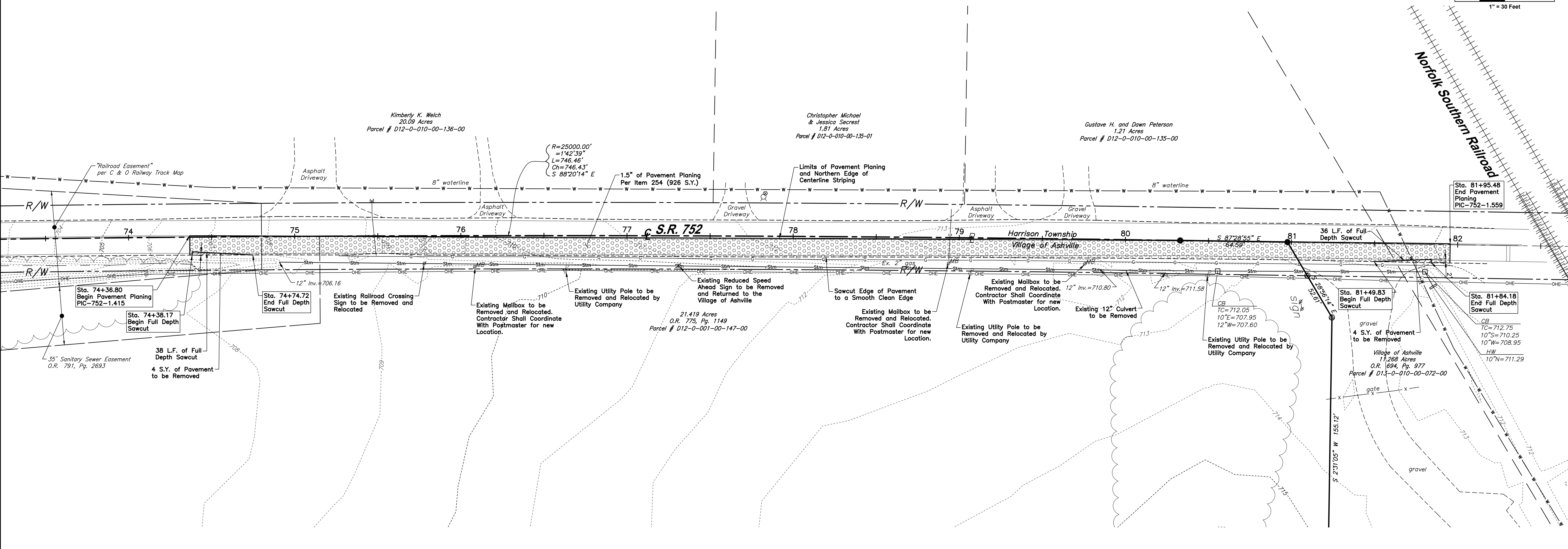
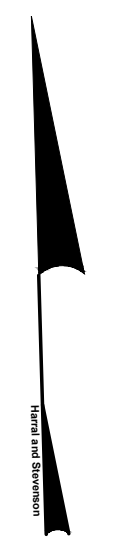
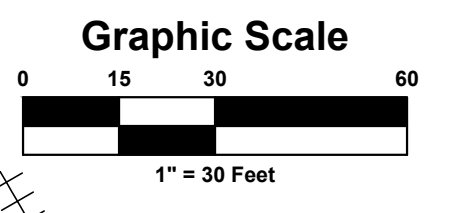
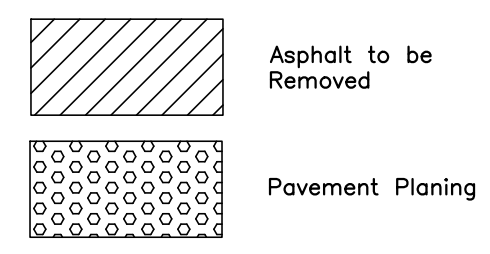
- LEGEND**
- ① Item 441, 3" of Asphalt Concrete Surface Course, Type I (449), PG64-22 (to be installed in 1.5" lifts)
 - ② Item 301, 6" Asphalt Concrete Base, (449), PG64-22
 - ③ Item 304, 6" Aggregate Base
 - ④ Item 407, Non-Tracking Tack Coat (Applied at 0.06 Gal/S.Y.)
 - ⑤ Item 204, Compacted Subgrade

ASPHALT PAVEMENT SECTION (FOR DRIVE APPROACH AND TURN LANE)
 Not to Scale



Revisions	Description	Mark
Drafted	By DLS	
Reviewed	By CES	

DEMOLITION LEGEND

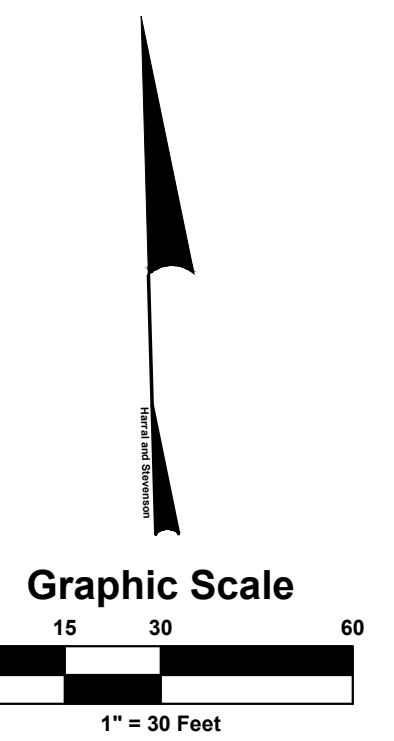


VILLAGE OF ASHVILLE, PICKAWAY COUNTY, OHIO
THE DISTILLERY
STATE ROUTE 752
STATE ROUTE 752 WIDENING PLAN
EXISTING SITE AND DEMOLITION PLAN

Harral and Stevenson
 Civil Engineering and Surveying
 2668 North Court Street
 Columbus, Ohio 43115
 Ph: 740.457.4432
 www.harralstevenson.com

Project:	E221073	Date:	April 28, 2023
Sheet:	4 / 13	Scale:	Horiz.: 1"=30'

Revisions	Description
Mark	
Drafted By:	DLS
Reviewed By:	CES

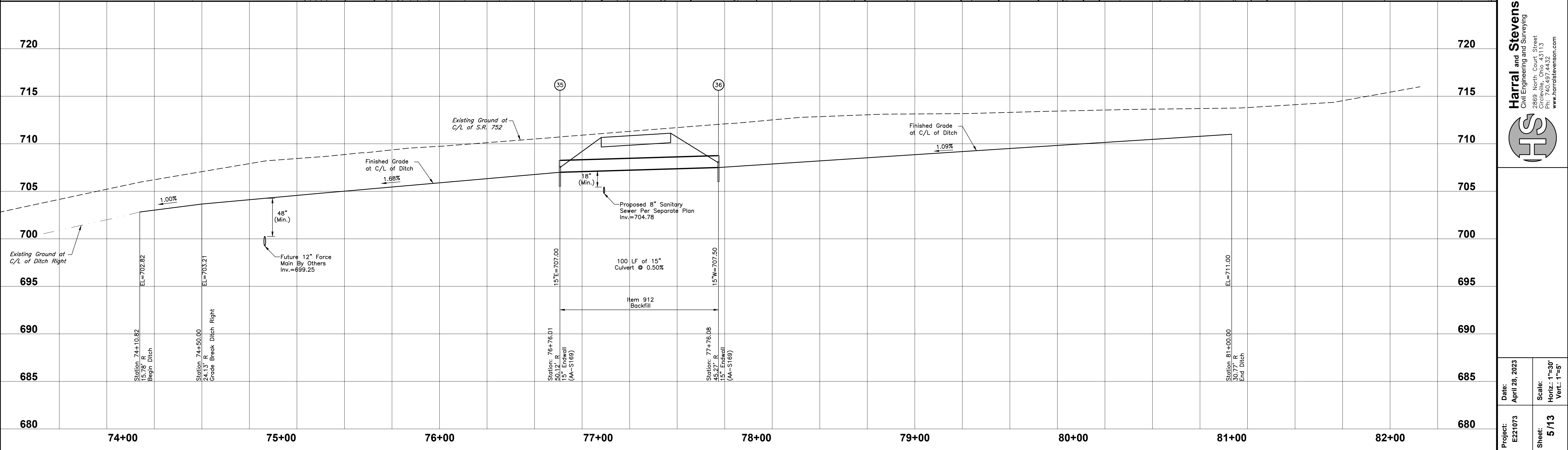
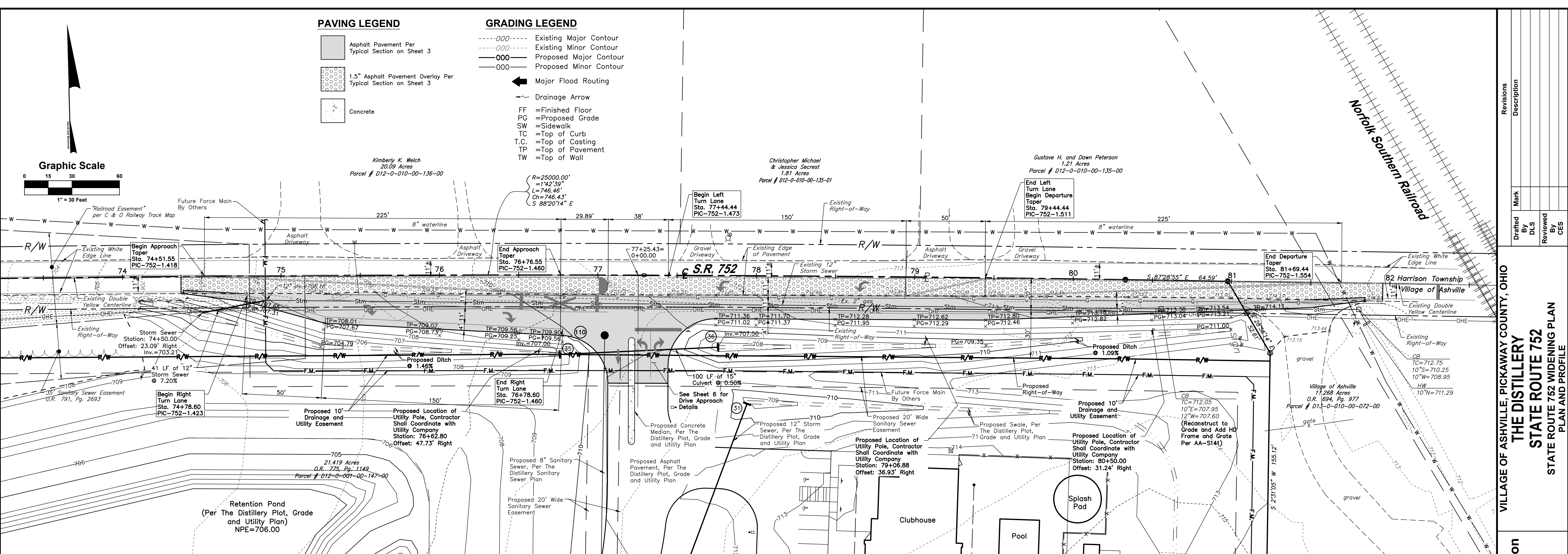


PAVING LEGEND

- Asphalt Pavement Per Typical Section on Sheet 3
- 1.5" Asphalt Pavement Overlay Per Typical Section on Sheet 3
- Concrete

GRADING LEGEND

- Existing Major Contour
- Existing Minor Contour
- Proposed Major Contour
- Proposed Minor Contour
- Major Flood Routing
- Drainage Arrow
- FF = Finished Floor
- PG = Proposed Grade
- SW = Sidewalk
- TC = Top of Curb
- T.C. = Top of Casting
- TP = Top of Pavement
- TW = Top of Wall



Revisions	
Description	Mark

VILLAGE OF ASHVILLE, PICKAWAY COUNTY, OHIO

THE DISTILLERY

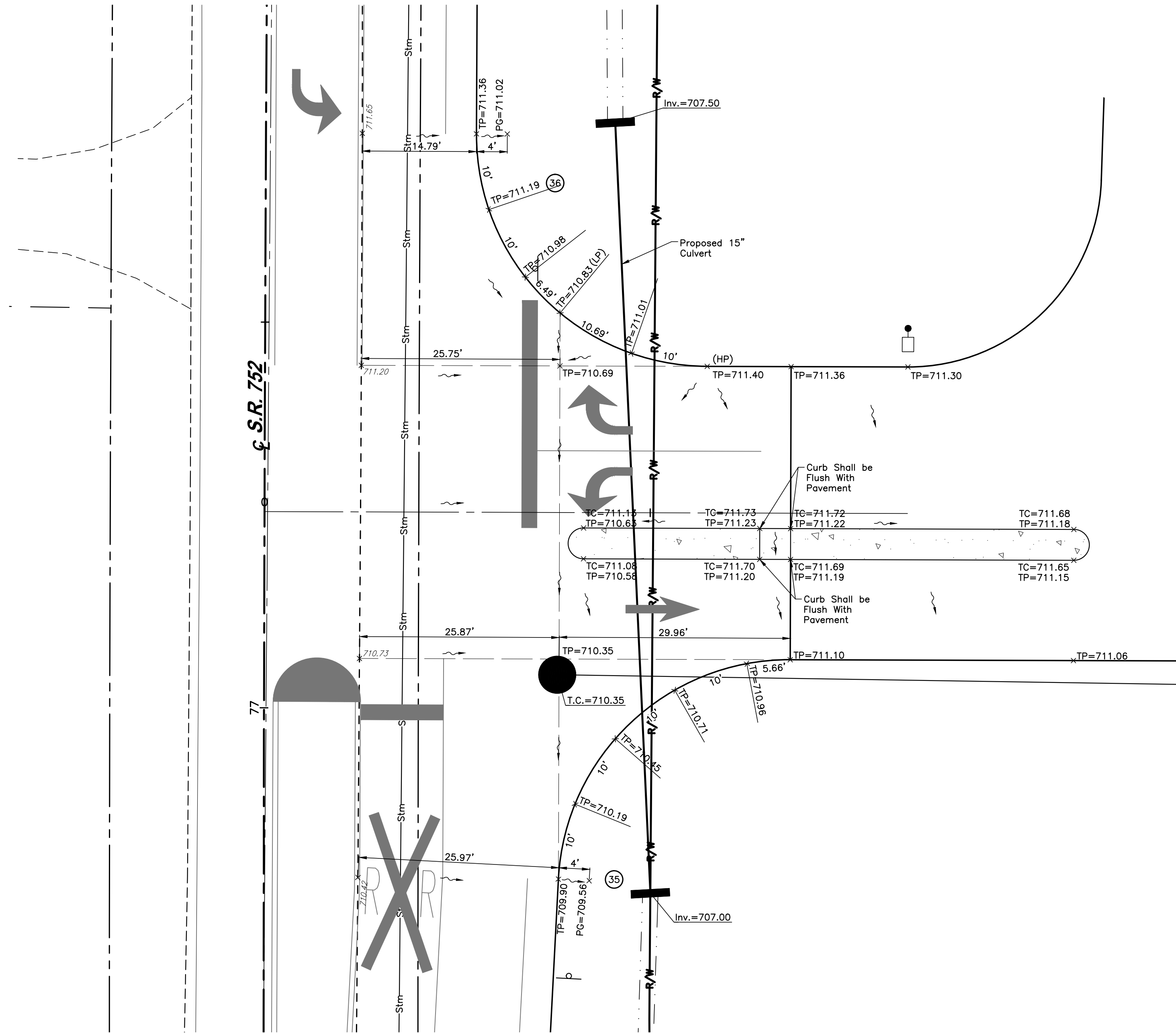
STATE ROUTE 752

PLAN AND PROFILE

Harral and Stevenson
Civil Engineering and Surveying
2868 North Court Street
Cincinnati, Ohio 45215
Ph: 740.497.4432
www.harralstevenson.com

Project: E221073
Date: April 28, 2023

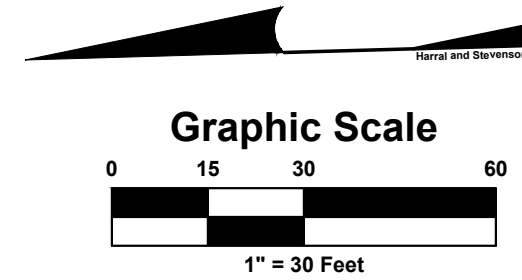
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GRADING DETAIL
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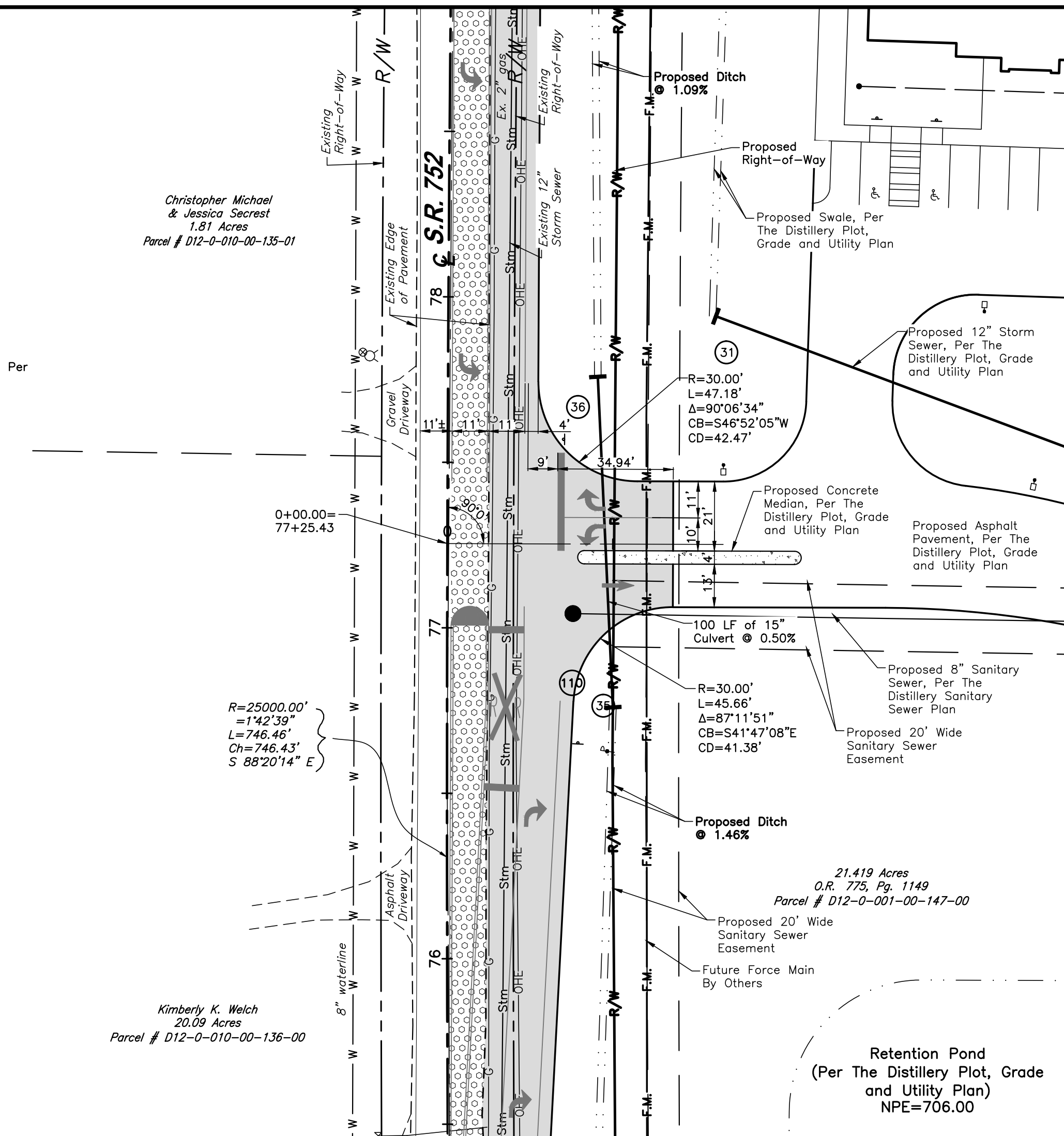
GRADING LEGEND

- ~ Drainage Arrow
- FF =Finished Floor
- PG =Proposed Grade
- SW =Sidewalk
- TC =Top of Curb
- TP =Top of Casting
- T.P. =Top of Pavement
- TW =Top of Wall



PAVING LEGEND

- Asphalt Pavement Per Typical Section on Sheet 3
- 1.5" Asphalt Pavement Overlay Per Typical Section on Sheet 3
- Concrete



Station	Edge of Pavement S.R. 752	Low Point	High Point	Existing Ground	Right-of-Way
720					720
715					715
710					710
705					705
700					700
695					695
690					690
685					685
680					680

VILLAGE OF ASHVILLE, PICKAWAY COUNTY, OHIO

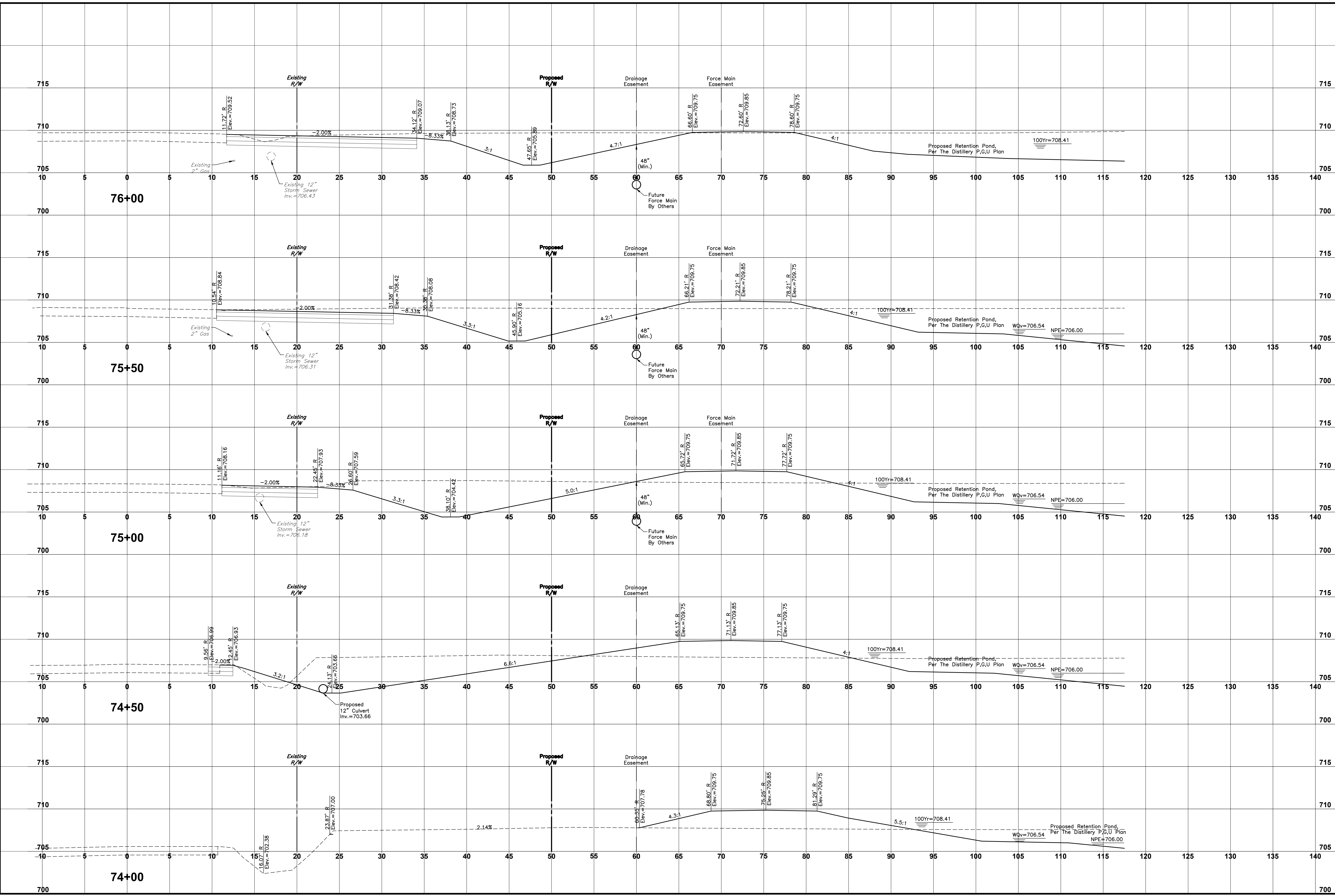
THE DISTILLERY
STATE ROUTE 752
DRIVE APPROACH DETAILS

Revisions	Description

Drafted By: DLS
Reviewed By: CES

Harral and Stevenson
Civil Engineering and Surveying
2669 North Court Street
Cincinnati, Ohio 45311
Ph: 740.497.4432
www.harralstevenson.com

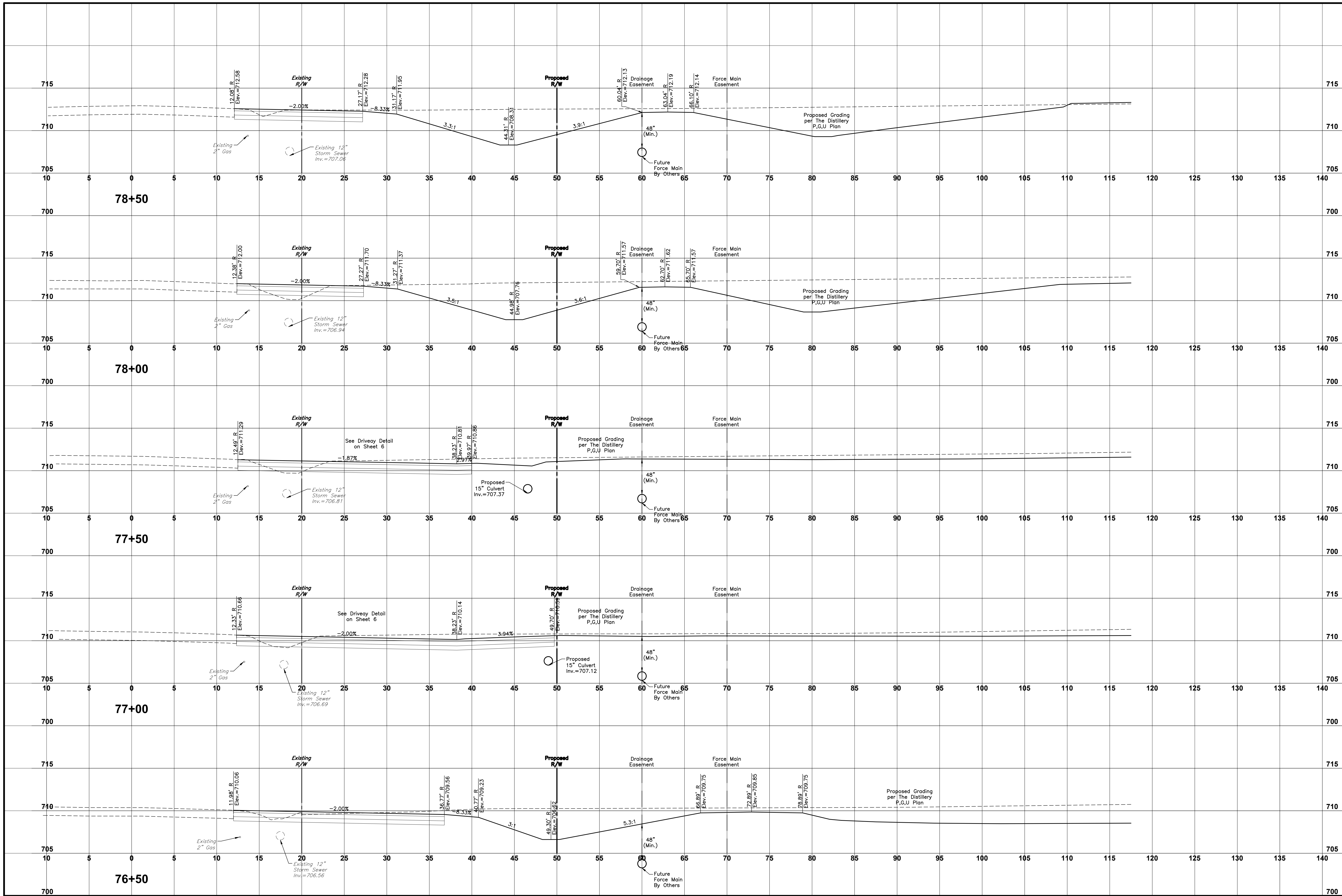
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Date: April 28, 2023
Sheet: 6/13
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Vert: 1"=5'



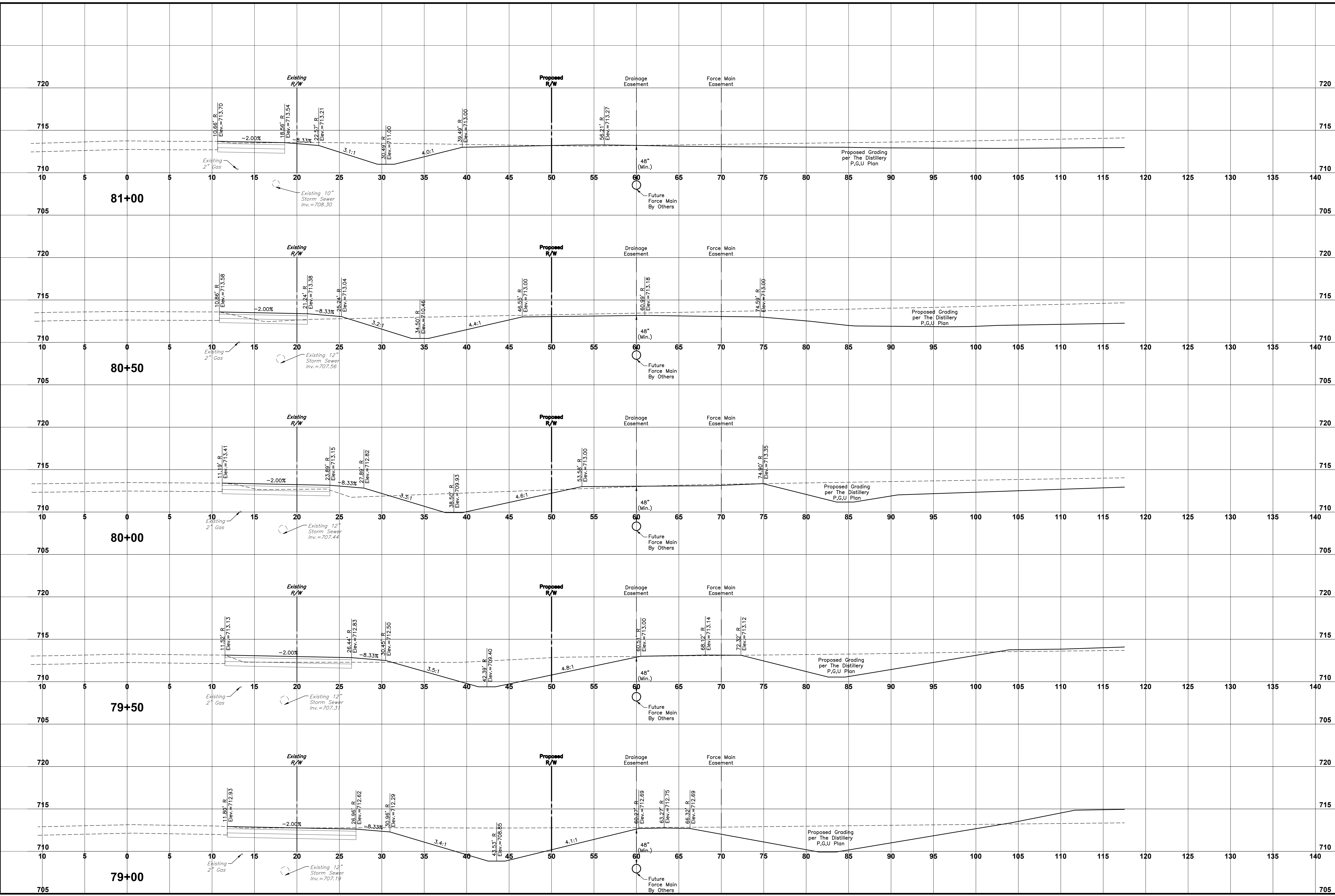
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Scale:	Hor: 1"=5'	Project:	Village of Ashville, Pickaway County, Ohio
	Vert: 1"=5'		The Distillery
Sheet:		State Route 752 Widening Plan	
Sheet:		Cross Sections Sta. 74+00 to Sta. 76+00	

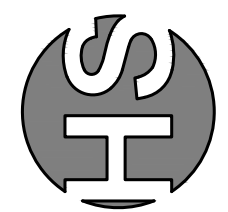
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 Columbus, Ohio 43115
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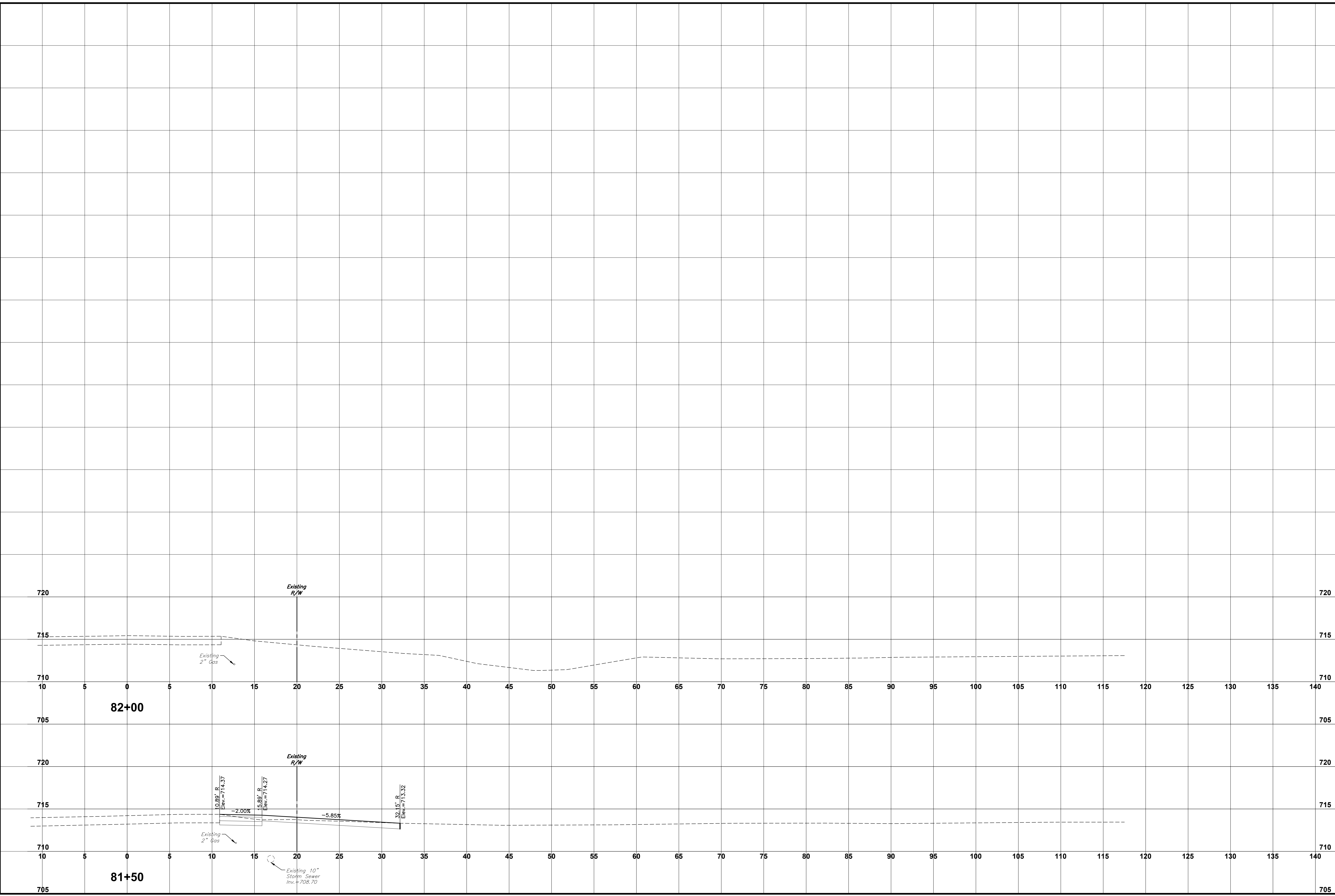
Revisions	Description
Mark	
Drafted	
By	DLS
Reviewed	CES

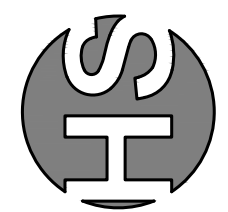


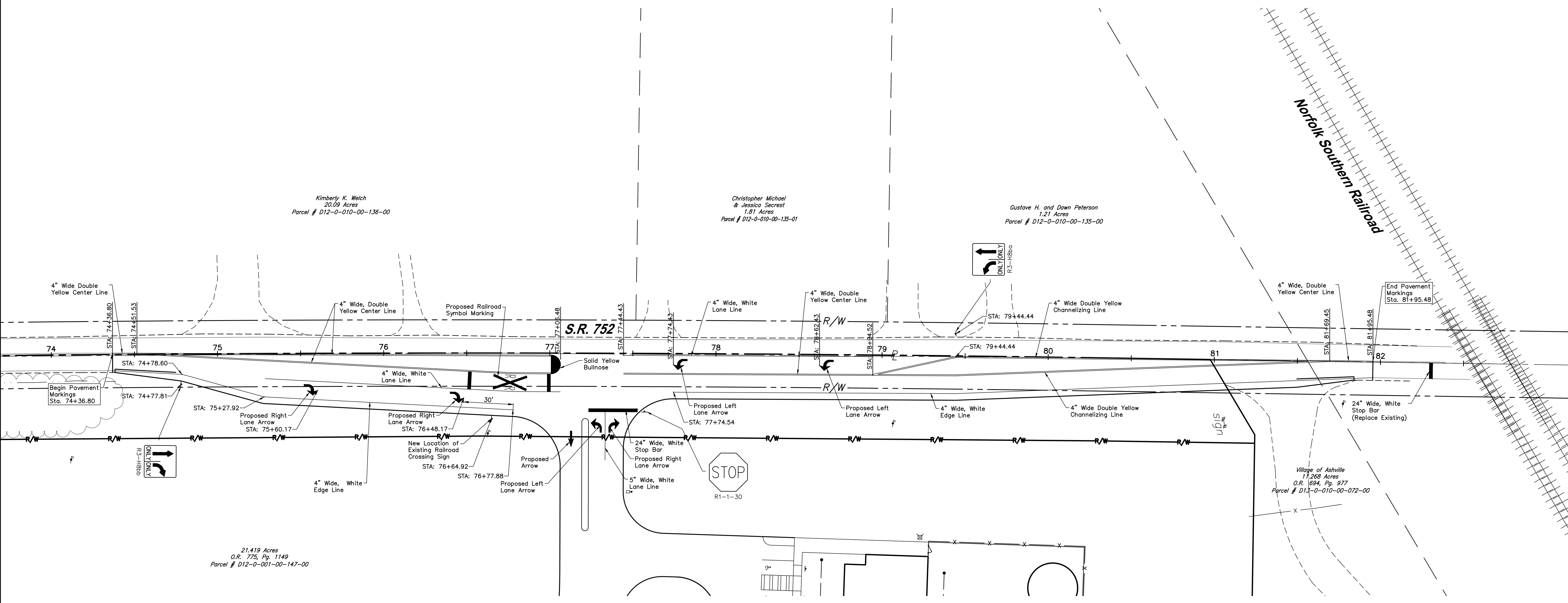
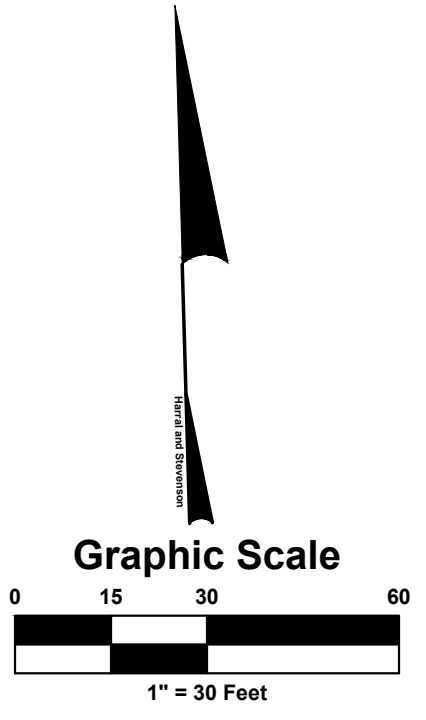
Project: E221073	Date: April 28, 2023	Scale: Hor: 1"=5' Vert: 1"=5'																
	Sheet: 8 / 13																	
<p>Harral and Stevenson Civil Engineering and Surveying 2868 North Court Street Columbus, OH 43115 Ph: 740.457.4432 www.harralstevenson.com</p>																		
<p>VILLAGE OF ASHVILLE, PICKAWAY COUNTY, OHIO THE DISTILLERY STATE ROUTE 752 STATE ROUTE 752 WIDENING PLAN CROSS SECTIONS STA. 76+50 TO STA. 78+50</p>																		
<table border="1"> <thead> <tr> <th>Revisions</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table>		Revisions	Description							<table border="1"> <thead> <tr> <th>Mark</th> <th>Reviewed By</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table>	Mark	Reviewed By						
Revisions	Description																	
Mark	Reviewed By																	
<table border="1"> <thead> <tr> <th>Drafted By</th> <th>Reviewed By</th> </tr> </thead> <tbody> <tr> <td>DLS</td> <td>CES</td> </tr> </tbody> </table>		Drafted By	Reviewed By	DLS	CES													
Drafted By	Reviewed By																	
DLS	CES																	



Project: E221073	Date: April 28, 2023	Scale: HORIZ: 1"=5' VERT: 1"=5'	Sheet: 9 / 13
	 Harral and Stevenson Civil Engineering and Surveying 2868 North Court Street Cincinnati, OH 45311 Ph: 740.497.4432 www.harralstevenson.com		
VILLAGE OF ASHVILLE, PICKAWAY COUNTY, OHIO THE DISTILLERY STATE ROUTE 752 STATE ROUTE 752 WIDENING PLAN CROSS SECTIONS STA. 79+00 TO STA. 81+00			
Revisions Description Mark Drafted By: DLS Reviewed By: CES			



Project: E221073	Date: April 28, 2023	Sheet: 10/13	Scale: Horz: 1"=5' Vert: 1"=5'
	Revisions		
VILLAGE OF ASHVILLE, PICKAWAY COUNTY, OHIO THE DISTILLERY STATE ROUTE 752 STATE ROUTE 752 WIDENING PLAN CROSS SECTIONS STA. 81+50 TO STA. 82+00		Drafted By: DLS Reviewed By: CES	
Harral and Stevenson Civil Engineering and Surveying 2868 North Court Street Cincinnati, OH 45215 Ph: 740.497.4432 www.harralstevenson.com			



Kimberly K. Welch
20.08 Acres
Parcel # D12-0-010-00-136-00

Christopher Michael
& Jessica Seest
1.81 Acres
Parcel # D12-0-010-00-135-01

Gustave H. and Dawn Peterson
1.21 Acres
Parcel # D12-0-010-00-135-00

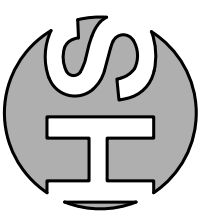
Village of Ashville
17.268 Acres
O.R. 694, Pg. 977
Parcel # D13-0-010-00-072-00

21.419 Acres
O.R. 775, Pg. 1149
Parcel # D12-0-001-00-147-00

Revisions	Mark	Description
Drafted By	DLS	
Reviewed By	CES	

VILLAGE OF ASHVILLE, PICKAWAY COUNTY, OHIO
THE DISTILLERY
STATE ROUTE 752
STATE ROUTE 752 WIDENING PLAN
PAVEMENT MARKING AND SIGNING PLAN

Harral and Stevenson
Civil Engineering and Surveying
2868 North Court Street
Cincinnati, OH 45215
Ph: 740.497.4432
www.harralstevenson.com



Project:	E221073
Date:	April 28, 2023
Sheet:	11/13
Scale:	1"=30'

MAINTENANCE OF TRAFFIC NOTES

A. TEMPORARY TRAFFIC CONTROL ITEMS:

1. ALL TEMPORARY TRAFFIC CONTROL (TTC) DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (OMUTCD), (CURRENT EDITION). COPIES ARE AVAILABLE FROM THE OHIO DEPARTMENT OF TRANSPORTATION, OFFICE OF CONTRACTS, 1980 WEST BROAD STREET, COLUMBUS, OHIO, 43216. NOTE: ALL DEVICES SHALL COMPLY, FOR CONDITION AND LOCATION, WITH THE CURRENT EDITION OF THE NCHRP 350 CRASH TESTING GUIDELINES.

2. CONSTRUCTION OPERATIONS SHALL NOT BEGIN UNTIL ALL TRAFFIC CONTROL IS IN PLACE AND APPROVED BY THE DEPARTMENT OF PUBLIC SERVICE INSPECTOR. IF THE CONTRACTOR DOES NOT COMPLY WITH THE STANDARDS, INCLUDING THE INSTALLATION OF TEMPORARY PAVEMENT MARKINGS AND THE REMOVAL OF CONFLICTING TRAFFIC CONTROLS, THEIR PERMIT SHALL BE REVOKED AND ALL WORK SHALL BE TERMINATED. TEMPORARY PAVEMENT MARKINGS TO INCLUDE, BUT NOT LIMITED TO, CHANNELIZING LINES, EDGE LINES, AND CENTERLINES SHALL BE INSTALLED AND MAINTAINED ON ALL CONSTRUCTION OPERATIONS LASTING A MINIMUM OF 14 CALENDAR DAYS OR AS DIRECTED BY THE TEMPORARY TRAFFIC CONTROL COORDINATOR OR THE PROJECT ENGINEER.

3. THE CONTRACTOR SHALL GIVE ADVANCE NOTIFICATION (WRITTEN AND VERBALLY) TO THE TEMPORARY TRAFFIC CONTROL COORDINATOR AT 645-6269 OR 645 5845, THE COLUMBUS PAVING THE WAY PROGRAM COORDINATOR AT 645-7283 OR 645 6016, OR PAVINGTHEWAY@COLUMBUS.GOV, AND THE PROJECT ENGINEER, INFORMING THEM OF ALL UPCOMING MAINTENANCE OF TRAFFIC CHANGES ON A WEEKLY BASIS. NOTIFICATION SHALL INCLUDE, BUT NOT LIMITED TO, WHAT, WHERE, WHEN, AND HOW PEDESTRIAN AND VEHICULAR TRAFFIC WILL BE AFFECTED, AND THE TEMPORARY TRAFFIC CONTROL PROCEDURES THE CONTRACTOR IS PLANNING TO USE. THE TYPE OF TRAFFIC CHANGES SHALL DETERMINE THE LENGTH OF ADVANCE NOTIFICATION REQUIRED:
TYPE OF CHANGE: ADVANCE NOTIFICATION NEEDED.

DETOURS / ROAD CLOSURES: 30-DAY NOTIFICATION PRIOR TO CLOSURE

LANE CLOSURE LASTING TWO WEEKS OR MORE: 2-WEEKS

LANE CLOSURES LESS THAN TWO WEEKS: 3-DAYS

LANE CLOSURE OF TWO DAYS OR LESS: 1-DAY

THE COLUMBUS PAVING THE WAY PROGRAM COORDINATOR SHALL BE SUPPLIED COPIES OF ALL NOTIFICATION LETTERS SENT TO AREA BUSINESSES AND RESIDENTS.

THE COTA SENIOR SERVICE PLANNER SHALL BE CONTACTED 30 DAYS PRIOR TO ANY PLANNED CLOSURE ON ASSIGNED COTA ROUTES. ANY OTHER UNFORESEEN IMPACTS TO TRAFFIC SHALL BE IMMEDIATELY REPORTED AS THEY OCCUR.

4. ACCESS FOR PEDESTRIAN AND VEHICULAR TRAFFIC TO ALL ADJOINING PROPERTIES SHALL BE MAINTAINED AT ALL TIMES.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND SAFE MOVEMENT OF PEDESTRIANS THROUGH, AROUND, OR DETOURED AWAY FROM THE CONSTRUCTION SITE. TRAFFIC CONTROL FOR PEDESTRIAN MOVEMENT SHALL BE AS PER FIGURES 6H-28 (TA-28) AND 6H-29 (TA-29) OF PART VI OF THE OMUTCD. ALL SIDEWALK DIVERSIONS AND TEMPORARY MID-BLOCK CROSSINGS SHALL BE PRE-APPROVED BY THE PROJECT ENGINEER OR THE TEMPORARY TRAFFIC CONTROL COORDINATOR.

6. THE CONTRACTOR SHALL MAINTAIN ALL PERMANENT TRAFFIC CONTROLS NOT IN CONFLICT WITH THE TEMPORARY TRAFFIC CONTROLS THROUGHOUT THIS PROJECT. PERMANENT TRAFFIC CONTROLS MAY BE TEMPORARILY RELOCATED OR COVERED, AS APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL ASSUME ALL LIABILITY FOR MISSING, DAMAGED, OR IMPROPERLY PLACED SIGNS.

7. ANY WORK DONE BY THE DEPARTMENT OF PUBLIC SERVICE, INCLUDING INSTALLATION, RELOCATION, REMOVAL AND/OR REPLACEMENT OF TEMPORARY TRAFFIC CONTROL DEVICES AS RESULT OF WORK DONE BY THE CONTRACTOR OR AS A RESULT OF NEGLIGENCE OF THE CONTRACTOR, SHALL BE AT THE CONTRACTORS' EXPENSE.

8. THE ROADWAY SHALL NOT BE OPENED TO NON-CONSTRUCTION TRAFFIC UNTIL THE CRITICAL PERMANENT TRAFFIC CONTROL ARE IN PLACE, OR UNTIL TEMPORARY TRAFFIC CONTROLS APPROVED BY THE ENGINEER, ARE INSTALLED. THE CRITICAL PERMANENT TRAFFIC CONTROL ARE STOP, YIELD, ONE-WAY, DO NOT ENTER, AND RESTRICTED TURN SIGNS. OTHER CRITICAL SIGNS MAY BE NOTED ON THE PLANS AS WELL. THE CONTRACTOR ASSUMES ALL LIABILITY FOR THE PREMATURE REMOVAL OF TEMPORARY TRAFFIC CONTROLS.

9. ITEM 614 - MAINTAINING TRAFFIC, LUMP SUM: ALL COSTS THAT CONSIST OF MAINTAINING AND PROTECTING VEHICULAR AND PEDESTRIAN TRAFFIC ACCORDING TO THE LATEST EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (OMUTCD), AND PER THE REQUIREMENTS DESIGNATED IN THE PLAN INCLUDING ALL LAW ENFORCEMENT OFFICER (LEO) AND FLAGGER HOURS SHALL BE INCLUDED IN THE LUMP SUM ITEM 614.

IN ADDITION TO THE REQUIREMENTS HEREIN, AND THE LATEST EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, A UNIFORMED LAW ENFORCEMENT OFFICER (LEO) SHALL BE PROVIDED FOR CONTROLLING TRAFFIC UNDER THE FOLLOWING CONDITIONS:

- WORK WITHIN A SIGNALIZED INTERSECTION, DEFINED AS THE AREA BOUNDED BY THE REAR CROSSWALK LINES

- WHEN FLAGGING WITHIN THE INTERSECTION OF TWO ARTERIAL ROADWAYS
- WHEN SPECIFIED IN THE MAINTENANCE OF TRAFFIC PLAN OR AS DIRECTED BY THE PROJECT ENGINEER

- WHEN SHIFTING TRAFFIC LEFT OF CENTER, THROUGH A SIGNALIZED INTERSECTION, WITHOUT SHIFTING SIGNAL HEADS

A FLAGGER SHALL BE UTILIZED TO ASSIST IN CONTROLLING TRAFFIC WHILE EQUIPMENT IS ENTERING OR EXITING AN INTERSECTION OR WORK ZONE. THE CONTRACTOR MAY UTILIZE HIS OWN OR LEO UNDER PAY ITEM 614 MAINTAINING TRAFFIC, LUMP SUM.

FLAGGERS AND LEO'S SHALL BE EQUIPPED ACCORDING TO THE STANDARDS FOR FLAGGING TRAFFIC CONTAINED IN THE OMUTCD. FLAGGING OPERATIONS PERFORMED BY LEO'S OR DESIGNATED FLAGGERS SHALL ONLY BE PERMITTED AS LONG AS ALL TRAFFIC CONTROL IS IN PLACE ACCORDING TO FIGURE 6H-10 (TA-10) IN THE OHIO MANUAL. PATROL CARS SHALL NOT BE USED IN FLAGGING OPERATIONS.

IF THE CONTRACTOR WISHES TO UTILIZE LEO'S FOR TRAFFIC CONTROL OTHER THAN FOR THE REQUIRED IN THE PLANS, THEY DO SO AT THEIR OWN EXPENSE. THE CONTRACTOR SHALL MAKE ARRANGEMENT THROUGH THE PICKAWAY COUNTY SHERIFF'S OFFICE. LEO'S SHALL BE CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR ACTIONS. LEO'S SHALL NOT HAVE THE AUTHORITY TO CHANGE, EDIT, OR MODIFY ANY MAINTENANCE OF TRAFFIC SCHEME WITHOUT THE PERMISSION OF THE TEMPORARY TRAFFIC CONTROL COORDINATOR OR PROJECT ENGINEER UNLESS AN EMERGENCY DEVELOPS.

IF A SAFETY HAZARD DEVELOPS, A LEO MAY BE ASSIGNED BY THE COLUMBUS SAFETY AND SERVICES DIRECTOR AT THE CONTRACTOR'S EXPENSE.

TYPE C STEADY-BURN OR TYPE D 360-DEGREE STEADY-BURN WARNING LIGHTS SHALL BE REQUIRED ON ALL BARRICADES, DRUMS, AND SIMILAR TRAFFIC CONTROL DEVICES IN USE AT NIGHT. ONLY 42" REFLECTORIZED CHANNELIZING DEVICES (CONES) SHALL BE PERMITTED FOR NIGHTTIME WORK WITH THE APPROVAL OF THE TTC COORDINATOR AT 645-6269 OR 645-5845 PER ODOT STANDARDS.

ALL EXISTING TRAFFIC LANES SHALL BE OPEN TO TRAFFIC AT ALL TIMES ON: STATE ROUTE 752.

EXISTING PERMANENT TRAFFIC CONTROL ITEMS:

1. ANY WORK DONE BY THE DEPARTMENT OF PUBLIC SERVICE, INCLUDING INSTALLATION, RELOCATION, REMOVAL AND/OR REPLACEMENT OF PERMANENT TRAFFIC CONTROL DEVICES AS A RESULT OF WORK DONE BY THE CONTRACTOR OR AS A RESULT OF NEGLIGENCE OF THE CONTRACTOR, SHALL BE AT THE CONTRACTOR'S EXPENSE.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REINSTALLATION AND/OR REPLACEMENT OF ALL PERMANENT TRAFFIC CONTROL DEVICES DAMAGED OR REMOVED DURING CONSTRUCTION. PERMANENT TRAFFIC CONTROL NO LONGER IN CONFLICT WITH TEMPORARY TRAFFIC CONTROL SHALL BE REPLACED IMMEDIATELY.

TRAFFIC OPERATIONS' PERSONNEL SHALL LOCATE AND MARK ALL UNDERGROUND TRAFFIC CONTROL CABLES. THE TRAFFIC OPERATIONS SHOP SHALL BE NOTIFIED 645 7393 (FAX 645-5967) AT LEAST FORTY-EIGHT (48) HOURS (EXCLUDING SAT. & SUN.) PRIOR TO THE BEGINNING OF ANY WORK WITHIN 450 FEET OF ANY SIGNALIZED INTERSECTION(S) OR WITHIN ANY POSTED AREA WHERE THE DEPARTMENT HAS UNDERGROUND CABLE. THE SIGNAL OPERATION ENGINEER (645-6418) SHALL BE NOTIFIED SIX (6) WEEKS IN ADVANCE FOR SIGNAL REVISIONS OR POLE RELOCATIONS.

WHEN ANY TRAFFIC CONTROL DEVICE, CONDUIT, OR CABLE IS DAMAGED, THE CONTRACTOR SHALL NOTIFY SIGNAL OPERATION PERSONNEL AT 645-0423 (CELL 419-4501) BETWEEN 7:00 AM AND 4:00 PM, MONDAY THROUGH FRIDAY. IF UNABLE TO MAKE CONTACT THROUGH THE OTHER NUMBERS, CALL 645-7393.

ACCESS TO PRIVATE PROPERTY:

ACCESS TO DRIVES SHALL BE MAINTAINED VIA EXISTING PAVEMENT OR TEMPORARY PAVEMENT. IN THE EVENT THAT A DRIVE CANNOT BE MAINTAINED AND A CLOSURE IS NEEDED THE CONTRACTOR WILL COORDINATE WITH THE PROPERTY OWNER TO MINIMIZE THE IMPACT TO THE OWNER.

COMMERCIAL PROPERTY WITH MULTIPLE DRIVES MAY HAVE ONE DRIVE CLOSED WHEN WORKING IN THE OF THE DRIVE. COMMERCIAL PROPERTY WITH ONLY ONE DRIVEWAY OR DRIVEWAYS WITH ONE DIRECTION TRAFFIC USE WILL BE CONSTRUCTED PART WIDTH. THE CONTRACTOR WILL COORDINATE WITH THE PROPERTY OWNER TO MINIMIZE THE IMPACT TO THE OWNER.

MAINTAIN ACCESS TO RESIDENTIAL PROPERTIES AT ALL TIMES. WHEN A RESIDENTIAL DRIVE IS CLOSED FOR CONSTRUCTION, MAINTAIN ALTERNATE ACCESS TO THE PROPERTY. IT MAY BE REQUIRED FOR THE CONTRACTOR TO MAINTAIN ONE PASSABLE LANE WITHIN A CLOSURE IN ORDER FOR VEHICLES TO ACCESS RESIDENCY WITH A VEHICLE.

UNLESS CALLED OUT IN THE PLANS THE CONTRACTOR WILL COORDINATED ANY CLOSURES WITH PROPERTY OWNER AND BE RESPONSIBLE FOR ANY AND ALL PROPERTY USE AGREEMENTS FOR ALTERNATIVE ACCESS.

SUCCESSFULLY NOTIFY THE OCCUPANTS/OWNERS OF COMMERCIAL OR RESIDENTIAL DRIVES TO BE CLOSED AND COORDINATE THE CLOSURE AT LEAST 48 HOURS BEFORE THE CLOSURE BEGINS (SIMPLY LEAVING A WRITTEN NOTICE OR PHONE MESSAGE IS NOT SUFFICIENT). COORDINATE ALTERNATE ACCESS TO RESIDENTIAL PROPERTIES WITH THE OWNER/OCCUPANT.

PAYMENT FOR ALL LABOR, EQUIPMENT, LAW ENFORCEMENT OFFICERS AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC UNLESS ITEMIZED SEPARATELY.

DROPOFFS IN WORK ZONES:

THE DROPOFF ADJACENT TO THE TRAVELED LANE SHALL MEET THE CRITERIA OUTLINED IN STANDARD DRAWING MT-101.90. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR MATERIALS, LABOR OR EQUIPMENT NECESSARY TO MEET THE REQUIREMENTS OF MT-101.90.

LANES OPEN DURING HOLIDAYS AND SPECIAL EVENTS:
NO WORK SHALL BE PERFORMED AND THE SAME NUMBER OF LANES AS WERE AVAILABLE AT THE START OF THE PROJECT SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS:

HOLIDAYS
NEW YEAR'S (OBSERVED) LABOR DAY
TOTAL SOLAR ECLIPSE (4/8/24) GENERAL/REGULAR ELECTION DAY (NOV)
MEMORIAL DAY THANKSGIVING
FOURTH OF JULY (OBSERVED) CHRISTMAS(OBSERVED)

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR SPECIAL EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY OR SPECIAL EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00 NOON FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00 NOON FRIDAY THROUGH 6:00 AM TUESDAY
MONDAY (TOTAL SOLAR ECLIPSE)	12:00 NOON FRIDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY	12:00 NOON MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY (GEN/REG ELECTION)	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00 NOON TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00 NOON WEDNESDAY THROUGH 6:00 AM FRIDAY
THANKSGIVING	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00 NOON THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00 NOON FRIDAY THROUGH 6:00 AM MONDAY

SPECIAL EVENTS
NONE

DURING THE SAME PERIODS, MAINTAIN PEDESTRIAN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

ITEM 614. LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS:
USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:

ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC. WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIDGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR
THE ACTIVE WORK AREA LATERALLY CLOSEST TO THE OPEN TRAVELED LANE; OR
OTHER LOCATION AS APPROVED BY THE ENGINEER.

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION OR AT THE POINT OF ROAD CLOSURE, AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES ARE TO BE PAID UNDER ITEM 614 MAINTAINING TRAFFIC, LUMP, SUM.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 10 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

ITEM 614 - MAINTAINING TRAFFIC:
ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (CURRENT EDITION). COPIES ARE AVAILABLE FROM,

THE OHIO DEPARTMENT OF TRANSPORTATION BUREAU OF TRAFFIC,
1980 WEST BROAD STREET
COLUMBUS, OHIO 43223

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER AND/OR ODOT. 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 OR ODOT, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

CONSTRUCTION OPERATIONS SHALL NOT BEGIN UNTIL ALL TRAFFIC CONTROL IS IN PLACE AND APPROVED BY ODOT PERSONNEL. THE CONSTRUCTION INSPECTOR SHALL APPROVE ALL TEMPORARY TRAFFIC CONTROL DEVICES FOR CONDITION AND LOCATION BEFORE THE CONTRACTOR WILL BE ALLOWED TO BEGIN WORK. IF THE CONTRACTOR DOES NOT COMPLY WITH THE STANDARDS, THE WORK PERMIT SHALL BE REVOKED AND ALL WORK SHALL BE TERMINATED.

NOTIFICATION OF CONSTRUCTION INITIATION:
AT LEAST FOURTEEN DAYS PRIOR TO STARTING INITIAL CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL ADVISE THE DISTRICT OFFICE OF COMMUNICATIONS VIA EMAIL AT D06.PIO@DOT.OHIO.GOV, THE DISTRICT WORK ZONE TRAFFIC MANAGER VIA EMAIL AT D06.MOT@DOT.OHIO.GOV AND THE CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION VIA EMAIL AT HAULING.PERMITS@DOT.OHIO.GOV OF THE ANTICIPATED START DATE OF ANY CONSTRUCTION ACTIVITIES INCLUDING BUT NOT LIMITED TO THE PLACING OF WORK ZONE SIGNS. THE NOTIFICATION SHALL ALSO INCLUDE THE PROJECT NUMBER, PERMIT APPLICATION NUMBER, NAME AND PHONE NUMBER OF THE CONTRACTOR, A POINT OF CONTACT AND THE ANTICIPATED IMPACT ON TRAFFIC. THE CONTRACTOR WILL IMMEDIATELY INFORM THE DISTRICT OFFICE OF COMMUNICATIONS AND THE DISTRICT WORK ZONE TRAFFIC MANAGER OF ANY AND ALL DELAYS AND/OR CHANGES REGARDING THE CONSTRUCTION INITIATION DATE.

NOTIFICATION OF TRAFFIC RESTRICTIONS:
THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT MANAGER, COUNTY MANAGER, THE DISTRICT 6 PUBLIC INFORMATION OFFICE AT D06.PIO@DOT.OHIO.GOV AND THE DISTRICT WORK ZONE TRAFFIC MANAGER AT D06.MOT@DOT.OHIO.GOV IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE BUT IS NOT LIMITED TO ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER OR ODOT.

NOTIFICATION TIME FRAME TABLE

ITEM	DURATION OF CLOSURE	NOTIFICATION DUE TO DISTRICT 6 COMMUNICATIONS OFFICE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	7 CALENDAR DAYS PRIOR TO CLOSURE
	<=12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE	2 BUSINESS DAYS PRIOR TO CLOSURE

LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE	

START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION	
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ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT MANAGER, COUNTY MANAGER, THE DISTRICT 6 PUBLIC INFORMATION OFFICE AND THE DISTRICT WORK ZONE TRAFFIC MANAGER USING THE NOTIFICATION TIME FRAME TABLE.

APPLICANT SHALL FILL OUT AND SUBMIT TO PIO & DWZTM ODOT DISTRICT SIX - PERMIT AND LOCAL LET CLOSURE AND RESTRICTION FORM EXCEL WHEN NOTIFYING THEM OF THE UPCOMING TRAFFIC RESTRICTION.

TRUCK MOUNTED ATTENUATOR (TMA) - TWO LANE ROADS:
WHEN WORKING IN A CLOSED LANE OR SHOULDER ON A TWO-LANE HIGHWAY WITHOUT TEMPORARY OR PERMANENT TRAFFIC BARRIERS SEPARATING THE WORK AREA FROM THE TRAVELED LANE, A TRUCK MOUNTED ATTENUATOR (TMA) SHALL BE PROVIDED TO PROTECT EACH WORK AREA IN ACCORDANCE WITH OMUTCD TYPICAL APPLICATION (TA) 4, TA-6 AND TA-17, ALONG WITH STANDARD CONSTRUCTION DRAWING (SCD) MT-97.10. THE TMA SHALL BE PLACED IN SUCH A WAY TO ADEQUATELY PROTECT THE WORKERS INSIDE THE WORK ZONE. THE TMA IS NOT INTENDED TO BE USED AS OR SUBSTITUTED FOR THE FLAGGERS AND/OR WARNING SIGNS AND DEVICES. FURNISH A TMA THAT IS NCHRP-350 (MANUFACTURED PRIOR TO 1/1/20) OR MASH TL-3 COMPLIANT. THE COST FOR PROVIDING THE TMA SHALL INCLUDE ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE REPLACEMENT AND IS TO BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

WORK SITE LIGHTING:
FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR, AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK COMMENCES. PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

FREEWAY SAFETY
A CREW MEMBER IS TO BE THE SAFETY PERSON WHILE CREWS ARE WORKING IN ALL FREEWAY RIGHT-OF-WAY. THIS MEMBER IS NOT TO BE ACTIVE IN THE ACTUAL WORK OF THE CREW WHILE THEY ARE IN THE RIGHT-OF-WAY AREA. THEIR SOLE JOB IS TO BE AWARE OF THE TRAFFIC AND TO KEEP ALL CREW MEMBERS SAFE.

BORE PITS, EARTHWORK AND TRENCHES BEYOND THE SHOULDER

BORE PITS, EARTHWORK AND TRENCHES WITHIN ODOT RIGHT-OF-WAY MUST BE OUTSIDE OF THE DITCH SECTION AND PROTECTED IN ACCORDANCE WITH ODOT'S STANDARD CONSTRUCTION DRAWING MT-101.90. "DROPOFFS IN WORK ZONES".

- A PIT/TRENCH 4 TO 12 FEET FROM THE EDGE OF TRAVELED LANE AND GREATER THAN 12 INCHES DEEP MUST HAVE DRUMS DURING THE DAY AND PCB AT NIGHT UNLESS SECURELY PLATED OR BACKFILLED TO WITHIN 12 INCHES. SEE MT-101.90 FOR ADDITIONAL INFORMATION.

- A PIT/TRENCH 12 TO 30 FEET FROM THE EDGE OF TRAVELED LANE AND GREATER THAN 24 INCHES DEEP MUST HAVE DRUMS DURING THE DAY AND PCB AT NIGHT UNLESS SECURELY PLATED OR BACKFILLED TO WITHIN 24 INCHES. SEE MT-101.90 FOR ADDITIONAL INFORMATION.

THE LENGTH OF THE 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.

PROTECTION FROM DROP OFF CONDITIONS IN THE WORK_ZONE
ALL DROP-OFF CONDITIONS WITHIN THE WORK_ZONE MUST BE PROTECTED IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING MT-101.90.

CONSTRUCTION ENTRANCE WITH LIMITED SIGHT DISTANCE OR HIGH TRAFFIC VOLUMES
DUE TO THE LIMITED SIGHT DISTANCE OR HIGH TRAFFIC VOLUMES, PLACE "CONSTRUCTION ENTRANCE" AND "TRUCKS ENTERING/EXITING HIGHWAY" SIGNS NEAR THE CONSTRUCTION DRIVE IN ACCORDANCE WITH ODOT STANDARD CONSTRUCTION DRAWING MT-103.10 - CONSTRUCTION ACCESS POINTS.

MUD, DIRT AND DEBRIS
THE TRACKING OR SPILLAGE OF MUD, DIRT OR DEBRIS UPON STATE HIGHWAYS IS PROHIBITED AND ANY SUCH OCCURRENCE SHALL BE CLEANED UP IMMEDIATELY BY THE CONTRACTOR.

VEHICLE PARKING
WORKSITE INGRESS AND EGRESS MEETING THE DESCRIPTIONS BELOW SHALL NOT OCCUR DURING PEAK HOURS. PEAK HOURS ARE CONSIDERED TO BE 5AM-9AM AND 3PM-6PM MONDAY-FRIDAY.
• ENTERING THE WORKSITE FROM RAMPS, INTERSTATE SHOULDERS OR INTERSTATE LANES
• EXITING THE WORKSITE ONTO OR ALONGSIDE RAMPS, INTERSTATE SHOULDERS OR INTERSTATE LANES

PERSONAL PROTECTIVE EQUIPMENT
ODOT REQUIRES ALL CONTRACTORS' PERSONNEL TO WEAR THE CORRECT PPE WHILE WITHIN ODOT RIGHT-OF-WAY. ALL VEHICLES SHALL HAVE THE CORRECT SAFETY EQUIPMENT ALSO.

INGRESS/EGRESS
WORKSITE INGRESS AND EGRESS MEETING THE DESCRIPTIONS BELOW SHALL NOT OCCUR DURING PEAK HOURS. PEAK HOURS ARE CONSIDERED TO BE 5AM-9AM AND 3PM-6PM MONDAY-FRIDAY.
• ENTERING THE WORKSITE FROM RAMPS, INTERSTATE SHOULDERS OR INTERSTATE LANES
• EXITING THE WORKSITE ONTO OR ALONGSIDE RAMPS, INTERSTATE SHOULDERS OR INTERSTATE LANES

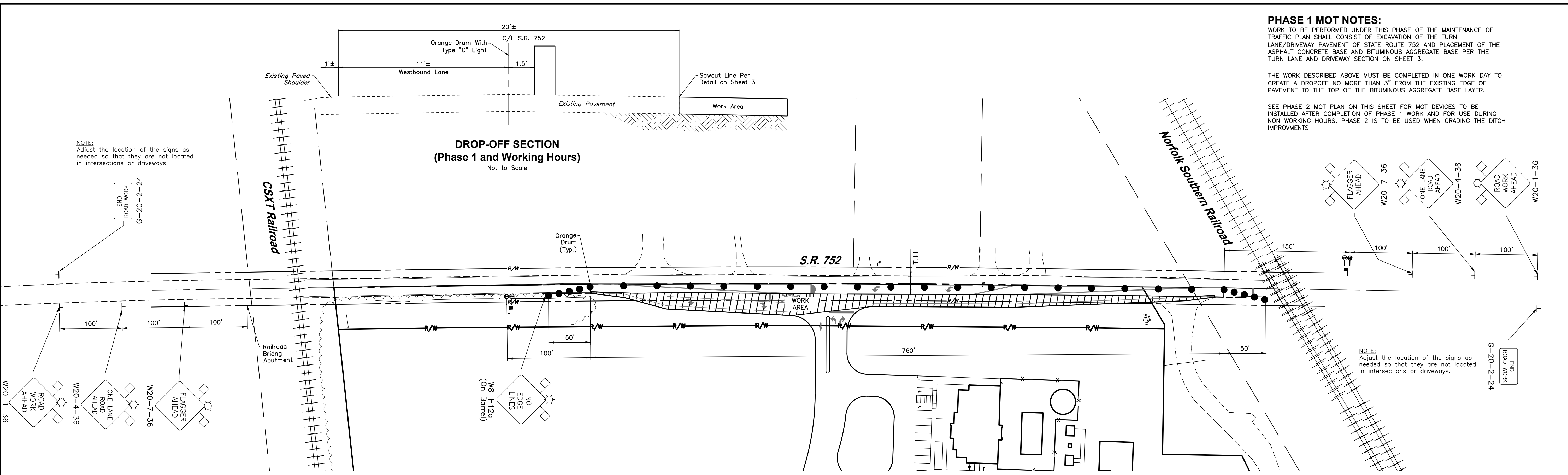
Revisions	Description
Drafted By	DLS
Reviewed By	CES

VILLAGE OF ASHVILLE, PICKAWAY COUNTY, OHIO
THE DISTILLERY
STATE ROUTE 752
STATE ROUTE 752 WIDENING PLAN
MAINTENANCE OF TRAFFIC NOTES

Harral and Stevenson
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Project:	E221073	Date:	April 28, 2023
Sheet:	12 / 13	Scale:	No Scale

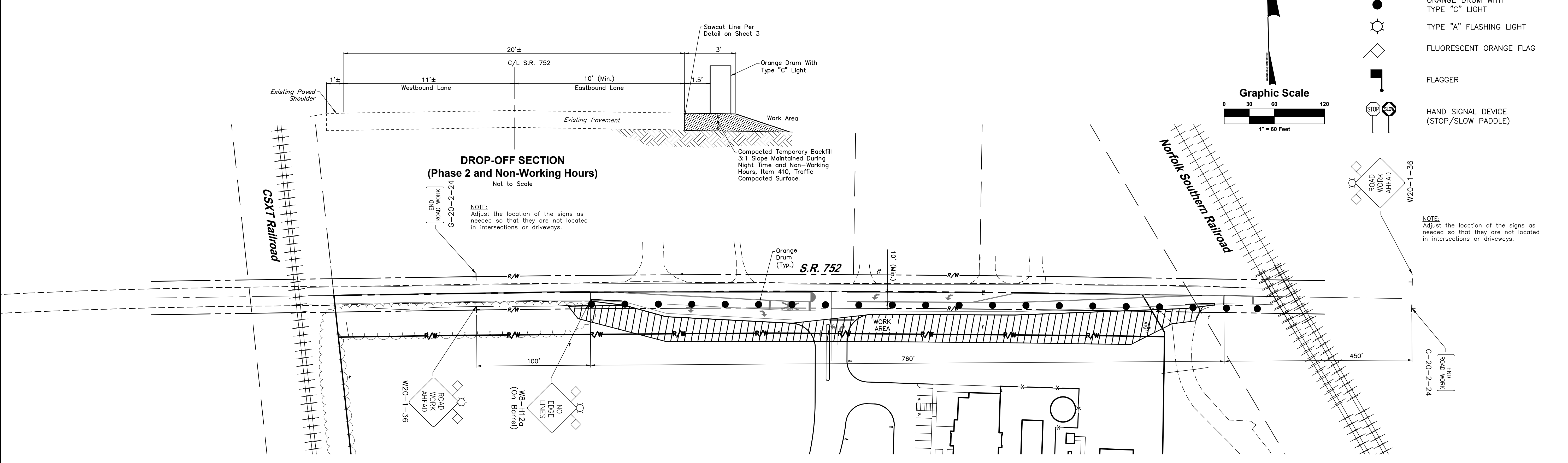


PHASE 1 MOT NOTES:
 WORK TO BE PERFORMED UNDER THIS PHASE OF THE MAINTENANCE OF TRAFFIC PLAN SHALL CONSIST OF EXCAVATION OF THE TURN LANE/DRIVEWAY PAVEMENT OF STATE ROUTE 752 AND PLACEMENT OF THE ASPHALT CONCRETE BASE AND BITUMINOUS AGGREGATE BASE PER THE TURN LANE AND DRIVEWAY SECTION ON SHEET 3.

THE WORK DESCRIBED ABOVE MUST BE COMPLETED IN ONE WORK DAY TO CREATE A DROPOFF NO MORE THAN 3" FROM THE EXISTING EDGE OF PAVEMENT TO THE TOP OF THE BITUMINOUS AGGREGATE BASE LAYER.

SEE PHASE 2 MOT PLAN ON THIS SHEET FOR MOT DEVICES TO BE INSTALLED AFTER COMPLETION OF PHASE 1 WORK AND FOR USE DURING NON WORKING HOURS. PHASE 2 IS TO BE USED WHEN GRADING THE DITCH IMPROVEMENTS

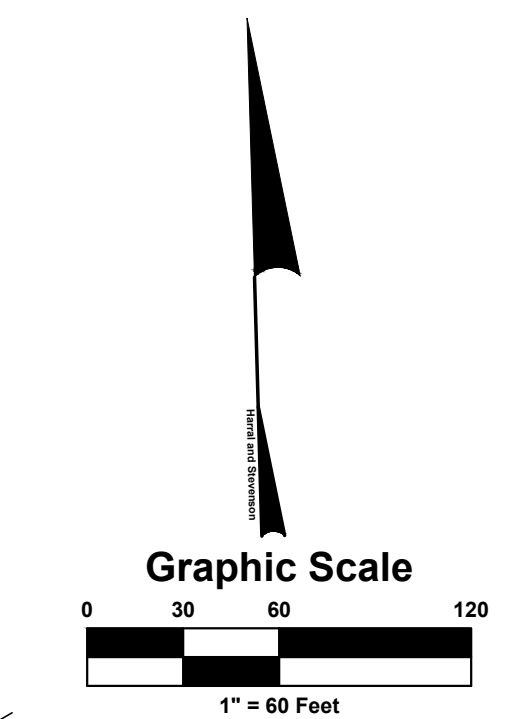
**STATE ROUTE 752
 MAINTENANCE OF TRAFFIC PLAN
 PHASE 1 (FLAGGER CLOSING 1 LANE OF A 2-LANE HIGHWAY)**
 Scale: 1"=50'



**STATE ROUTE 752
 MAINTENANCE OF TRAFFIC PLAN
 PHASE 2 (DROP OFFS BEYOND EDGE OF TRAVELED LANES)**
 Scale: 1"=50'

MAINTENANCE OF TRAFFIC LEGEND

- SIGN
- ORANGE DRUM WITH TYPE "C" LIGHT
- TYPE "A" FLASHING LIGHT
- FLUORESCENT ORANGE FLAG
- FLAGGER
- HAND SIGNAL DEVICE (STOP/SLOW PADDLE)



Revisions	
Description	Mark

Drafted By: DLS
 Reviewed By: CES

VILLAGE OF ASHVILLE, PICKAWAY COUNTY, OHIO
THE DISTILLERY
STATE ROUTE 752
 STATE ROUTE 752 WIDENING PLAN
 S.R. 752 MAINTENANCE OF TRAFFIC PLAN

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Date: April 28, 2023
 Project: E221073
 Scale: 1"=60'
 Sheet: 13/13