

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF WEARING SURFACE REPLACEMENT FOR TWO BRIDGES IN CUYAHOGA COUNTY.

EXISTING PLANS

EXISTING PLANS MAY BE INSPECTED IN THE ODOT DISTRICT 12 OFFICE AT 5500 TRANSPORTATION BLVD., GARFIELD HEIGHTS, OH 44125.

EXISTING PLANS ARE ALSO AVAILABLE THROUGH THE FOLLOWING ODOT WEBSITE:
<https://www.transportation.ohio.gov/projects>

EQUIPMENT AND MATERIAL STORAGE

IN ORDER TO PROVIDE FOR THE SAFETY OF THE TRAVELING PUBLIC THE CONTRACTOR'S ATTENTION IS DIRECTED TO CMS 614.055. IN ADDITION THE FOLLOWING PROVISIONS SHALL APPLY:

1. ANY REMOVED ITEMS SHALL NOT BE STORED ON THE RIGHT OF WAY FOR MORE THAN THIRTY (30) DAYS.
2. THE STORAGE OF EQUIPMENT, MATERIALS, AND VEHICLES WITHIN THE HIGHWAY RIGHT OF WAY WILL BE PERMITTED. THE NUMBER OF AREAS AND EXACT LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
3. ALL DISTURBED AREAS SHALL BE RETURNED TO THEIR ORIGINAL CONDITION AT NO EXPENSE TO THE STATE.

RIGHT OF WAY

ALL WORK SHALL BE PERFORMED WITHIN THE EXISTING RIGHT OF WAY OR EASEMENTS.

CONSTRUCTION NOISE

THIS NOTE APPLIES TO LOCATIONS 1 AND 2: ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER- OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 9:00PM AND 7:30AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

STAGING AREA

THERE ARE NO SPECIFIC AREAS GIVEN IN THE PLANS FOR THE CONTRACTOR TO USE AS A STAGING AREA(S). IF THE CONTRACTOR WANTS TO USE AN AREA(S) FOR STAGING, REGARDLESS IF IT FALLS WITHIN THE PROJECT LIMITS OR NOT, THE CONTRACTOR IS TO USE THE RIGHT OF WAY E-PERMITTING SYSTEM AT [HTTPS://ODHPC.BEMCORP.NET/ACCOUNTS/ACCOUNT/ACCOUNT](https://odhpc.bemcorp.net/accounts/account/account) IN ORDER TO APPLY FOR A PERMIT PER SECTION 107.02 OF THE CMS. FOR SPECIFIC PERMITTING QUESTIONS, THE CONTRACTOR CAN CONTACT THE DISTRICT PERMITTING OFFICE, (MELVIN SAFFORD) AT 216-584-2137 OR AT DISTRICT12PERMITS@DOT.OHIO.GOV.

IF A PERMIT IS GRANTED, ALL CONDITIONS OF THE PERMIT SHALL BE MET IN ADDITION TO THE REQUIREMENTS OF 104.04 OF THE CMS, AT NO ADDITIONAL COST TO THE STATE. IF THE PROJECT ENGINEER DEEMS THAT ALL THE CONDITIONS OF THE PERMIT WERE NOT MET, THEN 10% OF THE CONTRACT BID AMOUNT FOR MOBILIZATION SHALL BE WITHHELD UNTIL ALL THE CONDITIONS OF THE PERMIT ARE SATISFIED.

UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

THE EXISTING CONDUITS ON THE BRIDGE(S) SHALL REMAIN IN PLACE AND THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PROTECT THE CONDUIT. ANY DAMAGE INCURRED ON THE CONDUITS DURING WORK SHALL BE REPAIRED AT THE EXPENSE OF THE CONTRACTOR. ALL COST OF PROTECTION IS INCIDENTAL TO ITEM 519.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURES HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURES AND THE PROPOSED WORK, BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C&MS SECTIONS 102.05 AND 105.02.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURES. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED IN THE FIELD.

ITEM 623 - CONSTRUCTION LAYOUT STAKES, AS PER PLAN

AFTER COMPLETION OF ALL WORK, BUT PRIOR TO FINAL ACCEPTANCE OF THE PROJECT, AN OHIO PROFESSIONAL SURVEYOR SHALL DETERMINE THE MINIMUM VERTICAL CLEARANCES OF ALL EXISTING AND NEW BRIDGES WITHIN THE PROJECT LIMITS. AT A MINIMUM, MEASUREMENTS SHALL BE TAKEN ALONG EACH FASCIA BEAM AT THE EDGE OF SHOULDERS, EDGE LINES, LANE LINES, AND CROWN OF THE ROADWAY BELOW. THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM SHALL BE USED, WHERE APPLICABLE, TO DOCUMENT THE MEASUREMENTS. WHERE THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM IS NOT APPLICABLE, THE MEASUREMENTS SHALL BE DOCUMENTED ON A CONTRACTOR-DEVELOPED FORM THAT CLOSELY RESEMBLES THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM AND ACCURATELY DEPICTS THE BRIDGE AND THE LANE AND SHOULDER CONFIGURATION OF THE ROADWAY THAT PASSES BELOW THE BRIDGE. THE COMPLETED FORM SHALL BEAR THE STAMP OR SEAL OF THE OHIO PROFESSIONAL SURVEYOR WHO HAS TAKEN THE MEASUREMENTS AND SHALL BE SUBMITTED TO THE PROJECT ENGINEER PRIOR TO FINAL ACCEPTANCE OF THE PROJECT.

THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM CAN BE DOWNLOADED FROM THE FOLLOWING FTP SITE:

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/CUY-117665>

EXISTING DIMENSIONS

ALL DIMENSIONS ARE ±.

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL SUBSIDIARY AGREEMENT GOVERNING COMPLETION OF THIS PROJECT.

EXISTING PAVEMENT MARKINGS

ANY EXISTING PAVEMENT MARKINGS, INCLUDING RAISED PAVEMENT MARKINGS, THAT ARE AFFECTED BY THE PROPOSED WORK SHALL BE REPLACED IN-KIND. QUANTITIES ARE PROVIDED IN THE PAVEMENT MARKINGS SUB-SUMMARY TABLE.

ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN

PRIOR TO THE INITIATION OF PATCHING THE EXISTING CONCRETE PARAPETS, THE CONTRACTOR SHALL CONTACT ODOT HIGHWAY LIGHTING DUE TO CONDUITS RUNNING THROUGH PARAPET WALLS. THE CONTRACTOR SHALL PATCH AREAS OF THE EXISTING CONCRETE PARAPETS AS DIRECTED BY THE PROJECT ENGINEER. PRIOR TO THE SURFACE CLEANING SPECIFIED IN CMS 519.04 AND WITHIN 24 HOURS OF PLACING PATCHING MATERIAL, THE CONTRACTOR SHALL BLAST CLEAN ALL SURFACES TO BE PATCHED INCLUDING ANY EXPOSED REINFORCING STEEL. ACCEPTABLE METHODS INCLUDE HIGH PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN THE WATER, ABRASIVE BLASTING WITH CONTAINMENT, OR VACUUM ABRASIVE BLASTING.

A CONTINGENCY QUANTITY OF 600 S.F. IS INCLUDED IN THE ESTIMATED QUANTITIES TO PATCH DEFICIENT AREAS OF THE EXISTING CONCRETE PARAPETS, AS DIRECTED BY PROJECT ENGINEER.

**ITEM 847 - MICRO-SILICA MODIFIED CONCRETE OVERLAY, AS PER PLAN (1½" THICKNESS)
 ITEM 847 - MICRO-SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN**

THESE ITEMS SHALL BE PERFORMED PER SUPPLEMENTAL SPECIFICATION 847 WITH THE FOLLOWING REVISIONS:

CONSTRUCTION JOINTS WILL NOT BE PERMITTED IN THE WHEEL LINE.

(SEE 847.11) THE COMPONENTS OF THE MICRO-SILICA MODIFIED CONCRETE SHALL BE PROPORTIONED AS FOLLOWS:

| AGGREGATE TYPE | FINE AGGREGATE (LB) | #8 COARSE AGGREGATE* (LB) | AGGREGATE TOTAL (LB) | CEMENT CONTENT (LB) | MICRO-SILICA (LB) | WATER TO CEMENT RATIO | AIR CONTENT ±2% |
|----------------|---------------------|---------------------------|----------------------|---------------------|-------------------|-----------------------|-----------------|
| GRAVEL | 1355 | 1355 | 2710 | 700 | 50 | 0.36 | 8 |
| LIMESTONE | 1355 | 1370 | 2725 | 700 | 50 | 0.36 | 8 |
| SLAG | 1355 | 1170 | 2525 | 700 | 50 | 0.36 | 8 |

* ALL COARSE AGGREGATE SHALL HAVE AN ABSORPTION OF 1.00% OR GREATER AS DEFINED PER ASTM C127.

THE WEIGHTS SPECIFIED IN THE CONCRETE TABLE WERE CALCULATED FOR MATERIALS OF THE FOLLOWING BULK SPECIFIC GRAVITIES (SSD): NATURAL SAND AND GRAVEL 2.62, LIMESTONE 2.65, SLAG 2.30 AND, MICRO-SILICA SOLIDS 2.20. FOR AGGREGATES OF SPECIFIC GRAVITIES DIFFERING MORE THAN PLUS OR MINUS 0.02 FROM THESE, THE WEIGHTS IN THE TABLE WILL BE CORRECTED.

THE 1½ INCH THICKNESS OF CONCRETE IS A NOMINAL THICKNESS AS SPECIFIED IN THE PLANS.

THIS ITEM SHALL ALSO INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO REMOVE THE TOP 1½" FROM THE EXISTING MONOLITHIC CONCRETE WEARING SURFACE, INCLUDING ANY AREAS THAT HAVE BEEN PATCHED WITH MICRO SILICA MODIFIED CONCRETE OR ASPHALT CONCRETE. INCLUDE FOR PAYMENT WITH ITEM 847 - MICRO-SILICA MODIFIED CONCRETE OVERLAY, AS PER PLAN (1½" THICKNESS).

ITEM 530 - SPECIAL - STRUCTURES: SPALL REMOVAL AND COATING OF REINFORCING STEEL

THIS WORK SHALL CONSIST OR REMOVING ALL VISIBLY LOOSE AND/OR SPALLED CONCRETE ON THE UNDERSIDE AND EDGE OF BRIDGE DECKS AND CLEANING AND PAINTING ALL EXPOSED AND UNCOATED REINFORCEMENT UNDER DECK OR ALONG DECK EDGE, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL REMOVE ALL VISUALLY LOOSE CONCRETE, WITHOUT SOUNDING AND MECHANICALLY CLEAN THE REINFORCING STEEL. SPRAY REINFORCING STEEL USING A SOLUTION OF WATER AND SOLUBLE SALTS REMOVER AND COAT WITH PAINT CONTAINING ZINC DUST. PROVIDE GALVANIZING MATERIAL CONFORMING TO ASTM A780 EXCEPT AEROSOL SPRAY APPLICATIONS WILL NOT BE PERMITTED. THE SOLUBLE SALTS REMOVER SHALL BE BIODEGRADABLE, NONTOXIC, NONCORROSIVE. ALLOW TO DRY PRIOR TO APPLYING GALVANIZING PAINT ONLY.

A CONTINGENCY QUANTITY OF 20 SY IS INCLUDED IN THE ESTIMATED QUANTITIES.

PAYMENT FOR THIS WORK SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE MENTIONED WORK. ACCEPTED QUANTITIES SHALL BE PAID AT THE CONTRACT PRICE BID FOR ITEM SPECIAL - STRUCTURES: SPALL REMOVAL AND COATING OF REINFORCING STEEL. ONLY AREAS OF EXPOSED REINFORCING STEEL THAT ARE PAINTED AS DIRECTED BY THE ENGINEER SHALL BE ACCEPTED FOR PAYMENT.

DESIGN AGENCY



DESIGNER

MSN

REVIEWER

SWG 2/3/23

PROJECT ID

117665

SHEET TOTAL

4 | 44

WORK ZONE QUEUE DETECTION WARNING SYSTEM

THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN AN APPROVED WORK ZONE QUEUE DETECTION WARNING SYSTEM (WZQDWS) AS PER SUPPLEMENTAL SPECIFICATION 896.

THE PROBABLE INITIAL LOCATIONS OF THE WZQDWS DEVICES ARE SHOWN ON SHEET(S) 15, 26, 27 AND 38 OF THE PLAN. IT IS EXPECTED THAT THESE LOCATIONS WILL VARY BASED ON PLANNED OR UNPLANNED PHASE AND TRAFFIC PATTERN CHANGES. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE DEVICES BY THE CONTRACTOR SHALL BE DIRECTED BY THE ENGINEER.

THE FOLLOWING TRAFFIC SENSOR THRESHOLDS AND PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) MESSAGES SHALL BE USED:

GREATER THAN OR EQUAL TO 50 MPH - USE FOUR CORNER FLASHING CAUTION MODE

BETWEEN 50 MPH AND 25 MPH - TRAFFIC AHEAD XX MPH / SLOW DOWN

BELOW OR EQUAL TO 25 MPH - TRAFFIC AHEAD XX MPH / PREPARE TO STOP

FOUR CORNER FLASHING CAUTION MODE SHALL CONSIST OF THE USE OF ONE ASTERISK IN EACH CORNER OF THE PCMS DISPLAY (4 TOTAL ASTERISKS).

XX SHALL BE ROUNDED UP TO THE NEAREST MULTIPLE OF 5 MPH MINUS 1. OCCUPANCY MAY BE DIRECTED TO BE USED BASED ON CERTAIN TRAFFIC CONDITIONS AND SCENARIOS. ODOT WILL DIRECT THE CONTRACTOR OF THE THRESHOLDS TO BE USED FOR THOSE AREAS WHERE OCCUPANCY IS DIRECTED TO BE USED.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 896, PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS 1
 24 SIGN MONTHS ASSUMING
 8 SENSORS FOR 3 MONTHS

ITEM 896, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
 6 SIGN MONTHS ASSUMING
 2 PCMS SIGNS FOR 3 MONTHS

PN 127 - LANE VALUE CONTRACT:

THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVES AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE FOR EACH UNIT OF TIME THE DESCRIBED CRITICAL LANE/RAMP IS RESTRICTED FROM FULL USE BY THE TRAVELING PUBLIC WITHIN THE RESTRICTED TIME PERIOD. THE LANE VALUE CONTRACT TABLE IS LOCATED BELOW. THE DISINCENTIVES WILL BE ASSESSED FOR ALL RESTRICTIONS OF THE CRITICAL WORK.

THE LANE VALUE CONTRACT TABLE SHALL APPLY TO ALL WORK REQUIRING LANE CLOSURES PERFORMED PRIOR TO OR AFTER THE PHASE 1 AND PHASE 2 OPERATIONS DETAILED IN THE PLANS. THE LANE VALUE CONTRACT TABLE SHALL ALSO APPLY TO ANY SHORT-TERM LANE CLOSURES IMPLEMENTED DURING PHASE 1 AND PHASE 2 LOCATED IN ADVANCE OF OR WITHIN THE LONG-TERM PHASE 1 AND PHASE 2 MAINTENANCE OF TRAFFIC ZONES. UPON COMPLETION OF PHASE 1, THE CONTRACTOR SHALL PROCEED IMMEDIATELY TO PHASE 2.

PN 127 - LANE VALUE CONTRACT, CONTINUED:

CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED SECTIONS OPEN TO UNRESTRICTED TRAFFIC AS SHOWN IN THE TABLE, OR THE ENTIRE PROJECT IF NOT OTHERWISE LISTED.

UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAFFIC LANES BEING AVAILABLE FOR USE WITH SPECIFIED STRIPING AND SAFETY FEATURES IN PLACE UNLESS OTHERWISE STIPULATED IN AN APPROVED MOTEC EXCEPTION.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER 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 THE 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.

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE:

| ITEM | DURATION OF CLOSURE | NOTICE DUE TO PERMITS & PIO |
|---|------------------------|--|
| ROAD & RAMP CLOSURES | ≥ 2 WEEKS | 21 CALENDAR DAYS PRIOR TO CLOSURE |
| | > 12 HOURS & < 2 WEEKS | 14 CALENDAR DAYS PRIOR TO CLOSURE |
| | ≤ 12 HOURS | 4 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 |

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

ITEM 618 RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN

FOR ALL FREEWAYS, THE LATERAL POSITION OF EDGE LINE RUMBLE STRIPS SHOWN IN SCD BP-9.1 IS REVISED AS FOLLOWS:

- MEDIAN AND OUTSIDE SHOULDER OFFSET FOR SHOULDERS LESS THAN 6': DIMENSIONS A AND B ARE EQUAL TO 6"
- MEDIAN AND OUTSIDE SHOULDER OFFSET FOR SHOULDERS 6' TO 12': DIMENSIONS A AND B ARE EQUAL TO HALF THE SHOULDER WIDTH MINUS 12".
- MEDIAN AND OUTSIDE SHOULDER OFFSET FOR SHOULDERS GREATER THAN 12': DIMENSION A AND B ARE EQUAL TO 5'.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (449), AS PER PLAN, PG70-22M, 1-1/2"

THE COARSE VIRGIN AGGREGATE FOR THIS ITEM SHALL BE LIMITED TO A BLEND OF AIR COOLED BLAST FURNACE SLAG (ACBFS) AND LIMESTONE. THE CONTRACTOR SHALL USE A MINIMUM OF 50% OF ACBFS WITH LIMESTONE COMPRISING THE REMAINING PERCENTAGE.

IN ADDITION TO THE JOINT SEALING REQUIREMENTS SPECIFIED IN 401.17, THE CONTRACTOR SHALL SEAL THE PERIMETER OF ALL RUMBLE STRIP PAVEMENT REPLACEMENT AREAS. THE MATERIAL USED SHALL BE A CERTIFIED 702.01 PG BINDER. THE WIDTH OF THE SEALER SHALL BE 2-3 INCHES.

PAYMENT FOR ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (449), AS PER PLAN, PG70-22M, 1-1/2"

RUMBLE STRIP REMOVAL AND REPLACEMENT

ALL EXISTING RUMBLE STRIPS ON THE INSIDE AND OUTSIDE SHOULDERS THAT ARE IN CONFLICT WITH THE PROPOSED MOVEMENT OF TRAFFIC DURING THE MOT OPERATIONS SHALL BE REMOVED BY PAVEMENT PLANING. THE REMOVED RUMBLE STRIP AREAS SHALL BE FILLED WITH ASPHALT CONCRETE SURFACE COURSE. THE RUMBLE STRIP REMOVAL AND REPLACEMENT AREA SHALL BE 2.5 FEET WIDE AND 1.5 INCHES DEEP, CENTERED ON THE RUMBLE STRIP. THE PAVEMENT PLANING AND PLACEMENT OF ASPHALT CONCRETE SURFACE COURSE SHOULD BE COMPLETED IN THE SAME OPERATION. THE ESTIMATED REMOVAL AND REPLACEMENT LENGTH IS 29,268 FT.

IMMEDIATELY FOLLOWING COMPLETION OF MOT OPERATIONS AND RESTORING THE TRAFFIC TO ITS ORIGINAL POSITION, NEW RUMBLE STRIPS SHALL BE INSTALLED AT THE LOCATION WHERE THE EXISTING RUMBLE STRIPS WERE REMOVED.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1.5" DEPTH).....8,130 SY
 ITEM 407 - NON-TRACKING TACK COAT732 GAL
 ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (449), AS PER PLAN, PG70-22M, 1-1/2"339 CY
 ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN HAVE BEEN QUANTIFIED IN THE MOT SUBSUMMARY AND CARRIED TO THE GENERAL SUMMARY.

SEQUENCE OF CONSTRUCTION

PRE-PHASE 1 (NO SHEETS PROVIDED.)

1. USING SINGLE LANE CLOSURES IN ACCORDANCE WITH MT-095.30 AND THE PERMITTED LANE CLOSURE SCHEDULE, REMOVE AND FILL THE EXISTING RUMBLE STRIPS FROM THE FOLLOWING LOCATIONS WHERE TRAFFIC WILL BE SHIFTED ONTO THE SHOULDER IN PHASES 1 AND 2:

I.R. 480 EASTBOUND
 OUTSIDE SHOULDER: STA. 181+85 TO STA. 192+36 AND STA. 191+77 TO STA. 258+85.
 INSIDE SHOULDER: STA. 181+70 TO STA. 259+00.

I.R. 480 WESTBOUND
 OUTSIDE SHOULDER: STA. 200+36 TO STA. 269+00.
 INSIDE SHOULDER: STA. 200+00 TO STA. 269+15.

PHASE 1 (SHEETS 15 TO 26)

- CLOSE THE LEFT LANE OF I.R. 480 EASTBOUND AND WESTBOUND.
- SHIFT THE TWO OPEN LANES IN EACH DIRECTION ONTO THE OUTSIDE SHOULDER.
- PERFORM BRIDGE REPAIR AND OVERLAY ACTIVITIES ON THE INSIDE HALF OF EACH BRIDGE.
- WHEN PERFORMING FULL DEPTH BRIDGE DECK REPAIRS, UTILIZE FLAGGING OPERATIONS IN ACCORDANCE WITH MT-97.10 ON THE ROAD BENEATH THE BRIDGE.
- UPON COMPLETION OF PHASE 1, PROCEED IMMEDIATELY TO PHASE 2.

PHASE 2 (SHEETS 27 TO 38)

- CLOSE THE RIGHT LANE OF I.R. 480 EASTBOUND AND WESTBOUND.
- SHIFT THE TWO OPEN LANES IN EACH DIRECTION ONTO THE INSIDE SHOULDER.
- PERFORM BRIDGE REPAIR AND OVERLAY ACTIVITIES ON THE OUTSIDE HALF OF EACH BRIDGE.
- WHEN PERFORMING FULL DEPTH BRIDGE DECK REPAIRS, UTILIZE FLAGGING OPERATIONS IN ACCORDANCE WITH MT-97.10 ON THE ROAD BENEATH THE BRIDGE.
- UPON COMPLETION OF PHASE 2, PROCEED IMMEDIATELY TO PHASE 3.

PHASE 3 (NO SHEETS PROVIDED)

- USING SINGLE LANE CLOSURES IN ACCORDANCE WITH MT-095.30 AND THE PERMITTED LANE CLOSURE SCHEDULE, REMOVE THE WORK ZONE PAVEMENT MARKINGS, PLACE FINAL PAVEMENT MARKINGS, AND REINSTALL RUMBLE STRIPS THAT WERE REMOVED IN PRE-PHASE 1.

PN 129 - FLEXIBLE START WINDOW CONTRACT

THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVES AS DESIGNATED IN THE WINDOW CONTRACT TABLE FOR EACH UNIT OF TIME THE DURATION OF THE DESCRIBED CRITICAL PHASE OF WORK IS OVERRAN. THE WINDOW CONTRACT TABLE IS LOCATED BELOW.

Window Contract Table

| Description of Critical Work | Calendar Days to Complete | Disincentive \$ per Day | Work Window | |
|--|---------------------------|-------------------------|-------------------------|-------------------------|
| | | | Start | End |
| All work required in Phase 1 and Phase 2 | 56 | \$25,000 per day | Contract Execution Date | Project Completion Date |

LANE VALUE CONTRACT TABLE

| LOCATION | DIRECTION | LANES | ALLOWABLE CLOSURE TIMES | | | | DISINCENTIVE PER MINUTE PER LANE |
|--------------------|-----------|-------|-------------------------|-------------------|-----------------------------|--|----------------------------------|
| | | | WEEKDAYS | | WEEKENDS | | |
| | | | 1 LANE CLOSED | 2 LANES CLOSED | 1 LANE CLOSED | 2 LANES CLOSED | |
| CO. LINE TO SR-252 | EAST | 3 | 9:30 AM - 6:00 AM | 8:30 PM - 5:00 AM | 9:30 AM FRI. - 6:00 AM MON. | 9:00 PM FRI. - 9:00 AM SUN. 8:30 PM SAT. - 12:00 PM SUN. 8:00 PM SUN. - 5:00 AM MON. | \$220 |
| CO. LINE TO SR-252 | WEST | 3 | 6:30 PM - 3:00 PM | 8:30 PM - 7:00 AM | 7:00 PM FRI - 6:30 AM MON. | 9:30 PM FRI. - 9:00 AM SAT. 8:30 PM SAT. - 11:00 AM SUN. 8:00 PM SUN. - 5:00 AM MON. | \$220 |

DESIGN AGENCY



DESIGNER
KMC
 REVIEWER
 JML 2/3/23
 PROJECT ID
 117665
 SHEET TOTAL
 10 44