

ALIGNMENT AND PROFILE

THE WORK PROPOSED FOR THIS PROJECT IS FOR THE MICRO-SURFACING OF THE EXISTING PAVEMENT. PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT.

RAILROAD CROSSINGS & BRIDGE TREATMENT

THE NEW MICROSURFACE SHALL BE TAPERED TO MEET THE PROFILE AS SPECIFIED BY THE ENGINEER. CONCRETE APPROACH SLABS AND BRIDGE DECKS SHALL NOT BE PAVED, UNLESS OTHERWISE NOTED IN THE PLANS (SEE SHEET 3). THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PREVENT ANY ASPHALT CONCRETE MATERIAL FROM FALLING OFF THE EDGE OF A BRIDGE DECK OR EDGE OF A CULVERT DURING ANY CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL IMMEDIATELY REMOVE ANY MATERIAL THAT FALLS INTO THE ROADSIDE DITCHES OR STREAMS THROUGH NON-MECHANICAL MEANS. NO EQUIPMENT SHALL BE PERMITTED IN THE ROADSIDE DITCHES OR STREAMS.

ITEM 421 - MICROSURFACING, SURFACE COURSE, AS PER PLAN & ITEM 421 - MICROSURFACING, LEVELING COURSE, AS PER PLAN

MICROSURFACING, SURFACE COURSE, AS PER PLAN AND MICROSURFACING, LEVELING COURSE, AS PER PLAN, SHALL BE IN ACCORDANCE WITH ITEM 421 - MICROSURFACING WITH THE FOLLOWING ADDITIONS: TRUCK MOUNTED MACHINES AS PER 421.06 MAY BE USED FOR THE ENTIRE PROJECT.

ALL LABOR, EQUIPMENT AND MATERIAL REQUIRED TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE COST PER SQUARE YARD OF ITEM 421 - MICROSURFACING, SURFACE COURSE, AS PER PLAN AND ITEM 421 - MICROSURFACING, LEVELING COURSE, AS PER PLAN.

EROSION CONTROL

THE QUANTITY BELOW HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR EROSION CONTROL.

ITEM 832 EROSION CONTROL = 1,000 EACH

WORK ZONE MARKINGS AND SIGNS

ERECT A NO EDGE LINES SIGN IN ADVANCE OF ANY SECTION OF ROADWAY LACKING STANDARD EDGE LINE MARKINGS. ERECT A DO NOT PASS SIGN AT THE BEGINNING AND A PASS WITH CARE SIGN AT THE END OF EACH NO PASSING ZONE LACKING STANDARD CENTER LINE MARKINGS. ENSURE THESE SIGNS ARE IN PLACE BEFORE OPENING THE ROADWAY TO TRAFFIC. PAYMENT FOR THESE SIGNS TO BE INCLUDED IN ITEM 614 WORK ZONE MARKING SIGN.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF CMS 614.04, 614.055 AND 614.11.

ITEM 614, WORK ZONE MARKING SIGN	46 EACH
ITEM 614, WORK ZONE CENTER LINE, CLASS I	9.33 MILES
ITEM 614, WORK ZONE CENTER LINE, CLASS II	18.66 MILES

ITEM 614 MAINTAINING TRAFFIC

A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 502 STRUCTURE FOR MAINTAINING TRAFFIC, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, ITEM 615 ROADS FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 410 AND 614.

THE LENGTH OF RESTRICTED TRAFFIC WORK ZONES SHALL BE LIMITED FROM INTERSECTION TO THE NEXT INTERSECTION AND/OR RAILROAD AT-GRADE CROSSINGS AND SHALL BE CONSISTENT WITH THE SPECIFICATION REQUIREMENTS FOR PROTECTION OF COMPLETED COURSES. IN ADDITION TO THE REQUIREMENTS AS INDICATED IN THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", AND PERTINENT ITEMS OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, THE FOLLOWING REQUIREMENTS SHALL APPLY.

IT IS THE INTENTION TO PERFORM THE REQUIRED WORK WITH THE LEAST INCONVENIENCE TO AND THE MAXIMUM SAFETY OF THE CONTRACTOR AND THE TRAVELING PUBLIC. ANY VARIANCES FROM THESE MAINTENANCE OF TRAFFIC NOTES MUST BE APPROVED IN ADVANCE IN WRITING BY THE DIRECTOR. TRAFFIC IS TO BE MAINTAINED IN A UNIFORM PATTERN THROUGHOUT THE ENTIRE LENGTH OF THE PROJECT AND NOT BE SUBJECTED TO CONSTANT LANE SHIFTS.

THE CONTRACTOR'S OPERATIONS SHALL BE ARRANGED TO PREVENT ANY INTERFERENCE TO THE CONTINUOUS FLOW OF TRAFFIC. ALL VEHICLE, EQUIPMENT, WORKERS AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE APPROVED BY THE ENGINEER.

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE, ERECT, MAINTAIN (IN PROPER POSITION, CLEAN, LEGIBLE AND GOOD WORKING CONDITION) AND REMOVE ALL LIGHTS, SIGNS AND BARRICADES, CONES AND ALL OTHER TRAFFIC CONTROL DEVICES NECESSARY FOR THE MAINTENANCE OF TRAFFIC, INCLUDING PAVEMENT MARKINGS.

ROADWAY FLAGGERS MUST BE PRESENT ON EACH SIDE OF THE RAILROAD CROSSING, ANYTIME TRAFFIC IS DIRECTED INTO OPPOSING TRAFFIC LANES AT THE RAILROAD CROSSING. CHANNELIZATION/MOT DEVICES SHALL BE PLACED A MINIMUM OF 15 FEET FROM CENTERLINE OF RAILROAD TRACKS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 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.

PERSONAL PROTECTIVE EQUIPMENT (PPE)

THE CONTRACTOR SHALL FOLLOW ALL REQUIREMENTS OF SECTIONS XXIV AND XXXIV OF THE OHIO DEPARTMENT OF TRANSPORTATION SAFETY AND HEALTH STANDARD OPERATING PROCEDURE 220-006(SP) EFFECTIVE: NOVEMBER 1, 2018 (EXCEPT AS AMENDED BELOW) AND ALL SUBSEQUENT UPDATES POSTED AT THE FOLLOWING WEBSITE:

HTTP://WWW.DOT.STATE.OH.US/POLICY/POLICIESANDSOPSPOLICIES/220-006(SP).PDF

AMENDMENTS TO THE REQUIREMENTS OF THIS DOCUMENT ARE:

XXIV. HEAD PROTECTION (HARD HATS)
 ALL PERSONS WITHIN THE RIGHT-OF-WAY OF ANY HIGHWAY OR ANY OTHER TYPE OF ROADWAY OR CONSTRUCTION SITE WHO ARE EXPOSED TO EITHER TRAFFIC (VEHICLES USING THE HIGHWAY FOR PURPOSES OF TRAVEL) OR CONSTRUCTION EQUIPMENT WITHIN THE WORK AREA, REGARDLESS OF JOB TYPE, SHALL WEAR APPROPRIATE HEAD PROTECTION. ALL HARD HATS MUST MEET OR EXCEED ANSI Z89.1-2009 TYPE 1, CLASS E-G REQUIREMENTS.

XXXIV. SAFETY APPAREL AND VEST (HIGH VISIBILITY)
 ALL PERSONS WITHIN THE RIGHT-OF-WAY OF ANY HIGHWAY OR ANY OTHER TYPE OF ROADWAY OR CONSTRUCTION SITE WHO ARE EXPOSED TO EITHER TRAFFIC (VEHICLES USING THE HIGHWAY FOR PURPOSES OF TRAVEL) OR CONSTRUCTION EQUIPMENT WITHIN THE WORK AREA, REGARDLESS OF JOB TYPE, SHALL WEAR A HIGH-VISIBILITY SAFETY VEST THAT MEETS THE PERFORMANCE CLASS II OR CLASS III REQUIREMENTS OF THE ANSI/ISEA 107-2015 PUBLICATION ENTITLED "AMERICAN NATIONAL STANDARD FOR HIGH-VISIBILITY SAFETY APPAREL AND ACCESSORIES."

WORKERS MAY WEAR AN ANSI CLASS II OR ANSI CLASS III APPROVED RAIN SUIT, JACKET OR OTHER APPAREL WITHOUT A SAFETY VEST OVER IT.

WORKERS MUST WEAR THE REQUIRED PPE AS DESCRIBED IN THE LATEST EDITION OF THE CSXT SAFE WAY MANUAL, AT ALL TIMES WHILE WORKING WITHIN THE CSXT RIGHT OF WAY.

RAILROAD COORDINATION

- IF ANY ISSUE OR INCIDENT OCCURS WITHIN CSXT ROW, PLEASE CONTACT THE CSXT PUBLIC SAFETY COORDINATION CENTER AT 800-232-0144.
- EROSION CONTROL DEVICES SHALL BE LOCATED A MINIMUM OF 15 FEET FROM CENTERLINE OF RAILROAD TRACKS.

COORDINATION OF CONTRACTOR'S WORK

ODOT DISTRICT ONE HIGHWAY MAINTENANCE FORCES WILL BE REPLACING A CULVERT ON HAR-SR 31 AT SLM 7.40. HAR-SR 31 WILL BE CLOSED AND TRAFFIC WILL BE DETOURED ALONG SR 273 AND SR 292 DURING THE REPLACEMENT OF THE CULVERT. IT IS ANTICIPATED THE CULVERT REPLACEMENT WORK WILL BEGIN SPRING OF 2023 AND BE COMPLETED AT THE END OF JUNE 2023.

SINCE THE MAINTENANCE OF TRAFFIC AND WORK ON THIS PROJECT WILL OVERLAP ODOT DISTRICT ONE'S HIGHWAY MAINTENANCE PROJECT, IT IS ESSENTIAL THAT THE CONTRACTOR CONDUCT THEIR WORK AND COOPERATE WITH ODOT DISTRICT ONE HIGHWAY MAINTENANCE FORCES IN SUCH A MANNER AS NOT TO HINDER THE PROGRESS OR COMPLETION OF THE WORK BEING PERFORMED BY EACH OTHER.

THE CONTACT FOR ODOT DISTRICT ONE'S HIGHWAY MAINTENANCE PROJECT IS CHRIS O'FLAHERTY, HARDIN COUNTY MANAGER, OFFICE PHONE NUMBER 419-999-6742 OR CELL PHONE NUMBER 419-549-0894.

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
RAMP & ROAD 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 AND 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.

DESIGN AGENCY



DESIGNER
GLI

REVIEWER

MPB 08-11-22

PROJECT ID
116153

SHEET TOTAL
2 | 6