

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 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 TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS AND 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 CALENDAR 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 614 - WORK ZONE LANE LINE, CLASS 1, 6", AS PER PLAN**
- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 6", AS PER PLAN**
- ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 12", AS PER PLAN**
- ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, AS PER PLAN**

IN ADDITION TO THE REQUIREMENTS OF 614.11:

1. ALL CLASS 1 EDGE LINES, LANE LINES, AND DOTTED LINES SHALL BE 6 INCHES WIDE AND CHANNELIZING MARKINGS SHALL BE 12 INCHES WIDE.
2. ALL CLASS 1 PAVEMENT MARKINGS SHALL BE SPRAY THERMOPLASTIC PER ODOT SPECIFICATION 648.
3. ALL CLASS 1 PAVEMENT MARKINGS SHALL CONTAIN WET REFLECTIVE BEADS AT AN APPLICATION RATE PER ODOT SPECIFICATION TABLE 614.11-1.
4. ALL CLASS 1 PAVEMENT MARKINGS SHALL NOT BE RECESSED.

PAYMENT FOR ALL MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS NECESSARY TO ACCOMPLISH THE ABOVE REQUIREMENTS SHALL BE INCLUDED WITH ITEM 614 - WORK ZONE PAVEMENT MARKING, CLASS 1, AS PER PLAN.

COOPERATION BETWEEN CONTRACTORS

THE CONTRACTOR SHALL BE ADVISED THAT PROJECT SUM-76/77-8-08.42/09.77/00.00 (PID 102329) MAY BE ONGOING IN AN AREA IMMEDIATELY ADJACENT TO AND WITHIN THE PROJECT LIMITS OF THIS PROJECT AND SHALL HAVE PRIORITY TO THIS PROJECT. THE CONTRACTOR SHALL SCHEDULE HIS WORK SO AS TO CAUSE A MINIMUM OF DELAY OR CONFLICT WITH THE OTHER PROJECTS (IT MAY BE NECESSARY TO REVERSE PHASES 2 AND 3 IN ORDER TO BETTER ALIGN WITH PID 102329). IN ACCORDANCE WITH 105.08, THE CONTRACTOR SHALL ARRANGE WITH THE OTHER CONTRACTORS APPROVAL OF THE ENGINEER. THE CONTRACTOR SHALL RECEIVE DAILY APPROVALS FROM THE ENGINEER PRIOR TO COMMENCING ANY OPERATIONS. ANY CONFLICT BETWEEN CONTRACTORS INVOLVING WORK SCHEDULES, WORK AREA, OR COOPERATION SHALL BE RESOLVED BY THE ENGINEER. COMPENSATION FOR THE ABOVE COOPERATION SHALL BE INCIDENTAL TO THE VARIOUS PAY ITEMS INCLUDED WITHIN THIS PROJECT.

ITS MESSAGE BOARDS

THE EXISTING ITS MESSAGE BOARDS IN THE VICINITY OF THE PROJECT WILL BE UTILIZED TO PROVIDE SUPPLEMENTAL INFORMATION TO THE TRAVELING PUBLIC. THE CONTRACTOR WILL NOTIFY THE PROJECT ENGINEER ONE (1) WEEK IN ADVANCE OF ANY PHASE CHANGE ON I-77. THE PROJECT ENGINEER WILL COORDINATE WITH THE DISTRICT PUBLIC INFORMATION OFFICE TO GET THE ITS MESSAGE BOARDS ADJUSTED.

ITEM 614. MAINTAINING TRAFFIC. MISC.: RUMBLE STRIPS

THE RUMBLE STRIPS WILL BE PLACED AS SHOWN IN THE PLAN OR AS DIRECTED BY THE ENGINEER. RUMBLE STRIPS WILL BE INSTALLED EITHER ON TOP OF THE PAVEMENT USING HEAT-FUSED PREFORMED PLASTIC MATERIAL OR MILLED INTO THE PAVEMENT.

HEAT-FUSED PREFORMED PLASTIC RUMBLE STRIPS WILL BE FOUR (4) INCHES WIDE AND ONE HALF (0.5) INCH THICK IN PLACE. MILLED RUMBLE STRIPS WILL BE FOUR (4) INCHES WIDE AND ONE HALF (0.5) INCH INTO THE PAVEMENT. THE RUMBLE STRIPS WILL TRAVERSE THE TOTAL LANE WIDTH. THERE WILL BE TWO SECTIONS OF RUMBLE STRIPS. THE RUMBLE STRIPS MAY HAVE TO GO ACROSS TWO OR THREE LANES OF TRAFFIC.

THE FIRST RUMBLE STRIP SECTION SHOULD BE PLACED BEFORE THE ADVANCE WARNING DEVICES, THERE WILL BE TEN (10) TRANSVERSE STRIPS SIX (6) FEET APART. THE SECOND SECTION SHOULD BE PLACED A MINIMUM OF 250 FEET IN ADVANCE OF THE TRAFFIC CONDITION, THERE WILL BE TEN (10) TRANSVERSE STRIPS FIVE (5) FEET APART.

MATERIAL USED FOR THE RUMBLE STRIPS WILL BE 740.08 HEAT-FUSED PREFORMED PLASTIC MATERIAL, 125 MILS MINIMUM THICKNESS, ON THE ODOT APPROVED LIST. THE MANUFACTURERS RECOMMENDATIONS MUST BE FOLLOWED FOR INSTALLATION.

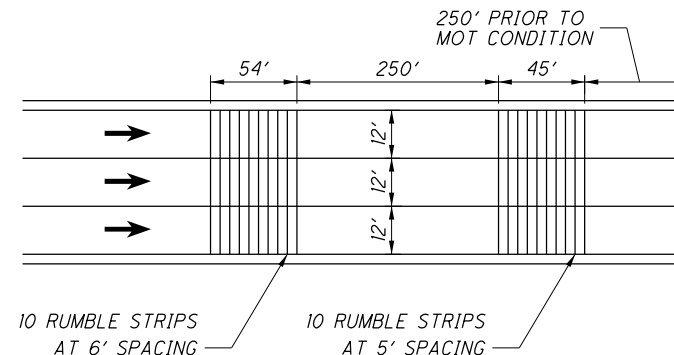
MILLED RUMBLE STRIPS, ALTHOUGH SELF-CLEANING TO A LIMITED EXTENT, SHOULD BE INSPECTED PERIODICALLY TO DETERMINE IF DEBRIS NEEDS TO BE REMOVED OR IF THEY NEED TO BE RE-MILLED.

RUMBLE STRIPS WILL BE REMOVED WHEN THEY ARE NO LONGER NEEDED AS DETERMINED BY THE ENGINEER. WHEN THE MILLED RUMBLE STRIPS ARE NO LONGER NEEDED, THE ENTIRE WIDTH OF THE LANE CONTAINING THE STRIPS WILL BE MILLED TO A DEPTH OF 1 1/4" AND RESURFACED WITH ITEM 448 ASPHALT CONCRETE SURFACE COURSE TYPE 1, PG 64-22.

A W8-H16-48 SIGN [RUMBLE STRIPS] WILL BE DUAL MOUNTED APPROXIMATELY 500 FEET IN ADVANCE OF THE RUMBLE STRIP INSTALLATION. THE PROVISION, ERECTION, MAINTENANCE AND REMOVAL OF THE SIGNS AND SUPPORTS WILL BE INCLUDED IN THE COST OF THE RUMBLE STRIPS.

THIS ITEM WILL BE PAID FOR BY THE FOOT AT ONE HALF (0.5) INCH THICKNESS FOR 740.08 HEAT-FUSED PREFORMED PLASTIC OR ONE HALF (0.5) INCHES OF MILLED THICKNESS. THIS WILL INCLUDE ALL LABOR MATERIALS AND EQUIPMENT FOR THE INSTALLATION, MAINTENANCE AND REMOVAL OF THE RUMBLE STRIPS.

ITEM SPECIAL - RUMBLE STRIPS 2,880 FOOT



RUMBLE STRIP PLACEMENT DETAIL
(NOT TO SCALE)

ITEM 614. MAINTAINING TRAFFIC. MISC.: "SNAP" MILL AND FILL

MAINTENANCE OF TRAFFIC ON THE SHOULDERS WILL REQUIRE THE EXISTING "SNAPS" TO BE MILLED AND FILLED. PAYMENT FOR THIS ITEM SHALL INCLUDE ALL OF THE FOLLOWING: REMOVAL OF THE EXISTING "SNAPS" BY MILLING 1 1/2" DEEP AND 2' WIDE; TACK COATING ALL EXPOSED MILLED SURFACES; AND PAVING THE MILLED AREA WITH 1 1/2" OF ITEM 422 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM TYPE A, (488). ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NEEDED TO COMPLETE THE ABOVE MENTIONED WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC, MISC.: "SNAP" MILL AND FILL. THIS WILL OCCUR IN THE FOLLOWING PHASES AND LOCATIONS:

- PHASE 1
- I-77 NB OUTSIDE STA. 353+00 TO STA. 395+00
- PHASE 2 AND SUBPHASES
- I-277 EB INSIDE STA. 249+00 TO STA. 284+00
 - I-277 EB OUTSIDE STA. 271+00 TO STA. 281+00
 - I-277 WB INSIDE STA. 221+00 TO STA. 278+50
 - I-277 WB OUTSIDE STA. 221+00 TO 278+50

ITEM 614 - MAINTAINING TRAFFIC, MISC.: "SNAP" MILL AND FILL 20,000 FT

ITEM 614. MAINTAINING TRAFFIC. MISC.: BRIDGE DECK AND PAVEMENT PATCHING

THIS WORK WILL BE AS DIRECTED BY THE ENGINEER AND WILL INCLUDE ALL ASSOCIATED MOT COSTS WITH THE ACTIVITY. THE COST FOR EACH ITEM SHALL BE \$1.00. THE FIXED AMOUNT SHOWN IN THE PROPOSAL IS INCLUDED (AS ANY OTHER BID ITEMS) IN THE TOTAL BID AMOUNT. THIS FIXED AMOUNT IS THE DEPARTMENT'S ESTIMATE OF THE TOTAL COST OF BRIDGE DECK AND PAVEMENT PATCHING WORK REQUIRED TO BE PERFORMED WITHIN THE WORK LIMITS AS DIRECTED BY THE ENGINEER. C&MS TABLE 104.02-2 DOES NOT APPLY TO REDUCTIONS IN THIS CONTRACT ITEM. FORCE ACCOUNT RECORDS SHALL BE KEPT TO TRACK AND ULTIMATELY DETERMINE THE AMOUNT OF THE PAY ITEM USED. THE WORK ITEM SHALL INCLUDE ALL WORK, AS DIRECTED BY THE ENGINEER, NEEDED TO RE-ESTABLISH A REASONABLY SAFE AND PASSABLE CONDITION OF THE DECK AND/OR PAVEMENT FOR THE DURATION OF THE REQUIRED UPCOMING MOT PHASES. THE CONTRACTOR SHALL MEET WITH THE ENGINEER TO ESTABLISH THE WORK AFTER EXECUTION OF THE CONTRACT. THE CONTRACTOR'S PROPOSED PHASING AND PHASING DURATIONS WILL ASSIST THE ENGINEER IN DETERMINING THE EXTENT OF THE WORK. THIS WORK IS ONLY INTENDED TO ESTABLISH A SAFE AND DRIVABLE CONDITION FOR THE DURATION OF THE PROJECT. THIS DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITIES OF 614.02B.

ITEM 614 - MAINTAINING TRAFFIC, MISC.: BRIDGE DECK AND PAVEMENT PATCHING 100,000 EACH

REVISIONS		
NO.	DATE	DESCRIPTION
△	04/20/21	REVISED SEQUENCE OF CONSTRUCTION
△	05/04/21	REVISED ITEM 614 NOTE