

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 TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO OFFICE OF COMMUNICATIONS
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 & 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.

THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE FOLLOWING:

DISTRICT PUBLIC INFORMATION OFFICER (PIO):
ASHLEY RITTENHOUSE
PHONE: (740) 568-3904
EMAIL: ASHLEY.RITTENHOUSE@DOT.OHIO.GOV

DISTRICT PERMIT SECTION:
STEPHEN WELLS
PHONE: (740) 568-3973
EMAIL: STEPHEN.WELLS@DOT.OHIO.GOV

CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION:
PHONE: (614) 351-2300
FAX: (614) 728-4098
EMAIL: HAULING.PERMITS@DOT.OHIO.GOV

THE PIO WILL, IN TURN, NOTIFY THE PUBLIC, THE LOCAL EMERGENCY SERVICES, AFFECTED SCHOOLS AND BUSINESSES, AND ANY OTHER IMPACTED LOCAL PUBLIC AGENCY OF THE ABOVE MENTIONED ITEMS VIA MEDIA SOURCES.

EXISTING PLANS
EXISTING PLANS SHOWING THE ORIGNAL ALIGNMENT AND PROFILE ARE AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT 10 OFFICE, 338 MUSKINGUM DR,MARIETTA, OH

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.

PART-WIDTH CONSTRUCTION
BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.

PRIVATE DRIVES & SIDE ROADS
PRIVATE DRIVES (EXCEPT FIELD DRIVES) WILL BE WEDGE PAVED THREE (3) FEET FROM THE EDGE OF PAVEMENT, AND NO MORE THAN THIRTY-FIVE (35) FEET IN WIDTH FOR EACH DRIVE. SIDE ROADS WILL BE PAVED 12 FEET FROM THE EDGE OF PAVEMENT TO MEET THE EXISTING, OR AS DIRECTED BY THE ENGINEER.

ITEM 253 - PAVEMENT REPAIR
PERFORM PARTIAL DEPTH PAVEMENT REPAIRS WHERE FAILING ASPHALT CONCRETE IS FOUND (AFTER MILLING). PAVEMENT SHALL BE REPAIRED WITH A DEPTH OF 3" AND A MINIMUM WIDTH OF 4' UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE REPLACEMENT MATERIAL SHALL CONFORM TO ITEM 442, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE A (449). REPAIRS SHALL BE MARKED PRIOR TO MILLING.

LOCATION	COUNT	CUBIC YARD
SPLIT 1	22	50
SPLIT 2	453	1778
SPLIT 3	5	10

THE PAVEMENT REPAIR COUNT PROVIDED IN THIS PLAN IS AN ESTIMATE, THE ENGINEER WILL PROVIDE THE ACTUAL COUNT AND DESIGNATE THE LOCATION AND LIMITS OF THE AREAS TO BE REPAIRED.

TOTALS HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

PROFILE AND ALIGNMENT
PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY WITH A UNIFORM THICKNESS AS SHOWN ON THE TYPICAL SECTIONS.

ITEM 614 - WORK ZONE MARKINGS AND SIGNS
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 C&MS 614.04 AND 614.11.

SIGN	W8-H12A	R4-1	R4-2
SPLIT 1	4 EACH	2 EACH	0 EACH
SPLIT 3	4 EACH	2 EACH	0 EACH

TOTALS CARRIED TO THE GENERAL SUMMARY

ITEM 659 - SEEDING AND MULCHING, AS PER PLAN
PER C&MS ITEM 202, BACKFILL VOIDS GREATER THAN 3" WITH ITEM 203. USE 659 ITEMS; TOP SOIL, WATER, LIME, FERTILIZER, AND SEED AND MULCH ACCORDING TO C&MS 659 AS NEEDED TO ACHIEVE 70% GRASS COVER.

ALL WORK AND MATERIALS REQUIRED TO GRADE THE AREA LEVEL WITH SURROUNDING FEATURES AND ACHIEVE 70% GRASS COVER SHALL BE INCLUDED IN ITEM 659, SEEDING AND MULCHING, AS PER PLAN.

ITEM 614, MAINTAINING TRAFFIC (US-33 AT ALL TIMES)
ON US-33, A MINIMUM OF 1 LANE (11') OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT AND THE COMPLETED PAVEMENT. LANE CLOSURES SHALL BE RESTRICTED TO 6 MILES IN EACH DIRECTION OF TRAVEL.

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.

ON SR-328 AND SR 595, TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATION FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

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 OF 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.

ITEM 623, CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN
WHEN STATIONING A RESURFACING PROJECT FOR QUANTITY CONTROL, THE REFERENCE IN 623.02 TO A REGISTERED PROFESSIONAL ENGINEER OR REGISTERED PROFESSIONAL SURVEYOR SHALL BE WAIVED. THE STAKES MAY BE PLACED BY THE CONTRACTOR'S PERSONNEL USING A MEASURING WHEEL.

HOC-33-16.05 TO 19.42, ATH-33-0.00 TO 1.23:
USE EQUIPMENT AND SOFTWARE AS DEFINED IN SUPPLEMENT 1058 TO OPTIMIZE SMOOTHNESS IN THIS SECTION OF ROADWAY. DEVELOP A CORRECTIVE ACTION PLAN FOR THIS SECTION OF ROADWAY AND SUBMIT IT TO THE ENGINEER FOR APPROVAL. USE VARIABLE DEPTH PAVEMENT PLANING ASPHALT CONCRETE, AS PER PLAN, ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (449) TO ACHIEVE A SMOOTH ROAD PROFILE. ALL EQUIPMENT, SOFTWARE, AND WORK REQUIRED TO PERFORM PROFILE CORRECTION, UNLESS OTHERWISE ITEMIZED IN THIS PLAN, SHALL BE INCLUDED IN CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN.

PROFILE CORRECTIONS / ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, VARIABLE
USE ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, VARIABLE TO ACHIEVE A SMOOTH PROFILE. PAVEMENT PLANING SHALL HAVE A MAXIMUM MILL DEPTH OF 3".

USE ITEM 442, ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (449) IN ASSOCIATION WITH VARIABLE DEPTH PAVEMENT PLANING TO ACHIEVE A SMOOTH PROFILE.

FIVE (5) LOCATIONS, INCLUDING THE LOCATION SHOWN ON SHEET 20, HAVE BEEN ESTIMATED FOR VARIABLE DEPTH PAVEMENT PLANING IN THIS PLAN.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, VARIABLE = 5000 SY
ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (449) = 347 CY

TOTALS CARRIED TO THE GENERAL SUMMARY.

ITEM 400 - SPECIAL - PAVER MOUNTED THERMAL PROFILING (PMTP)
THIS ITEM CONSISTS OF PROVIDING A PAVER MOUNTED THERMAL PROFILING (PMTP) SYSTEM TO IDENTIFY THE PRESENCE OF ANY THERMAL SEGREGATION OF AN UNCOMPACTED MAT OF HOT MIX ASPHALT. CONFORM TO THE SPECIFICATIONS FOUND IN THE SPECIAL PROVISIONS FOR METHODS AND PROCEDURES FOR DETERMINING THE THERMAL PROFILE USING A PMTP SYSTEM.

NOTIFY THE ODOT OFFICE OF PAVEMENT ENGINEERING (OPE) AT LEAST TWO WEEKS PRIOR TO THE START OF PMTP DATA COLLECTION.

OPE WILL CONDUCT DENSITY GAUGE TESTING ON SOME OR ALL OF THE THERMAL PROFILE DATA SUBLOTS CATEGORIZED AS HAVING SEVERE THERMAL SEGREGATION, AS DEFINED IN THE SPECIAL PROVISION. THE RESULTS OF THIS TESTING ARE FOR RESEARCH PURPOSES AND WILL NOT RESULT IN ANY ADDITIONAL ADJUSTMENT TO THE ITEM UNIT BID PRICE. PROVIDE TRAFFIC CONTROL TO ALLOW OPE TO CONDUCT TESTING. THE DEPARTMENT WILL NOT REQUIRE MORE THAN FOUR DAYS OF ADDITIONAL LANE CLOSURES TO PERFORM DENSITY GAUGE TESTING.

INCLUDE THE COST OF ALL LABOR, EQUIPMENT, SOFTWARE, AND INCIDENTALS NECESSARY TO INSTALL THE EQUIPMENT AND ANALYZE THE DATA IN THE LUMP SUM BID FOR ITEM SPECIAL, PAVER MOUNTED THERMAL PROFILING (PMTP).

A LUMP SUM (LS) QUANTITY FOR THE ABOVE MENTIONED ITEM HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 690 - SPECIAL - INTELLIGENT COMPACTION (IC)
THIS ITEM CONSISTS OF PROVIDING AN INTELLIGENT COMPACTION (IC) SYSTEM TO MONITOR COMPACTION DURING PLACEMENT OF ASPHALT CONCRETE. INSTRUMENT ALL ROLLERS INVOLVED IN THE COMPACTION OF THE ASPHALT CONCRETE MAT. CONFORM TO THE SPECIFICATIONS FOUND IN THE SPECIAL PROVISION.

NOTIFY THE ODOT OFFICE OF PAVEMENT ENGINEERING (OPE) AT LEAST TWO WEEKS PRIOR TO THE START OF IC DATA COLLECTION.

INCLUDE THE COST OF ALL LABOR, EQUIPMENT, SOFTWARE, AND INCIDENTALS NECESSARY TO INSTALL THE EQUIPMENT AND ANALYZE THE DATA IN THE LUMP SUM BID FOR ITEM SPECIAL, INTELLIGENT COMPACTION (IC).

A LUMP SUM (LS) QUANTITY FOR THE ABOVE MENTIONED ITEM HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 442 – ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, (447), AS PER PLAN
FOLLOW ALL REQUIREMENTS OF THE SPECIFICATIONS WITH THE ADDITION OF THE FOLLOWING:

PROVIDE LOCATION REFERENCE COORDINATES FOR EACH CORE TAKEN FOR MAT AND JOINT DENSITY ACCEPTANCE. UTILIZE A GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) RECEIVER WITH AN ACCURACY OF ± 2 INCHES (50 MM) IN THE X AND Y DIRECTIONS. USE A GNSS WITH THE ABILITY TO OBTAIN POSITIONAL CORRECTIONS USING THE ODOT REAL TIME NETWORK (RTN) OR A BASE-ROVER REAL-TIME KINEMATIC (RTK) SYSTEM. TIE DATA TO THE MOST CURRENT VERSION OF THE NATIONAL SPATIAL REFERENCE SYSTEM (NSRS) THROUGH OHIO COUNTY COORDINATE SYSTEM (OCCS) COORDINATES. USE THE RTN ONLY WHEN COVERAGE IS AVAILABLE THROUGHOUT THE PROJECT LIMITS.

