

Item 252 – Full Depth Rigid Pavement Removal and Flexible Replacement, As Per Plan

The following estimated quantities shall be used to perform full depth pavement repairs as directed by the Engineer. The depth of the repair shall be 14” with Item 301 used as the replacement material. The repairs shall be performed after the planing operation.

Item 252 – Full Depth Rigid Pavement Removal and Flexible Replacement, As Per Plan	450 SY
Item 255 – Full Dept Pavement Sawing	900 FT

Item 608 – 4” Concrete Walk, As Per Plan

In addition to the requirements of Item 608 and the concrete specification in these plans, the following shall apply:

This item is intended for use As Directed by the Engineer, to remove and replace structurally deficient sidewalk and to correct trippin hazards. Areas where this applies will include any necessary concrete sidewalk adjacent to intersection corners where new ADA curb ramps are being installed.

All concrete shall be a minimum of 4”.

The cost of all labor, materials, and equipment required to sawcut, removed existing walk, excavate, layout and for work, and placement of new concrete walk shall be included in the contract unit price bid for Item 608-Concrete Walk, As Per Plan.

All topsoil, seeding and mulching required adjacent to the walk shall be considered incidental to this item. Seeding mix shall conform to ODOT 659.08 High Quality Seeds, Class I.

The cost of the material and labor associated with the above work is included in the contract unit price bide for Item 608-4” Concrete Walk, As Per Plan.

The following estimated quantity has been carried to the to the General Summary for use as directed by the Engineer.

Item 608 – 4” Concrete Walk, As Per Plan,	300 SF
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Item 608 - Curb Ramp, By Type, As Per Plan (8” Thickness)

Under this pay item The Contractor shall be responsible for laying out and constructing American With Disabilities Act (ADA) compliant curb ramps and landing that conform to the Ohio Department of Transportation Curb Ramp Standard Drawings and Special Provisions. O.D.OT. Standard Drawing BP-7.1 shall be used as a base for the construction of the curb ramps.

The curb ramp type is subject to adjustment and/or change due to field conditions and shall be determined in the field based on best fit to field conditions. Contractor shall be responsible for verifying type of curb ramp proposed in the plans. No additional payment shall be made if the curb ramp type is changed or for field adjustments necessary for the complete installation of the curb ramp.

Any newly constructed curb ramp not meeting ADA requirements will be removed and replaced by the Contractor, at their cost, to the satisfaction of the O.D.O.T. Project Engineer.

Payment shall be measured in Square Feet for curb ramp areas as indicated on the O.D.O.T. Standard Drawing BP-7.1. Payment shall include all labor, equipment, and materials necessary to construct the new curb ramp, complete in place.

Payment includes existing ramp/sidewalk removals, surveying, construction layout, form work, replacement of bedding, placement of sidewalk and curb concrete for new ramps, and placement of new detectable warning within the proposed ramp areas.

All sawcutting, appurtenances, and other work necessary for the complete installation of the ramp is considered incidental to this item.

All topsoil, seeding, and mulching required adjacent to the curb ramp shall be considered incidental to this item.

Seeding Mix shall conform to ODOT CMS 659.08 High Quality Seeds, Class I.

Curb Ramps at intersection corners are shown on the plans for estimating purposes. Work beyond the limits of the curb ramp area shall be paid under separate pay items.

Truncated Domes are included with the cost of Item 608-Curb ramps, As per Plan.

As Directed by the engineer, Additional walk needed beyond the curb ramp area, will be paid for under Item 608 – 4” Concrete Walk, As Per Plan.

As estimated quantity in the Curb Ramps Sub-Summary is carried to the General Summary.

Protection of Utilities by Contractor

In addition to the Utility Notes in the General Summary, the Contractor is to be informed of buried utilities in the area of the SR-91 at Marsol Rd/Stafford Dr intersection, where curb ramps and walk replacements are proposed. Utilities shown on the Curb Ramp detail sheet are from record plans. The Contractor shall verify buried utilities in the areas of excavation for the curb ramp and walk work items.

The below utility note is from Dominion Energy: Dominion Energy requests that the following note be added to your plans for the benefit of your Contractor: "It is the contractor's responsibility to maintain the lateral and subjacent support of Dominion Energy's pipeline(s), in compliance to 29 CFR, Part 1926, subpart P, (safe excavation & shoring). One-foot minimum vertical and horizontal clearance must be maintained between Dominion Energy Ohio's (DEO) existing pipeline(s) and all other improvements. Extreme care should be taken not to harm any DEO facility (pipelines, etc.) or appurtenance (pipe coating, tracer wire, cathodic protection test station wires & devices, valve boxes, etc.). DEO facilities must be protected with a tarp during bridge construction. The contractor will be responsible and liable for ensuring that all DEO existing facilities, above and below ground, remain undamaged, accessible and in working order. The crossing of DEO's pipeline with another steel facility may create a potential corrosion issue for the proposed facility and the existing DEO facility. Please contact Dominion Energy Ohio's Corrosion Department: Dave Cutlip (330-266-2121), Rick McDonald (330-266-2122), or Al Humrichouser (330-478-3757)."

Since over 1000 gas companies now operate in Ohio, proper pipeline identification is necessary to assure minimum critical response time. We request that you add the following general note to your construction plans: DEO = Dominion Energy Ohio, 1-800-362-7557. Dominion Energy's facilities should be identified appropriately on your construction plans.

To avoid personal injuries, property damages, legal actions, etc., no construction, grading or excavating should begin within 30 feet of any DEO high pressure natural gas pipeline without written approval from this office. No improvements of any kind should be made by any party other than DEO within 100 feet radius of a DEO Gas Well or DEO Brine/Oil Tank.

DEO will not be liable for nor accept any contractor delay costs that the company has not had an opportunity to review, dispute and/or resolve.

Digital Data for Material Ticketing Utilizing e-Ticketing Portal

Description: This work consists of providing digital data for piloting digital information transfer for material weight ticket information for the following:

- Item 441 – Asphalt Concrete Surface Course, Type 1, (446), As Per Plan, 1.25”, PG-70-22M
- Item 441 - Asphalt Concrete Surface Course, Type 1, (448), As Per Plan, PG64-22, 1.25”
- Item 441 – Asphalt Intermediate Course, Type 1, (448), 1”

Provide material ticket information in a digital format directly recorded from the material loading source.

This note in no way supersedes any other commercial regulations or any other legal requirements regulating the transportation of commercial materials. This does not preclude or dismiss any requirement for paper tickets required by other rules and regulations.

Requirements: Send digital ticket information to the Department’s Digital Ticketing Portal as the individual material loads are generated and shipped to the Project. The digital material ticket shall contain information as required per the applicable material specification for weight measurement and other material characteristics.

DESIGN AGENCY



DESIGNER
JDA

REVIEWER
SJT 08-20-21

PROJECT ID
112507

SHEET TOTAL
7 24

Digital Data for Material Ticketing Utilizing e-Ticketing Portal (Cont.)

The Department will reject any load that does not have a corresponding eTicket unless the cause is beyond the Contractor's control. In such circumstances, paper tickets may be permitted.

Setup, Calibration, and Data Integration:

Suppliers shall cooperate with the Department and the Department's eTicketing vendor to establish digital information transfer from the suppliers ticketing system to the Department's eTicketing portal. No earlier than 14 days after project execution but not later than 30 days prior to initiating Work, identify in writing the material source load read-out weighing system the supplier utilizes.

The material supplier shall cooperate with ODOT's eTicketing Portal vendor in the creation of an Application Programming Interface (API) to integrate material source load read-out data with the Department's eTicketing Portal. The Department's eTicketing portal vendor shall be responsible for leading the API creation. Upon API creation, utilize the API to provide digital material source load read-out data from the material source load read-out weighing system to the Department's eTicketing Portal.

Conduct a test of each supplier's integration with the Department's eTicketing Portal prior to shipping material to the Project. Complete test at least 14 days prior to shipping material unless otherwise approved by the Engineer. The test must involve at least four test eTickets from each supplier approved for used on the project for materials to be used on the Project. The test eTickets must accurately reflect the proper nomenclature and accuracy defined; all other categories shall be marked "TEST". After the Engineer confirms the test eTickets have been entered into the Department's eTicket Portal, void the test eTickets with the reason "Setup Testing". If any load read-out weighing system changes are intended by the supplier after the creation of the supplier specific API, coordinate with the ODOT to ensure API compatibility.

Ensure continued internet connectivity during the API usage to maintain connection the Department's eTicketing Portal During material production and delivery to the Project. Ensure delivery of eTicket prior to the material arriving on the Project, but not prior to the loading of material at the source.

Upon successful testing of the data integration, physical material tickets for the Department will not be required.

Payment:
For initial setup of the API Integration, the material vendors shall assume approximately 16 person hours and shall be considered incidental to the cost of the material. For extreme situations involving excessive establishment of the API and digital information transfer, notify the Engineer per CMS 104.02.

The cost associated with creating and maintaining an API and providing digital ticketing data is incidental to the cost of the item utilizing the material being placed.

Traffic Control

Item 632 – Detector Loop, As Per Plan

All stop line inductance detector loops shown in the plans shall be the powerhead configuration shown on TC-82.10. The width shall be as specified on TC-82.10 and the length shall match the existing detector loop length, with a maximum length of 35'. The stop line detector loops shall not be wired to any other loops and shall have their own detector channel. The location of these loops shall be such that the powerhead is located at the stop line, not past it.

All dilemma zone inductance detector loops called for in the plans shall be the Angular Design Detection (A.D.D.) loop as shown on TC-82.10. Dimensions shall be as specified on TC-82.10.

System loops shall be as depicted in the plans.

All stop line detection shall be tested for a bicycle target and all dilemma detection zones shall be tested for a motorcycle target.

Install detector loops in the surface course within 72 hours of its placement.

When replacing the loop detectors, the loop detector wire shall be replaced to the pull box or pole, whichever is applicable, under Item 632 and TC-82.10. The new cable splice kits shall be included in this pay item.

The Contractor shall contact the Project Engineer and Keith Hamilton, (216) 584-2220, District 12 Traffic Engineer, seven (7) days prior to planing through an intersection to adjust signal operation as needed.

The District 12 Traffic Engineer shall concur with the location of the replacement loops.

The following estimated quantity has been carried to the General Summary for use as described above:

Detector Loop Locations

REFERENCE NO.	SEE SHEET NO.	LOCATION	632	632
			6' X 20' POWERHEAD DETECTOR LOOP	6' X 6' SYSTEM LOOP
			EACH	EACH
L-1	22	SR-91 North of Stafford		1
L-2	22	Stafford at SR-91	1	
SUBTOTALS			1	1
TOTAL CARRIED TO GEN. SUMMARY			2	

Detection Maintenance

If vehicle detection becomes unexpectedly disabled, requires modification, or is scheduled to be temporarily removed during the construction project, the Contractor shall immediately notify the Project Engineer and District Traffic Engineer.

If the loss of vehicle detection is known prior to the start of construction, it shall be discussed at the preconstruction meeting. At such time, the District Traffic Engineer shall advise the Project Engineer and Contractor on the appropriate action to rectify any loss of vehicle detection. This may include placing the traffic signal on minimum or maximum recall, modifying the minimum green times, and removing the malfunctioning detection from service. Where non-intrusive detection (i.e. video, radar) already exists, the Contractor shall insure that detection is operating and maintained by reconfiguring the detection units accordingly during all construction phases. This is to avoid the signal from maxing out the effected signal phase and creating unnecessary delays.

Locations where non-intrusive detection is proposed and the existing vehicle detection is to be abandoned, the non-intrusive vehicle detection shall be installed, configured and made fully functional prior to the existing detection being disabled. The Contractor shall continue to maintain and modify the detection until final acceptance of the traffic signal. This is to ensure vehicle detection remains fully functional throughout construction.

