

GENERAL (CONT.)	
<p>EQUIPMENT AND MATERIAL STORAGE</p> <p>IN ORDER TO PROVIDE FOR THE SAFETY OF THE TRAVELING PUBLIC THE CONTRACTOR'S ATTENTION IS DIRECTED TO 614.03. IN ADDITION THE FOLLOWING PROVISIONS SHALL APPLY:</p> <ol style="list-style-type: none">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.	
<p>ITEM 623. CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN</p> <p>IN ADDITION TO THE REQUIREMENTS OF THE C&M, THIS ITEM OF WORK WILL INCLUDE THE FOLLOWING ADDITIONAL REQUIREMENTS:</p> <p>THE CONTRACTOR SHALL USE COMPETENT PERSONNEL AND SUITABLE EQUIPMENT FOR THE LAYOUT WORK REQUIRED AND SHALL PROVIDE THAT IT BE DONE UNDER THE SUPERVISION OF A REGISTERED SURVEYOR, LICENSED TO PRACTICE IN THE STATE OF OHIO.</p> <p>THE CONTRACTOR SHALL USE A GPS UNIT CAPABLE OF LOCATING THE PROPOSED SIGN LOCATIONS WITHIN +/- ONE FOOT.</p>	
<p>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, LANES 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.</p> <p>THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM CAN BE DOWNLOADED FROM THE FOLLOWING FTP SITE:</p> <p>FTP://FTP.DOT.STATE.OH.US/PUB/CONTRACTS/ATTACH/CUY-120469</p> <p>PAYMENT FOR ALL OF THE ABOVE WORK SHALL BE AT THE UNIT PRICE BID FOR ITEM 623 CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.</p>	
<p>ROADWAY</p> <p>CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL</p> <p>WHEN IT IS NECESSARY TO SPlice PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.</p>	
<p>ROADWAY (CONT.)</p> <p>ITEM 606 - ANCHOR ASSEMBLY, TYPE E</p> <p>THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE MASH 2016 TYPE E MANUFACTURED END TREATMENTS FOR TYPE MGS GUARDRAIL AS LISTED UNDER "PRODUCTS ACCEPTED FOR NEW INSTALLATIONS" ON THE ROADWAY APPROVED PRODUCTS LIST POSTED ON ROADWAY ENGINEERING'S WEB PAGE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS.</p> <p>REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.</p> <p>THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH SOLID FLUORESCENT YELLOW REBOUNDABLE RETROREFLECTIVE SHEETING, PER C&M 730.191.</p> <p>WHEN THE FACE OF THE ADJACENT (ATTACHED) GUARDRAIL IS LESS THAN 4' OFFSET FROM THE PROPOSED EDGE LINE, AND PERMITTING SITE CONDITIONS EXIST: THE PROPOSED TYPE E ANCHOR ASSEMBLY SHALL BE INSTALLED AT A CONSISTENT LAKE RATE THROUGH THE FULL LENGTH OF THE SYSTEM. THE FLARE RATE SHALL BE A MAXIMUM OF 25:1 (RESULTING IN A 2' OFFSET). THE INSTALLATION SHALL BE IN ACCORDANCE WITH THE SHOP DRAWINGS, PRODUCT INSTALLATION MANUAL/GUIDANCE, AND AS DIRECTED BY THE ENGINEER.</p> <p>PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.</p> <p>AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS/BACKSTOPS, TRANSITIONS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.</p>	
<p>ITEM 606 - IMPACT ATTENUATOR, TYPE 3 (UNIDIRECTIONAL)</p> <p>THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE MASH 2016 TYPE 3 IMPACT ATTENUATORS AS LISTED UNDER "PRODUCTS ACCEPTED FOR NEW, PERMANENT INSTALLATIONS" ON THE ROADWAY APPROVED PRODUCTS LIST POSTED ON THE ROADWAY ENGINEERING'S WEB PAGE. REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS.</p> <p>PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE 3 (60 MPH, 28 INCHES), (UNIDIRECTIONAL), EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS/BACKSTOPS, TRANSITIONS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.</p>	
<p>PAYMENT</p> <p>ITEM 253 - FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN</p> <p>THIS ITEM SHALL CONSIST OF REPLACING EXISTING PAVEMENT PER ITEM 253 AND THE NOTES BELOW.</p> <p>EXISTING CONCRETE PAVEMENT THICKNESS MAY VARY FROM THAT SHOWN ON THE TYPICAL SECTIONS BY PLUS TWO INCHES OR MINUS ONE INCH. NO ADJUSTMENT IN PAYMENT FOR THIS ITEM SHALL BE MADE PROVIDING THAT THE AVERAGE PAVEMENT THICKNESS IS WITHIN ONE INCH OF THE THICKNESS SHOWN ON THE TYPICAL SECTIONS. ADDITIONAL COMPENSATION SHALL BE MADE BY CHANGE ORDER FOR THE MATERIAL COST OF CONCRETE ONLY WHEN THE AVERAGE THICKNESS EXCEEDS THE ONE INCH MAXIMUM TOLERANCE ABOVE. THE VOLUME OF CONCRETE PAID FOR SHALL BE BASED UPON THE AMOUNT OF CONCRETE ADDITIONAL ABOVE THE ONE INCH TOLERANCE LIMIT.</p> <p>THE CONTRACTOR SHALL REMOVE THE EXISTING RIGID PAVEMENT WITH CARE SO AS TO NOT DISTURB THE ADJACENT REMAINING CONCRETE PAVEMENT, ADJACENT BARRIER, AND EXISTING UNDERDRAIN.</p> <p>IF, AFTER REMOVAL OF THE RIGID PAVEMENT THE ENGINEER DETERMINES THAT THE SUBBASE OR SUBGRADE HAS FAILED OR IS PUMPING, THE ENGINEER WILL DIRECT THE CONTRACTOR TO EXCAVATE THE UNSUITABLE MATERIAL AND REPLACE IT WITH COMPACTED 304 AGGREGATE. QUANTITIES OF ITEM 203 - EXCAVATION AND ITEM 304 - AGGREGATE BASE HAVE BEEN PROVIDED TO REPAIR REPAIR AREAS WILL NEED SUBBASE OR SUBGRADE REPAIR.</p> <p>FOR ESTIMATED QUANTITIES, SEE SHEET P.11.</p> <p>ITEM 253 - 13.5" FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC 1, AS PER PLAN</p> <p>ITEM 253 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS QC 1, AS PER PLAN</p> <p>THIS ITEM SHALL CONSIST OF REPLACING EXISTING PAVEMENT PER ITEM 253 AND THE NOTES BELOW AND DETAIL ON P.05.</p> <p>EXISTING CONCRETE PAVEMENT THICKNESS MAY VARY FROM THAT SHOWN ON THE TYPICAL SECTIONS BY PLUS TWO INCHES OR MINUS ONE INCH. NO ADJUSTMENT IN PAYMENT FOR THIS ITEM SHALL BE MADE PROVIDING THAT THE AVERAGE PAVEMENT THICKNESS IS WITHIN ONE INCH OF THE THICKNESS SHOWN ON THE TYPICAL SECTIONS. ADDITIONAL COMPENSATION SHALL BE MADE BY CHANGE ORDER FOR THE MATERIAL COST OF CONCRETE ONLY WHEN THE AVERAGE THICKNESS EXCEEDS THE ONE INCH MAXIMUM TOLERANCE ABOVE. THE VOLUME OF CONCRETE PAID FOR SHALL BE BASED UPON THE AMOUNT OF CONCRETE ADDITIONAL ABOVE THE ONE INCH TOLERANCE LIMIT.</p> <p>THE CONTRACTORS SHALL REMOVE THE EXISTING RIGID PAVEMENT WITH CARE SO AS TO NOT DISTURB THE ADJACENT REMAINING CONCRETE PAVEMENT, ADJACENT BARRIER, AND EXISTING UNDERDRAIN.</p> <p>IF, AFTER REMOVAL OF THE RIGID PAVEMENT THE ENGINEER DETERMINES THAT THE SUBBASE OR SUBGRADE HAS FAILED OR IS PUMPING, THE ENGINEER WILL DIRECT THE CONTRACTOR TO EXCAVATE THE UNSUITABLE MATERIAL AND REPLACE IT WITH COMPACTED 304 AGGREGATE. QUANTITIES OF ITEM 203 - EXCAVATION AND ITEM 304 - AGGREGATE BASE HAVE BEEN PROVIDED TO REPAIR SAND FAILED SUBBASE OR SUBGRADE AREAS.</p> <p>FOR ESTIMATED QUANTITIES, SEE SHEET P.11.</p>	
<p>ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (149), AS PER PLAN, PG64-22</p> <p>THE COARSE VIRGIN AGGREGATE AND AT LEAST 50% OF FINE VIRGIN AGGREGATE FOR THIS ITEM SHALL BE LIMITED TO AIR COOLED BLAST FURNACE SLAG (ACBS) OR TRAP ROCK FROM ONTARIO.</p> <p>TABLE 402.2 APPLIES EXCEPT NO. 4 SIEVE REQUIREMENTS ARE 52 TO 60 TOTAL PERCENT PASSING. FOR THE NO. 4 SIEVE DO NOT EXCEED 63 IN PRODUCTION.</p> <p>IN ADDITION TO THE JOINT SEALING REQUIREMENTS SPECIFIED IN 401.12, THE CONTRACTOR SHALL SEAL THE PERIMETER OF ALL RUMBLE STRIP PAVEMENT REPLACEMENT AREAS. THE MATERIAL USED SHALL BE A CERTIFIED 70/201 PG BINDER. THE WIDTH OF THE SEALER SHALL BE 2-3 INCHES.</p> <p>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 (149), AS PER PLAN, PG64-22.</p> <p>PAVEMENT RESTORATION FOR PIPE INSTALLATIONS AND/OR REMOVALS</p> <p>THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION AND/OR REMOVAL OF PIPES.</p> <p>ITEM 255, 13.5" FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC 1, AS PER PLAN 474 SY</p> <p>ITEM 255, FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS QC 1, AS PER PLAN 269 SY</p> <p>THE ABOVE ITEM 255 QUANTITIES ARE BASED ON MATCHING THE EXISTING CONCRETE THICKNESS OF 12 INCHES (STA. 226+75 TO STA. 223+21.45) AND 9.5 INCHES OF ASPHALT AND 10 INCHES OF CONCRETE (NORTH OF STA. 223+21.45) AND A PAVEMENT RESTORATION WIDTH THAT INCLUDES THE TRENCH WIDTH PLUS TWO FEET ON EACH SIDE OF THE TRENCH.</p> <p>PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.</p> <p>PAVEMENT RESTORATION FOR DRAINAGE STRUCTURE INSTALLATIONS</p> <p>THE FOLLOWING QUANTITY IS PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION OF ITEM 611, DRAINAGE STRUCTURES.</p> <p>ITEM 255, 13.5" FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC 1, AS PER PLAN 20 SY</p> <p>ITEM 255, FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS QC 1, AS PER PLAN 36 SY</p> <p>THE ABOVE ITEM 255 QUANTITIES ARE BASED ON MATCHING THE EXISTING CONCRETE THICKNESS OF 12 INCHES (STA. 226+75 TO STA. 223+21.45) AND 9.5 INCHES OF ASPHALT AND 10 INCHES OF CONCRETE (NORTH OF STA. 223+21.45) AND A WIDTH OF TWO FEET AROUND THE PERIMETER OF THE DRAINAGE STRUCTURE.</p> <p>PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.</p> <p>ITEM 305 - CONCRETE BASE, MISC., 9.75" CONCRETE BASE, CLASS QC 1P</p> <p>THE THICKNESS OF THIS ITEM IS 9.75". ALL REQUIREMENTS OF ITEM 305 APPLY.</p>	