

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 7). 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.

PAVEMENT PREPARATION

IN ADDITION TO THE REQUIREMENTS OF SPEC. 641.05, THE ITEM SHALL CONSIST OF REMOVING AND DISPOSING OF EXCESSIVE AMOUNTS OF LOSE OR FOREIGN MATERIAL FROM THE SURFACE TO BE MARKED TO THE SATISFACTION OF THE ENGINEER. THIS SHALL INCLUDE THE AREA AROUND THE SURFACE TO BE MARKED, THE ENTIRE AREA SHALL BE CLEANED, NOT JUST THE LINES TO BE MARKED. ALL WORK SHALL BE INCIDENTAL TO 641.

DAMAGE CLAIMS

IN ADDITION TO 107.10 AND 107.12 OF THE C&MS BOOK, THE FOLLOWING SHALL APPLY:

COPIES OF ALL DAMAGE CLAIMS OR WRITTEN COMPLAINTS MADE AGAINST THE CONTRACTOR OR SUBCONTRACTOR RESULTING FROM FIELD PAINTING OF PAVEMENT MARKINGS SHALL BE PROVIDED TO THE ODOT DISTRICT CONSTRUCTION ENGINEER WITHIN SEVEN (7) DAYS OF RECEIPT, THE CONTRACTOR SHALL RESPOND TO EACH CLAIM OR COMPLAINT IN A TIMELY MANNER, BUT IN NO CASE SHALL RESPONSE TAKE MORE THAN FIFTEEN (15) DAYS. A COPY OF THE RESPONSE SHALL BE PROVIDED TO THE ODOT DISTRICT CONSTRUCTION ENGINEER AT THE TIME IT IS SENT TO THE CLAIMANT OR COMPLAINANT.

GRINDING MATERIAL

THE GRINDING MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND BE REMOVED FROM THE PAVED SURFACE OF THE ROADWAY.

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/POLICIESANDSOPS/POLICIES/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 PUBLIC PROJECTS MANUAL, AT ALL TIMES WHILE WORKING WITHIN THE CSXT RIGHT OF WAY.

PAVEMENT MARKINGS

IN ADDITION TO THE STANDARD CONSTRUCTION DRAWINGS IN THE CMS, THE FOLLOWING ADDITIONAL CONDITIONS SHALL APPLY.

THE RUMBLE STRIPE SHALL BE DUST-FREE AND DRY WHEN THE PAVEMENT MARKINGS ARE APPLIED. PAVEMENT MARKINGS SHALL NOT BE PLACED OVER ANY PROPOSED CRACK SEALANT UNTIL THE SEALANT HAS CURED.

RAISED PAVEMENT MARKERS

THIS PROJECT CONTAINS EXISTING RAISED PAVEMENT MARKERS. THE CONTRACTOR IS CAUTIONED NOT TO PERMIT CRACK SEAL MATERIAL TO COVER THE REFLECTIVE ELEMENTS OF THE MARKERS. IF A REFLECTIVE ELEMENT IS COVERED IT SHALL BE REPLACED WITH A NEW REFLECTOR OF THE CORRECT TYPE AND COLOR WITHIN THREE (3) WORKING DAYS. SUCH REPLACEMENT WILL BE ENTIRELY AT THE CONTRACTOR'S EXPENSE.

EROSION CONTROL

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

ITEM 832 EROSION CONTROL = 1,000 EACH

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.

WORK ON STRUCTURES

THIS PROJECT CONTAINS STRUCTURES WHICH MAY HAVE CONCRETE APPROACH SLABS AND DECKS OR CONCRETE OVERLAYS. THE CONTRACTOR SHALL OMIT CRACK SEALING WORK ON THE CONCRETE PORTIONS OF THESE STRUCTURES WITH THE EXCEPTION OF SEALING THE JOINT AT THE PAVEMENT AND APPROACH SLAB AND THE JOINT AT THE APPROACH SLAB AND BACKWALL, AS DIRECTED BY THE ENGINEER.

PROGRESSION OF WORK

PRIOR TO THE PLACEMENT OF PAVEMENT MARKINGS, THE LONGITUDINAL PAVEMENT JOINT ALONG THE CENTERLINE OF THE ROADWAY SHALL BE SEALED. CRACK SEALING SHALL BE PERFORMED IN ACCORDANCE WITH THE PROVISIONS OF CMS 423. CARE SHALL BE EXERCISED NO TO UNNECESSARILY OBLITERATE

IN THE EVENT THAT EXISTING PAVEMENT MARKINGS ARE OBLITERATED, THE CONTRACTOR SHALL ERECT THE NECESSARY WORK ZONE MARKING SIGNS AND INSTALL TEMPORARY PAVEMENT MARKINGS IN THOSE AREAS WHERE THE OBLITERATION HAS OCCURED PER THE REQUIREMENTS OF THE CONSTRUCTION DRAWINGS.

OBLITERATION MEANS ANY PERMANENT PAVEMENT MARKING TOTALLY COVERED OR COVERED TO THE EXTENT THAT THE REMAINING MARKINGS DO NOT PROVIDE GUIDANCE AS DETERMINED BY THE ENGINEER.

THE COSTS ASSOCIATED WITH THE REQUIREMENTS ABOVE SHALL BE CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE UNIT BID PRICE OF ITEM 423 CRACK SEALING, TYPE 1.

UPON COMPLETION OF CRACK SEALING OPERATIONS ON EACH SECTION, THE CONTRACTOR SHALL INSTALL PERMANENT PAVEMENT MARKINGS AS PAID FOR IN THIS PLAN.

COORDINATION OF CONTRACTORS

TWO SEPARATE PROJECTS WILL BE CONSTRUCTED WITHIN THE AREA OF THIS PROJECT. HAN-68/15-INTERCHANGE PID 112280 IS A RAMP RECONSTRUCTION PROJECT, AND HAN/WYA-30-12.22/0.00 PID 114926 IS A RESURFACING PROJECT. IN ADDITION TO THE RESURFACING WORK WITH PID 114926, PAVEMENT REPAIRS WILL BE COMPLETED ON HANCOCK COUNTY U.S. 68, HANCOCK COUNTY S.R. 15, WYANDOT COUNTY S.R. 15, AND WYANDOT COUNTY U.S. 23. THESE PAVEMENT REPAIRS WILL BE COMPLETED BY 6/15/24. NO WORK ON THIS PROJECT CAN BEGIN UNTIL THESE PAVEMENT REPAIRS HAVE BEEN COMPLETED. DURING CONSTRUCTION OF THE HAN-68/15-INTERCHANGE PROJECT THE DRIVING LANE AND SHOULDER OF SR 15 EB WILL BE CLOSED, THEREFORE NO WORK IN THE EB LANES FROM THE STARTING POINT OF THIS PROJECT TO THE SR 37 INTERCHANGE CAN BEGIN UNTIL THE EB DRIVING LANE AND SHOULDER IS RE-OPENED ON 9/1/24. THE CONTRACTOR SHALL COOPERATE WITH THE CONTRACTOR'S FOR THESE PROJECTS IN A MANNER TO NOT HINDER THE PROGRESS OR COMPLETION OF THE WORK BEING PERFORMED BY EACH OTHER. THE TIMING OF THESE PROJECTS SHALL BE COORDINATED TO ALLOW FOR COMPLETION OF EACH PROJECTS WORK AS DEFINED IN THE CONSTRUCTION PLANS AND RELATED BID DOCUMENTS.

DESIGN AGENCY



DESIGNER	GLI
REVIEWER	MPB
PROJECT ID	09-22-23
	107873
SHEET	TOTAL
3	21