ITEM SPECIAL - "SNAP" MILL AND FILL
MAINTENANCE OF TRAFFIC ON THE MEDIAN SHOULDER AND PORTIONS OF THE OUTSIDE SHOULDER WILL REQUIRE THE EXISTING "SNAPS" TO BE MILLED AND FILLED OUTSIDE THE WORK LIMITS FOR TEMPORARY TRAFFIC CONTROL PURPOSES.

PAYMENT FOR THIS ITEM SHALL INCLUDE REMOVAL OF EXISTING "SNAPS" AND THE EXISTING PAVEMENT JOINT BY MILLING 1 1/2" DEEP AND 5' WIDE, COATING All EXPOSED MILLED SURFACES WITH ITEM 407 NON-TRACKING TACK COAT, AND PAVING THE MILLED AREA WITH 1 1/2" OF ITEM SP 404 - ASPHALT CONCRETE SURFACE COURSE, PG 64-22. ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE ABOVE MENTIONED WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM SPECIAL - "SNAP" MILL AND FILL.

ITEM SPECIAL - "SNAP" MILL AND FILL..... 2,400 FT

SUSPENSION OF WORK
IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL AS SET FORTH IN THESE PLANS OR WITH PROVISIONS OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, THE CHIEF ENGINEER WILL SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS.

ITEM 630 - SIGNING MISC.: ADDITIONAL SIGNS WITH SUPPORTS AS DIRECTED BY THE CHIEF ENGINEER
WHEN ADDITIONAL SIGNING IS NEEDED TO MAINTAIN TRAFFIC, THE CONTRACTOR SHALL FURNISH THE SIGN OR SIGNS AS DIRECTED BY THE CHIEF ENGINEER. THESE SIGNS SHALL BE GROUND OR BARRIER MOUNTED AND MEET ALL THE SPECIFICATIONS OF THE PLAN, PROPOSAL AND CURRENT YEAR ODOT CMS. SIGN SUPPORTS AND HARDWARE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 630 - SIGNING, MISC.: ADDITIONAL SIGNS WITH SUPPORTS, AS DIRECTED BY THE CHIEF ENGINEER.

ITEM 630 - SIGNING, MISC.: ADDITIONAL SIGNS WITH
SUPPORTS, AS DIRECTED BY THE CHIEF ENGINEER ..... 500 SQ FT

SP 614C - REMOVAL OF PAVEMENT MARKINGS
ALL PAVEMENT MARKINGS WHICH ARE IN CONFLICT WITH THE PROPOSED MAINTENANCE OF TRAFFIC PAVEMENT MARKINGS ARE TO BE REMOVED AS PER SP 614C - REMOVAL OF PAVEMENT MARKINGS 4

REMOVAL OF EXISTING CONFLICTING PAVEMENT MARKINGS SHALL BE ACCOMPLISHED BY EITHER GRINDING OR WATER BLAST AS APPROVED BY THE CHIEF ENGINEER, IN ACCORDANCE WITH SP 614C. IN NO INSTANCE SHALL BLACKOUT TAPE BE USED. MEASUREMENT OF THIS ITEM SHALL BE IN ACCORDANCE WITH SP 614C AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO REMOVE CONFLICTING PAVEMENT MARKINGS TO THE SATISFACTION OF THE CHIEF ENGINEER.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY TO BE UTILIZED AS DIRECTED BY THE CHIEF ENGINEER.

SP 614C - REMOVAL OF PAVEMENT MARKING ..... 24.2 MILE

SP 621 RAISED PAVEMENT MARKERS
THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE CHIEF ENGINEER FOR CONTINGENCY PURPOSES ONLY. THESE ITEMS ARE TO BE USED TO REPLACE OR REPAIR DAMAGED RAISED PAVEMENT MARKERS IN THE EASTBOUND AND WESTBOUND TURNPIKE LANES.

SP 621 RAISED PAVEMENT MARKER -
STIMSONITE MODEL 101 LPCR ..... 50 EACH

SP 621 REPLACEMENT PRISMATIC RETRO-REFLECTOR ..... 50 EACH

SP 621 REPLACEMENT RAISED PAVEMENT MARKER CASTING -
STIMSONITE MODEL 101 LPCR ..... 50 EACH

DUST CONTROL
THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE CHIEF ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616 - WATER ..... 6000 M GAL.

ALTERNATE MAINTENANCE OF TRAFFIC (MOT) PLANS
IF THE CONTRACTOR SO ELECTS, HE OR SHE MAY PROPOSE AN ALTERNATE METHOD OR METHODS FOR MAINTAINING TRAFFIC, PROVIDED THE INTENT OF THE ABOVE PROVISIONS AND SP 614 ARE FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO THE TRAVELING PUBLIC RESULTS THERE FROM.

IF THE CONTRACTOR ELECTS TO PROPOSE AN ALTERNATE MOT PHASE, SCHEME OR PLAN FROM THAT INCLUDED IN THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL PREPARE TO SCALE PLANS, EQUIVALENT TO THE LEVEL OF DETAIL OR MORE AS PROVIDED IN THE CONTRACT DOCUMENTS, WHICH ILLUSTRATE ALL ADVANCED WARNING AREA SIGNAGE, TRANSITION AREA(S) FOR TAPERS AND SHIFTS, SIGNAGE AND/ OR PAVEMENT MARKINGS, BUFFER SPACE, ACTIVITY OR WORK AREAS WHERE WORK IS TAKING PLACE, STAGING AREAS FOR WORKERS / MATERIALS / EQUIPMENT, AND TERMINATION AREA SHOWING TRAILING BUFFER SPACE AND TRANSITIONS OF TRAFFIC RETURNING TO NORMAL ALIGNMENT.

DETAILS OF ANY VARIATION FROM THE CONTRACT DOCUMENTS, SUCH AS THE PLACEMENT OF PORTABLE BARRIER, TEMPORARY SHEETING, PORTABLE BARRIER VEHICLES, TEMPORARY SIGNALS, TEMPORARY IMPACT ATTENUATORS, COVERING OF EXISTING SIGNAGE, REMOVAL OF PAVEMENT MARKINGS, ETC. SHOULD ALSO BE PROVIDED. BOTH MILEPOSTS AND STATIONS SHALL BE PROVIDED TO IDENTIFY ALL LOCATIONS OF SIGNS OR DEVICES.

THE PROPOSED ALTERNATE PLAN IS TO ADDRESS THE ENTIRE PROJECT AND/ OR ADJACENT PROJECT MOT PLANS AND ANY REQUIRED CORRECTIONS TO ALREADY EXISTING MOT. TRAFFIC FLOW ARROWS SHALL BE SHOWN ON THE PLANS TO CLEARLY INDICATE EACH LANE OF TRAFFIC MAINTAINED.

THE ALTERNATE MOT PLANS SHALL BE PREPARED, SIGNED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED AND REGISTERED IN THE STATE OF OHIO WHO IS KNOWLEDGEABLE ABOUT FUNDAMENTAL PRINCIPLES OF TEMPORARY TRAFFIC CONTROL AND WORK ACTIVITIES TO BE PERFORMED. ALTERNATE MOT PLANS SHALL BE SUBMITTED TO THE CHIEF ENGINEER FOR REVIEW AND APPROVAL.

THE CHIEF ENGINEER WILL REQUIRE A 14 DAY REVIEW PERIOD TO EVALUATE THE PROPOSED ALTERNATE MOT PLAN. NO ALTERNATE PLANS SHALL BE PLACED INTO EFFECT UNTIL APPROVAL HAS BEEN GRANTED IN WRITING BY THE CHIEF ENGINEER. ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH SP 614 AND ALL OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE CURRENT VERSION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION STANDARDS. ALL COSTS ASSOCIATED WITH THE PROPOSED ALTERNATE MOT PLAN WILL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR NO ADDITIONAL COMPENSATION WILL BE PROVIDED.

STORAGE OF PORTABLE BARRIER
THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION WILL ALLOW STORAGE OF PORTABLE BARRIER WALL ON TURNPIKE RIGHT OF WAY AT TOLL PLAZA TP 13.3. SPACE IS AVAILABLE AT EACH TOLL PLAZA. THE CONTRACTOR SHALL VERIFY THE AMOUNT OF SPACE THAT IS AVAILABLE AT EACH TOLL PLAZA. THE AVAILABLE SPACE AT THE TOLL PLAZAS MAY REQUIRE MINIMAL GRADING TO PREPARE THE SURFACE FOR LEVEL AND STABLE STORAGE. EITHER ASPHALT MILLINGS OR CRUSHED AGGREGATE MAY BE USED AT THE CONTRACTOR'S OWN EXPENSE TO GRADE AND STABILIZE THE STORAGE AREA. PORTABLE BARRIER SHALL NOT BE STORED HIGHER THAN THREE PIECES HIGH. TYPICAL STORAGE ANTICIPATED WOULD BE IN CUBES OF 5 PORTABLE BARRIER SECTIONS ALTERNATELY STACKED 3 HIGH OR AS RECOMMENDED BY THE MANUFACTURER. RESTORATION OF THE AREA WILL BE REQUIRED TO ORIGINAL OR BETTER CONDITIONS AS APPROVED BY THE CHIEF ENGINEER PRIOR TO FINAL COMPLETION. ALL BROKEN BARRIER AND DEBRIS SHALL BE REMOVED FROM THESE AREAS ONCE COMPLETE AND DISPOSED IN ACCORDANCE WITH SP 105. FLAGGERS WILL BE REQUIRED FOR ANY TURNING MOVEMENTS IN FRONT OF THE TOLL PLAZAS PER THE OTIC'S STANDARDS. THE CONTRACTOR SHALL PROVIDE A UTILIZATION PLAN TO THE CHIEF ENGINEER FOR APPROVAL. THIS PLAN SHALL INCLUDE THE FOLLOWING: AN AERIAL DRAWING OF THE TOLL PLAZA WHICH DEFINES THE STORAGE AREA, SIZE OF AREA REQUIRED, DESCRIPTION OF HOW THE BARRIER IS TO BE STORED, DESCRIPTION OF WORK REQUIRED TO PREPARE THE STORAGE AREA WHICH INCLUDES TYPE OF SURFACE TO BE INSTALLED IF REQUIRED, GRADING THAT PROVIDES POSITIVE DRAINAGE AND ANY EROSION CONTROL MEASURES REQUIRED, AND THE LOGISTICS TO STORE AND RETRIEVE THE STORED PORTABLE BARRIER TO AND FROM THE TOLL PLAZA. ALL COSTS ASSOCIATED WITH THE STORAGE OF PORTABLE BARRIER SHALL BE CONSIDERED INCIDENTAL TO THE LUMP SUM PRICE BID OF ITEM SP 622 – PORTABLE BARRIER.

ITEM 614 - WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)
THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

ANY IMPACT ATTENUATOR PLACED ON:

- NEW PAVEMENT
- PAVEMENT THAT IS NOT BEING REPLACED AS PART OF THIS PROJECT
- OR PAVEMENT ON AN ACCELERATION/DECELERATION RAMP

SHALL BE AN ANCHORLESS WATER-FILLED IMPACT ATTENUATOR. FURNISH AN ANCHORLESS WATER-FILLED IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARD'S WEB PAGE FOR ROADWAY STANDARDS APPROVED PRODUCTS.

IMPACT ATTENUATORS SHOWN AND QUANTIFIED IN THE PLANS ARE FOR THE PROPOSED MAINTENANCE OF TRAFFIC PHASE LAYOUTS. ADDITIONAL IMPACT ATTENUATORS UTILIZED FOR PHASE SETUP, CONSTRUCTION ACCESS POINTS AND ALTERNATIVE MAINTENANCE OF TRAFFIC METHODS NOT DETAILED IN THESE PLANS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM SP 614 – MAINTAINING TRAFFIC AND SHALL INCLUDE THE COST OF THE ATTENUATOR, LABOR, MATERIALS AND EQUIPMENT NECESSARY TO SET, RESET AND REMOVE THE IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT, MAINTAIN AND REMOVE COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED. AS REQUIRED BY THE MANUFACTURER. ANCHOR REMOVAL CAN CAUSE DAMAGE TO THE PAVEMENT SURFACE. PAYMENT SHALL INCLUDE REPAIRING ANY DAMAGE CAUSED DURING REMOVAL.

CHECKING PRINT
CHECKED: _____ DATE: _____ CORRECTED: _____ DATE: _____
BACKCHECKED: _____ DATE: _____ APPROVED: _____ DATE: _____

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NO.	REVISIONS	BY	DATE
4	ADDENDUM #4	AKF	8/21/20

DESIGNED DSM | CHECKED LOB | DRAWN DSM | IN CHARGE MRG

DESIGN AGENCY: GPD GROUP® Gram, Fyfe, Sobanski, Inman & DeBartolo, Inc. 520 South Main Street, Suite 2531 Akron, Ohio 44311-1050 330.375.1190 Fax: 330.375.1191

OHIO TURNPIKE

MAINTENANCE OF TRAFFIC
GENERAL NOTES
M.P. 0.0 TO M.P. 7.2
WILLIAMS COUNTY

PROJECT 39-20-01A
DATE: 06/26/2020

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OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION