

ITEM 614 – PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (TEM 642-41)

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614 – PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

2 SIGN MONTH (01/IMS/13)
ASSUMING 2 PCMS SIGN(S) FOR 1 MONTH(S)

6 SIGN MONTH (02/NHS/13)
ASSUMING 2 PCMS SIGN(S) FOR 3 MONTH(S)

NOTIFICATION OF TRAFFIC RESTRICTIONS (TEM 642-58)

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), THE DISTRICT PUBLIC INFORMATION OFFICE (PIO), THE DISTRICT DETOUR NOTIFICATION EMAIL LIST (D03.DETOUR.NOTIFICATION@DOT.OHIO.GOV), AND THE DISTRICT LANE CLOSURE NOTIFICATION EMAIL LIST (D03.LANE.CLOSURE@DOT.OHIO.GOV). 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 PERMITS AND PIO*
RAMP AND/OR ROAD CLOSURES	2 WEEKS OR GREATER	21 CALENDAR DAYS
	12 HOURS TO 2 WEEKS	14 CALENDAR DAYS
	12 HOURS OR LESS	4 BUSINESS DAYS

LANE CLOSURES AND RESTRICTIONS	2 WEEKS OR GREATER	14 CALENDAR DAYS
	LESS THAN 2 WEEKS	5 BUSINESS DAYS

START OF CONSTRUCTION AND TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS
---	-----	------------------

* - PRIOR TO CLOSURE DATE, UNLESS NOTED OTHERWISE

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

MAINTENANCE OF LOCAL DETOUR ROUTE (TEM 642-25)

A LOCAL DETOUR ROUTE, OTHER THAN THE OFFICIAL SIGNED ODOT DETOUR ROUTE, AS NOTED IN THESE PLANS, WILL BE SELECTED BY AGREEMENT BETWEEN ODOT AND LOCAL GOVERNMENTAL AGENCIES PRIOR TO THE HIGHWAY CLOSURE. DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST, AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DIRECTED BY THE ENGINEER. THE DESIGNATED LOCAL DETOUR ROUTE IS TO BE REVIEWED AND REPAIRED PRIOR TO THE ASPHALT CONTRACTOR OR SUBCONTRACTOR LEAVING THE PROJECT.

PAYMENT FOR THE WORK NECESSARY TO REPAIR THESE LOCAL ROADS WILL BE PERFORMED BY CHANGE ORDER.

ITEM 614 – WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL) (TEM 642-30)

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.

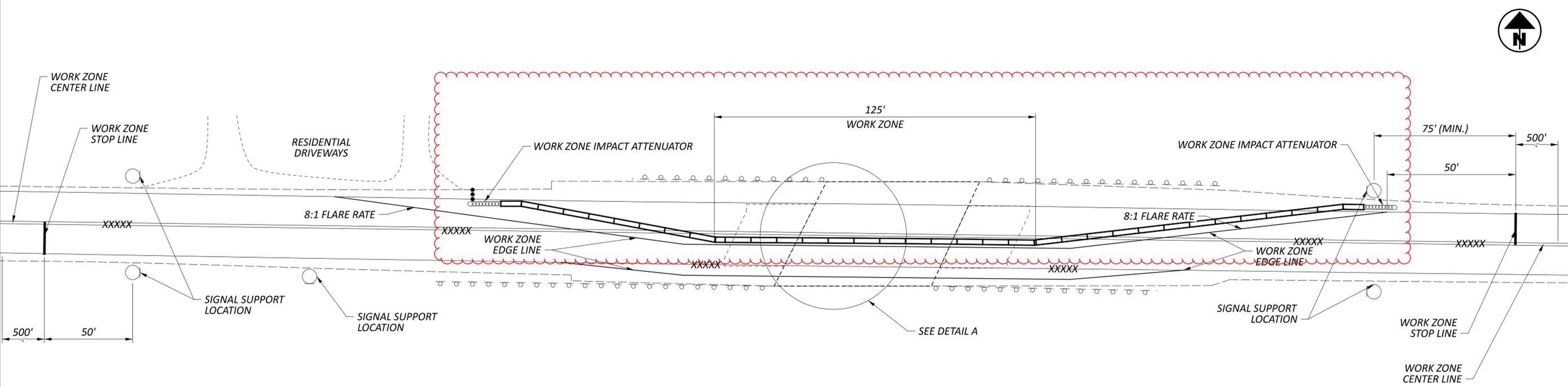
WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

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.

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 AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.





MOT DETAIL

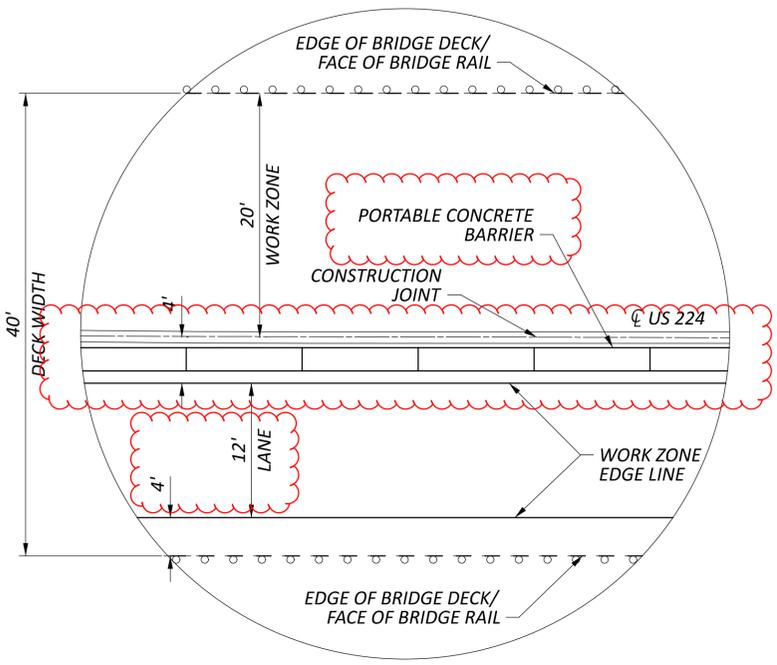
PHASE A - SHOWN
 PHASE B - SIMILAR

FULLY-ACTUATED OPERATION OF WORK ZONE TRAFFIC SIGNAL

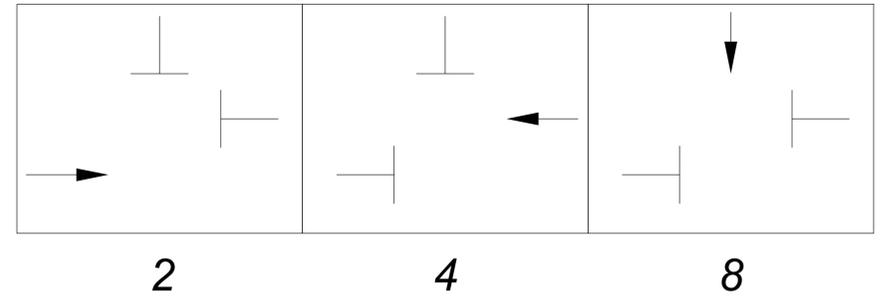
THE WORK ZONE SIGNAL CONTROL REQUIRED FOR THIS PROJECT AND SHOWN ON THIS SHEET AND TRAFFIC SCDs MT-96.11, 96.20 AND 96.26 SHALL BE FULLY TRAFFIC-ACTUATED AND OPERATE IN A MANNER SIMILAR TO THAT DESCRIBED IN SECTION 733.02 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS. THE INITIAL CONTROLLER TIMING SHALL BE AS FOLLOWS:

	PHASE					
	1 (ALL RED) DUMMY PHASE	2 MAINLINE (EB)	3 (ALL RED) DUMMY PHASE	4 MAINLINE (WB)	5 (ALL RED) DUMMY PHASE	8 DRIVEWAY
MIN. GREEN		10		10		10
MAX. GREEN		30		30		30
YELLOW		5		5		5
ALL RED	5		5		5	
RECALL	OFF	OFF	OFF	OFF	OFF	OFF

DETAIL A



SIGNAL PHASING DIAGRAM



ESTIMATED QUANTITIES (02/NHS/13)						
ITEM	QUANTITY	UNIT	DESCRIPTION			
614	4	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)			
614	14	EACH	BARRIER REFLECTOR, TYPE 1 (ONE WAY)			
614	14	EACH	OBJECT MARKER, ONE WAY			
614	0.19	MILE	WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I			
614	0.11	MILE	WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I (BLACK)			
614	0.25	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 740.06, TYPE I			
614	0.09	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 740.06, TYPE I (BLACK)			
614	24	FT	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I			
622	680	FT	PORTABLE BARRIER, UNANCHORED			
642	0.09	MILE	EDGE LINE, 6", TYPE 1			
642	0.30	MILE	CENTER LINE, TYPE 1			

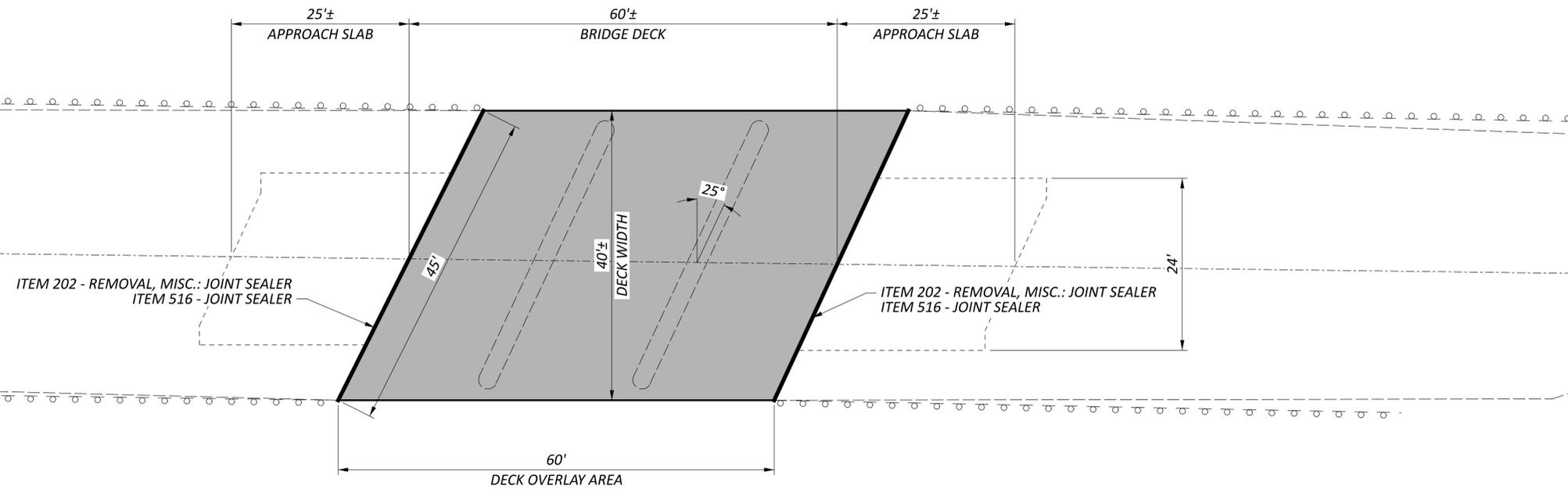
ALL QUANTITIES CARRIED TO THE GENERAL SUMMARY

- NOTES:
- 1.) ACCESS TO ALL DRIVES SHALL BE MAINTAINED AT ALL TIMES.
 - 2.) FOR ADDITIONAL DETAILS, SEE SCDs MT-96.11, MT-96.20, MT-96.26 AND ALSO SUPPLEMENTAL SPECIFICATION 961.
 - 3.) EXISTING CONFLICTING PAVEMENT MARKINGS AS DETAILED IN THE PLANS SHALL BE COVERED USING ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I OR ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I, BLACK IN COLOR.
 - 3.) SEE THE STRUCTURE DETAIL SHEETS FOR REPLACEMENT PAVEMENT MARKING ITEMS AND QUANTITIES FOR MARKINGS ON THE CONCRETE BRIDGE DECK.

SHEET NUM.											PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
4	5	8	11	12	13	15					01/IMS/13	02/NHS/13						
MAINTENANCE OF TRAFFIC																		
56											24	32	614	11110	56	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
		4										4	614	12380	4	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
LS		14									LS	LS	614	12420	LS		DETOUR SIGNING	
		14										14	614	13310	14	EACH	BARRIER REFLECTOR, TYPE 1 (ONE WAY)	
		14										14	614	13350	14	EACH	OBJECT MARKER, ONE WAY	
	8										2	6	614	18601	8	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	5
		0.19										0.19	614	21200	0.19	MILE	WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I	
		0.11										0.11	614	21200	0.11	MILE	WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I (BLACK)	
		0.25										0.25	614	22210	0.25	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 740.06, TYPE I	
		0.09										0.09	614	22210	0.09	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 740.06, TYPE I (BLACK)	
		24										24	614	26400	24	FT	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I	
		680										680	622	41100	680	FT	PORTABLE BARRIER, UNANCHORED	
INCIDENTALS																		
											LS	LS	614	11000	LS		MAINTAINING TRAFFIC	
											1	3	619	16010	4	MNTH	FIELD OFFICE, TYPE B	
											LS	LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
											LS	LS	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY	DISTRICT 3
	
ENGINEERING TEAM ONE	
DESIGNER	KRB
REVIEWER	NRF
PROJECT ID	11-06-23
	105594
SHEET	TOTAL
P.10	16



PLAN

NOTES:

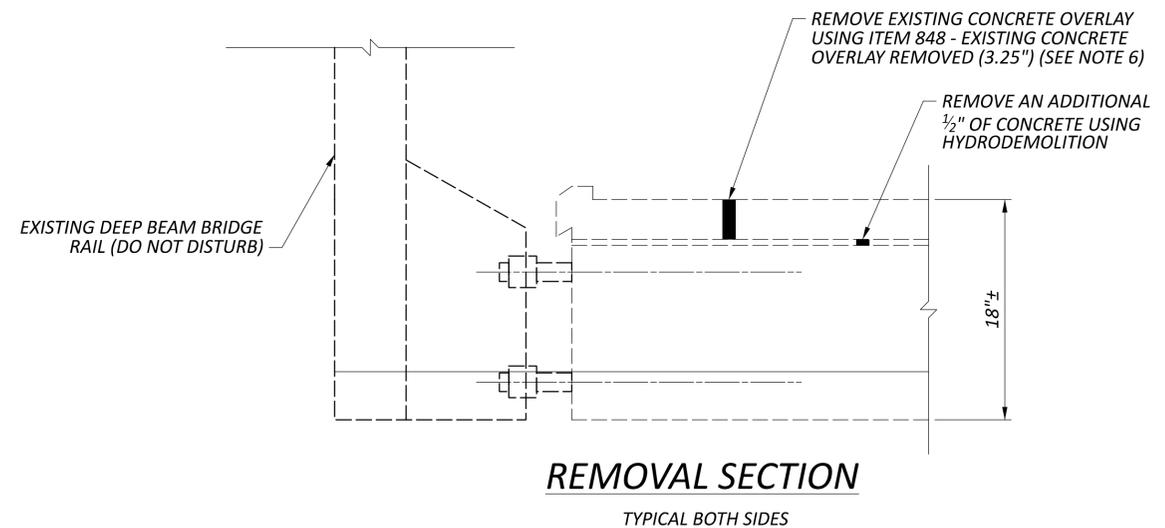
- 1.) SEE SUPPLEMENTAL SPECIFICATION 848 FOR DETAILS ON THE OVERLAY PROCESS NOT SHOWN ON THIS SHEET.
- 2.) USE EXTREME CARE WHEN PERFORMING ALL ITEMS THAT REQUIRE ANY REMOVAL OF THE EXISTING STRUCTURE AS TO NOT DAMAGE ANY EXISTING REINFORCING STEEL. THE REINFORCING STEEL IS TO REMAIN IN PLACE AND NOT BE REMOVED IN THE REMOVAL PROCESS. CLEAN EXPOSED REINFORCING STEEL AS PER ITEM 848 WHERE APPLICABLE AND DEEMED NECESSARY BY THE ENGINEER. SHOULD ANY REINFORCING STEEL BE DAMAGED AS A RESULT OF ANY WORK PERFORMED, REPAIR OR REPLACE THE DAMAGED AREA AS DIRECTED.
- 3.) ONE LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES USING A SIGNALIZED CLOSURE. SEE SHEET 8 FOR DETAILS.
- 4.) EXISTING BRIDGE RAIL, APPROACH GUARDRAIL AND APPROACH PAVEMENT TO BE REPAIRED UNDER PID 98447 AND SHALL NOT BE DISTURBED UNDER THIS PROJECT.
- 5.) RESTRIPE THE CENTER LINE AND EDGE LINES ON THE BRIDGE DECK WITH ITEM 646 AFTER OVERLAY WORK IS COMPLETED.
- 6.) THE EXISTING 1988 OVERLAY PLANS INDICATE AN OVERLAY DEPTH OF 1.75"; HOWEVER, FIELD MEASUREMENTS INDICATE A DEPTH VARYING BETWEEN 2" AND 3.25". THE INTENT OF THE PROJECT IS TO REMOVE THE EXISTING OVERLAY PLUS 0.5" OF REMAINING CONCRETE DECK. DO NOT REMOVE A FULL 3.75" OF CONCRETE IF THE EXISTING OVERLAY IS THINNER THAN 3.25".

IF THE TOP MAT OF REINFORCING STEEL IS COMPLETELY EXPOSED IN THE COURSE OF THE EXISTING CONCRETE REMOVAL, THE CONTRACTOR SHALL SUSPEND WORK AND MAKE THE DECK ACCESSIBLE TO THE ENGINEER FOR EVALUATION.

7.) ITEM 516 - JOINT SEALER
 THE CONTRACTOR SHALL REFER TO STANDARD CONSTRUCTION DRAWING AS-1-15, DETAIL C FOR ADDITIONAL DETAILS. THE CONTRACTOR SHALL INSTALL A 2" DEEP X 1" WIDE HOT APPLIED JOINT SEALER CONFORMING TO C&MS 705.04. SAWCUTTING SHALL BE INCIDENTAL TO ITEM 516.

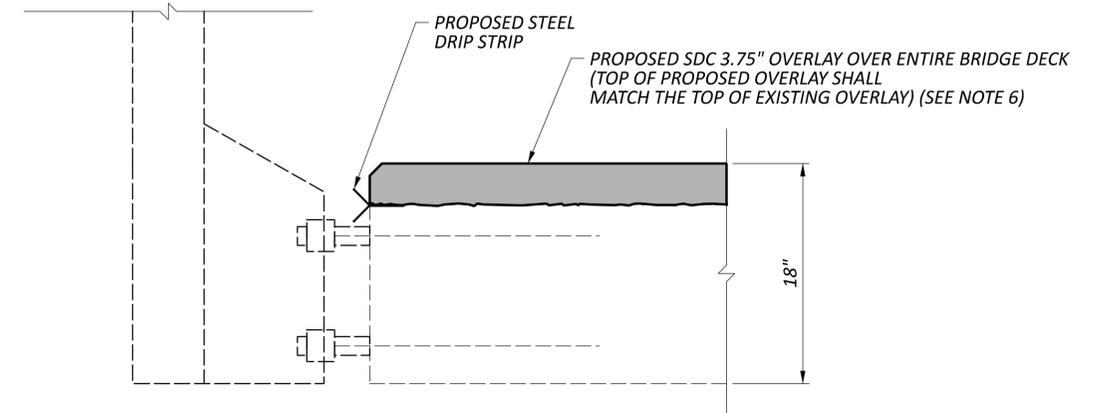
ITEM	QUANTITY	UNIT	DESCRIPTION
202	90	FT	REMOVAL, MISC.: JOINT SEALER
516	90	FT	JOINT SEALER
SPECIAL	160	FT	STEEL DRIP STRIP
848	267	SY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION (3.75")
848	267	SY	SURFACE PREPARATION USING HYDRODEMOLITION
848	11	CY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY
848	20	SY	HAND CHIPPING
848	LUMP		TEST SLAB
848	3	CY	FULL DEPTH REPAIR
848	267	SY	EXISTING CONCRETE OVERLAY REMOVED (3.25" NOMINAL THICKNESS)
848	200	SY	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY
646	0.02	MILE	EDGE LINE, 6"
646	0.01	MILE	CENTER LINE

ALL QUANTITIES CARRIED TO THE GENERAL SUMMARY



REMOVAL SECTION

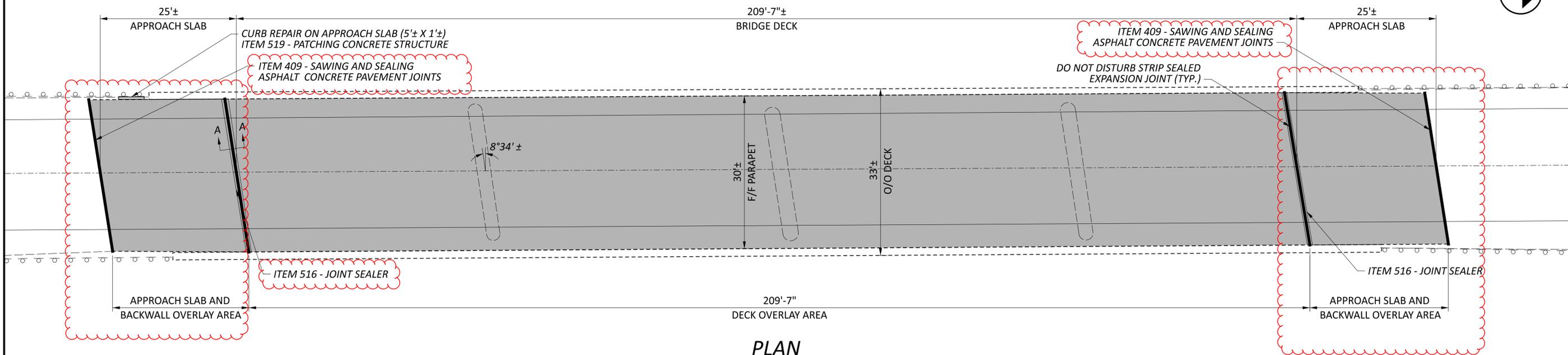
TYPICAL BOTH SIDES



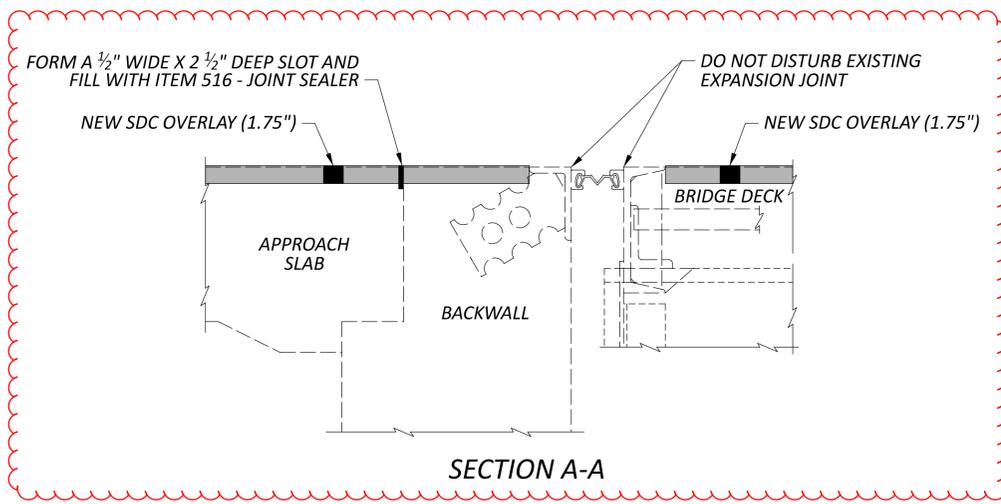
PROPOSED SECTION

TYPICAL BOTH SIDES

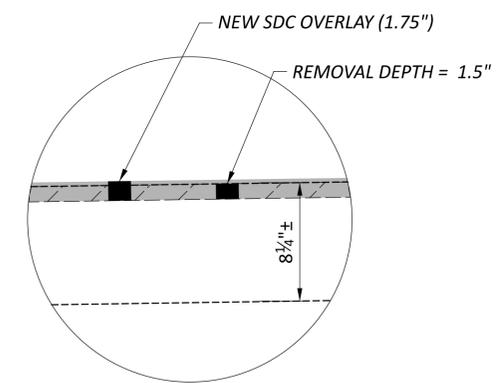
SFN	3903362
DESIGN AGENCY	DISTRICT 3
ENGINEERING TEAM ONE	
DESIGNER	CHECKER
JLL	NRF
REVIEWER	
KRB	11-03-23
PROJECT ID	105594
SUBSET	TOTAL
1	1
SHEET	TOTAL
P.11	16



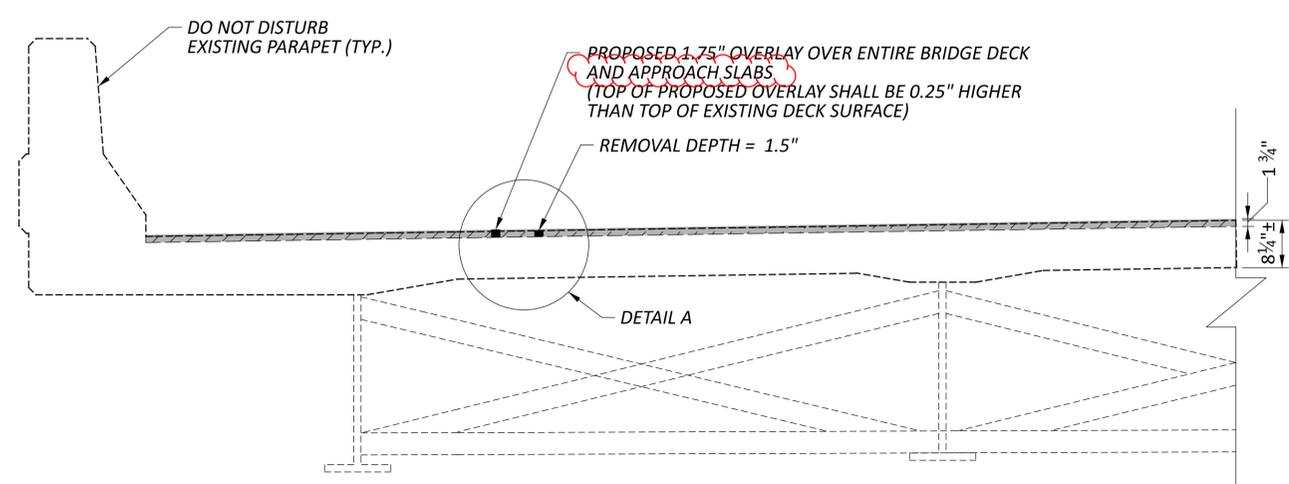
PLAN



SECTION A-A



DETAIL A



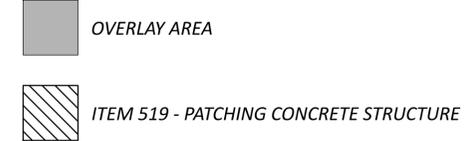
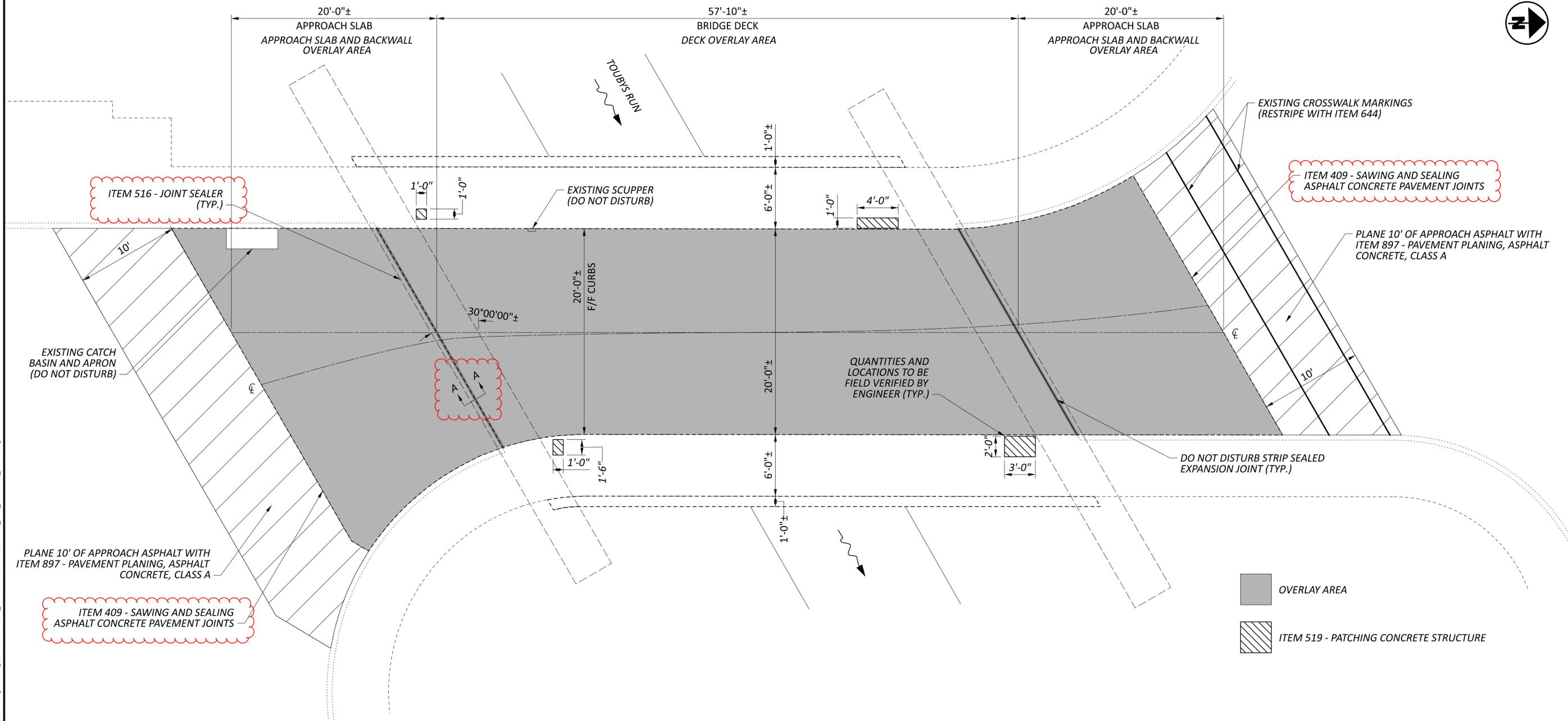
OVERLAY DETAILS

NOTES:

- 1.) SEE SUPPLEMENTAL SPECIFICATION 848 FOR DETAILS ON THE OVERLAY PROCESS NOT SHOWN ON THIS SHEET.
- 2.) USE EXTREME CARE WHEN PERFORMING ALL ITEMS THAT REQUIRE ANY REMOVAL OF THE EXISTING STRUCTURE AS TO NOT DAMAGE ANY EXISTING REINFORCING STEEL. THE REINFORCING STEEL IS TO REMAIN IN PLACE AND NOT BE REMOVED IN THE REMOVAL PROCESS. CLEAN EXPOSED REINFORCING STEEL AS PER ITEM 848 WHERE APPLICABLE AND DEEMED NECESSARY BY THE ENGINEER. SHOULD ANY REINFORCING STEEL BE DAMAGED AS A RESULT OF ANY WORK PERFORMED, REPAIR OR REPLACE THE DAMAGED AREA AS DIRECTED.
- 3.) DO NOT DISTURB EXISTING EXPANSION JOINT BETWEEN THE DECK AND BACKWALL. REINSTALL THE JOINT BETWEEN THE APPROACH SLAB AND BACKWALL WITH A 1/2" WIDE X 2 1/2" DEEP HOT APPLIED JOINT SEALER CONFORMING TO C&MS 705.04.
- 4.) RESTRIPE CENTER LINE AND EDGE LINES ON BRIDGE DECK WITH ITEM 646 AFTER OVERLAY WORK IS COMPLETED.
- 5.) LANE CLOSURES WILL BE REQUIRED ON IR 76 WHEN HYDRODEMOLITION IS PERFORMED DIRECTLY ABOVE THE LANES. LANE CLOSURES MUST FOLLOW THE PERMITTED LANE CLOSURE RESTRICTIONS AS OUTLINED IN THE MAINTENANCE OF TRAFFIC PLAN NOTES.

ITEM	QUANTITY	UNIT	DESCRIPTION
409	61	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS
516	61	FT	JOINT SEALER
519	5	SF	PATCHING CONCRETE STRUCTURE
848	865	SY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION (1.75")
848	865	SY	SURFACE PREPARATION USING HYDRODEMOLITION
848	39	CY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY
848	70	SY	HAND CHIPPING
848	LUMP		TEST SLAB
848	10	CY	FULL DEPTH REPAIR
646	0.10	MILE	EDGE LINE, 6"
646	0.05	MILE	CENTER LINE

ALL QUANTITIES CARRIED TO THE GENERAL SUMMARY



- NOTES:**
- 1.) SEE SUPPLEMENTAL SPECIFICATION 848 FOR DETAILS ON THE OVERLAY PROCESS NOT SHOWN ON THIS SHEET. SEE SHEET 14 FOR ADDITIONAL DETAILS.
 - 2.) USE EXTREME CARE WHEN PERFORMING ALL ITEMS THAT REQUIRE ANY REMOVAL OF THE EXISTING STRUCTURE AS TO NOT DAMAGE ANY EXISTING REINFORCING STEEL. THE REINFORCING STEEL IS TO REMAIN IN PLACE AND NOT BE REMOVED IN THE REMOVAL PROCESS. CLEAN EXPOSED REINFORCING STEEL AS PER ITEM 848 WHERE APPLICABLE AND DEEMED NECESSARY BY THE ENGINEER. SHOULD ANY REINFORCING STEEL BE DAMAGED AS A RESULT OF ANY WORK PERFORMED, REPAIR OR REPLACE THE DAMAGED AREA AS DIRECTED.
 - 3.) DO NOT DISTURB EXISTING EXPANSION JOINT BETWEEN THE DECK AND BACKWALL. REINSTALL THE JOINT BETWEEN THE APPROACH SLAB AND BACKWALL WITH A 1/2" WIDE X 2 1/2" DEEP HOT APPLIED JOINT SEALER CONFORMING TO C&MS 705.04.
 - 4.) DO NOT DISTURB EXISTING SCUPPER AND EXISTING CATCH BASIN ON WEST SIDE OF BRIDGE. SLOPE OVERLAY TO DRAIN TO EXISTING SCUPPER AND CATCH BASIN.
 - 5.) PERFORM ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A AT THE ASPHALT APPROACHES TO THE STRUCTURE. TAPER THE PLANING TO CREATE A SMOOTH TRANSITION BETWEEN THE APPROACH ASPHALT AND THE CONCRETE APPROACH SLAB, TO THE SATISFACTION OF THE ENGINEER.
 - 6.) RESTRIPE CROSSWALK MARKINGS IN NORTHERN APPROACH ASPHALT AFTER THE PLANING WITH ITEM 897 IS COMPLETED.

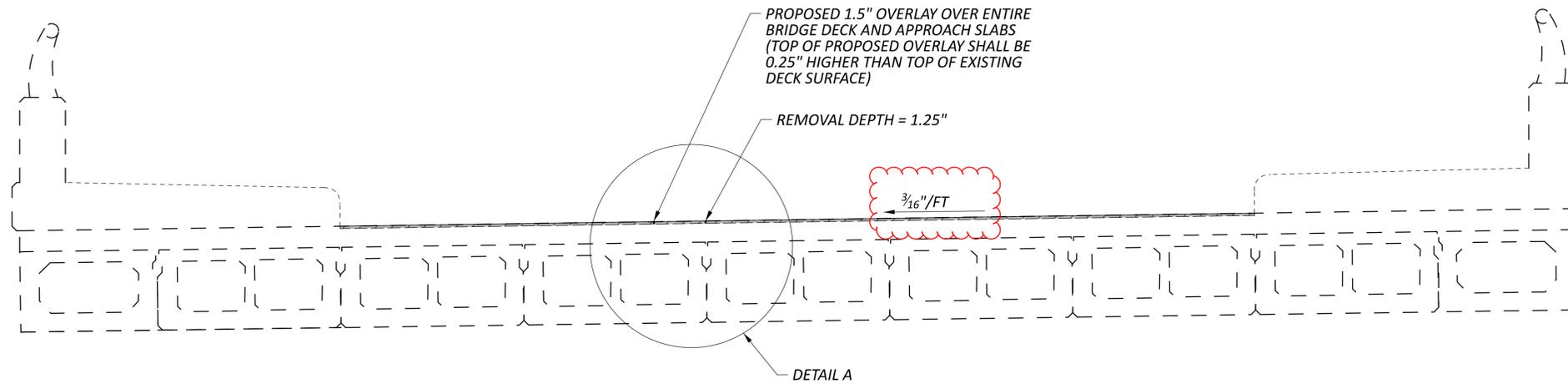
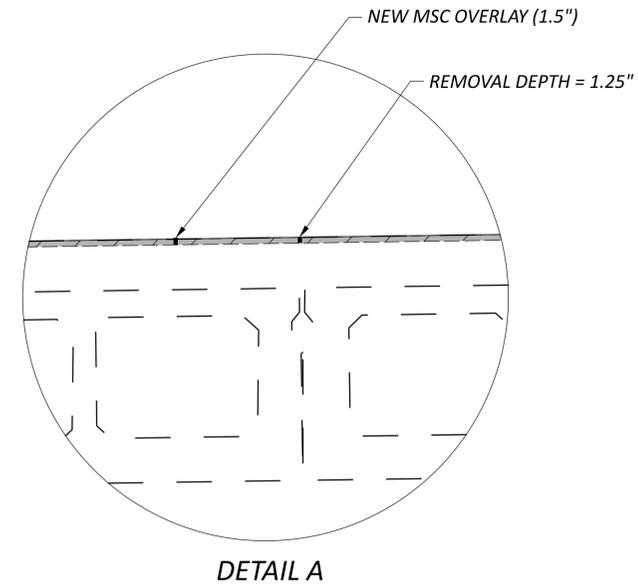
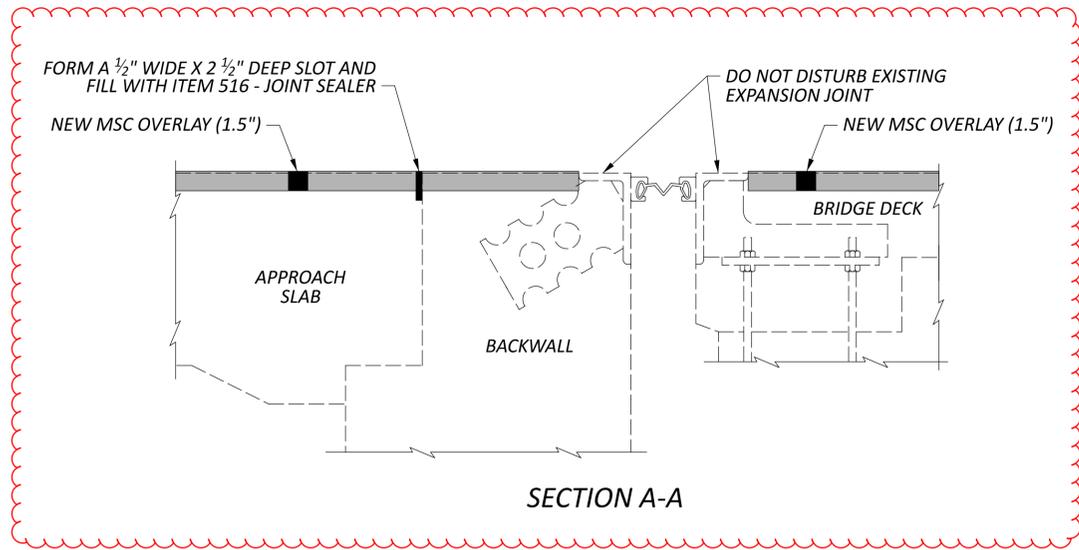
ITEM	QUANTITY	UNIT	DESCRIPTION
409	66	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS
516	48	FT	JOINT SEALER
519	13	SF	PATCHING CONCRETE STRUCTURE
848	233	SY	MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION (1.5")
848	233	SY	SURFACE PREPARATION USING HYDRODEMOLITION
848	6	CY	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY
848	11	SY	HAND CHIPPING
848	LUMP		TEST SLAB
897	84	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (TAPER 0" TO 0.25")
644	63	FT	CROSSWALK LINE, 12"

ALL QUANTITIES CARRIED TO THE GENERAL SUMMARY



STRUCTURE DETAILS
 RIC-SR-13 S-0.08
 OVER TOUBYS RUN

SFN	7000553
DESIGN AGENCY	DISTRICT 3
ENGINEERING TEAM ONE	
DESIGNER	CHECKER
ERC	NRF
REVIEWER	
KRB	11-03-23
PROJECT ID	105594
SUBSET	TOTAL
1	2
SHEET	TOTAL
P.13	16

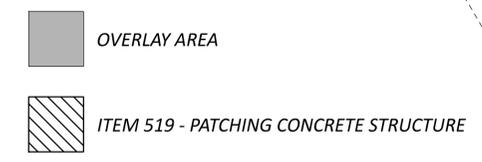
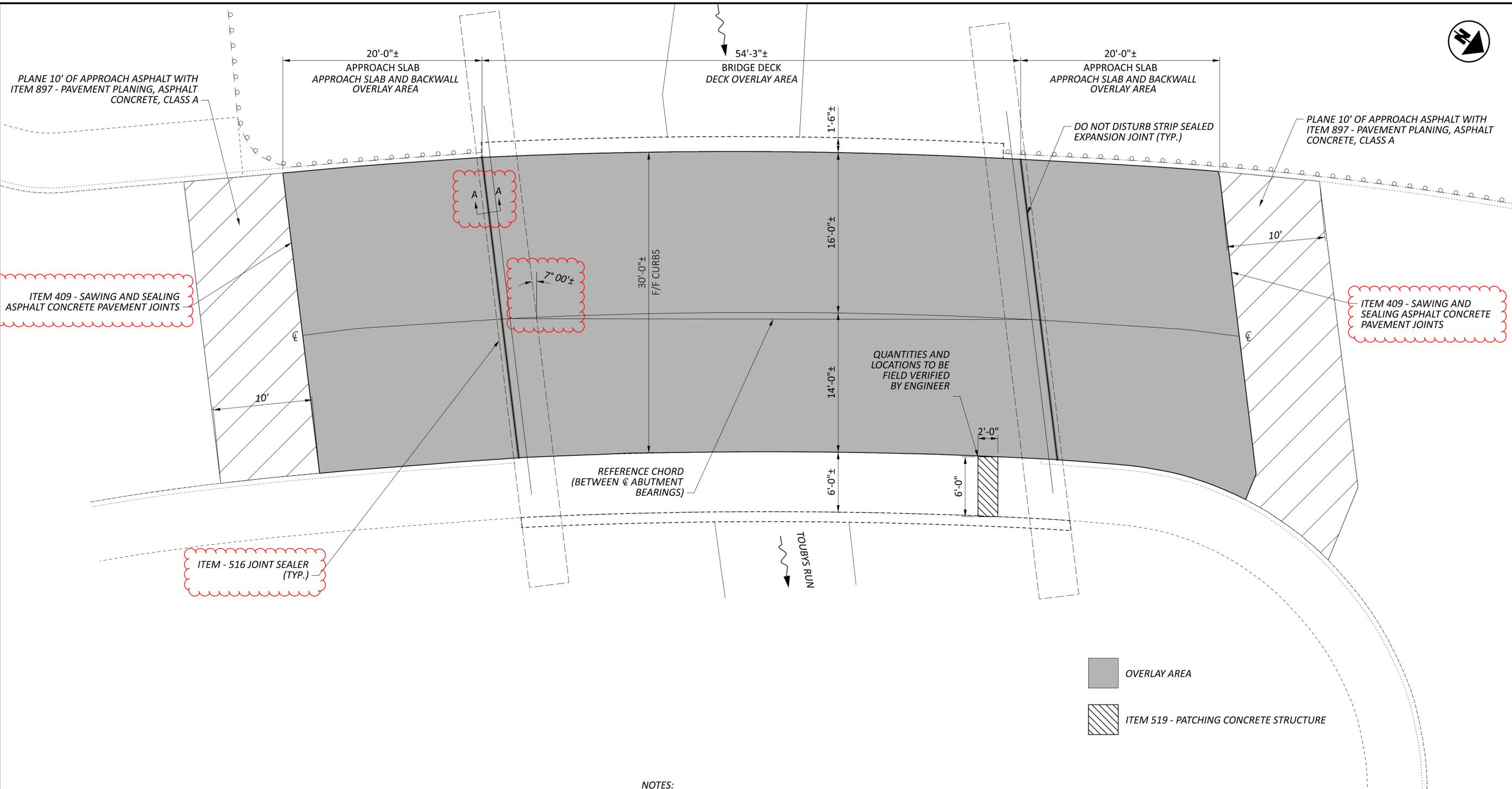


OVERLAY DETAILS

NOTES:

- 1.) SEE SUPPLEMENTAL SPECIFICATION 848 FOR DETAILS ON THE OVERLAY PROCESS NOT SHOWN ON THIS SHEET. SEE SHEET 13 FOR ADDITIONAL DETAILS AND QUANTITIES.
- 2.) USE EXTREME CARE WHEN PERFORMING ALL ITEMS THAT REQUIRE ANY REMOVAL OF THE EXISTING STRUCTURE AS TO NOT DAMAGE ANY EXISTING REINFORCING STEEL. THE REINFORCING STEEL IS TO REMAIN IN PLACE AND NOT BE REMOVED IN THE REMOVAL PROCESS. CLEAN EXPOSED REINFORCING STEEL AS PER ITEM 848 WHERE APPLICABLE AND DEEMED NECESSARY BY THE ENGINEER. SHOULD ANY REINFORCING STEEL BE DAMAGED AS A RESULT OF ANY WORK PERFORMED, REPAIR OR REPLACE THE DAMAGED AREA AS DIRECTED.

SFN		7000553	
DESIGN AGENCY		DISTRICT 3	
ENGINEERING TEAM ONE			
DESIGNER	CHECKER	REVIEWER	
ERC	NRF	KRB 11-03-23	
PROJECT ID			
105594			
SUBSET	TOTAL		
2	2		
SHEET	TOTAL		
P.14	16		



ITEM	QUANTITY	UNIT	DESCRIPTION
409	63	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS
516	60	FT	JOINT SEALER
519	12	SF	PATCHING CONCRETE STRUCTURE
848	314	SY	MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION (1.5")
848	314	SY	SURFACE PREPARATION USING HYDRODEMOLITION
848	10	CY	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY
848	19	SY	HAND CHIPPING
848	LUMP		TEST SLAB
897	73	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (TAPER 0" TO 0.25")
646	0.02	MILE	CENTER LINE

ALL QUANTITIES CARRIED TO THE GENERAL SUMMARY

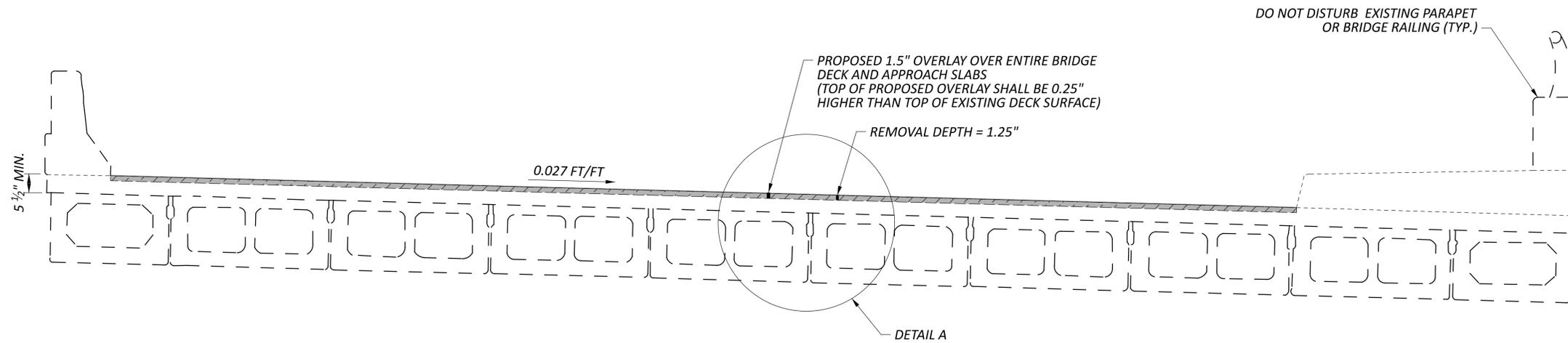
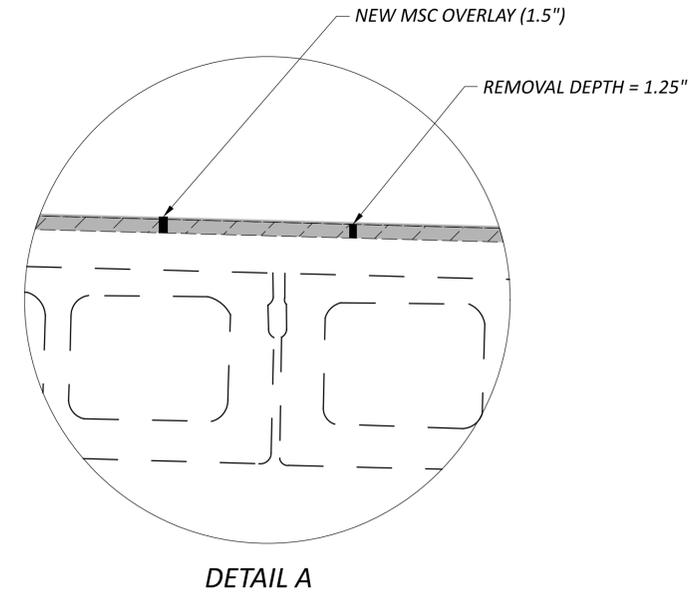
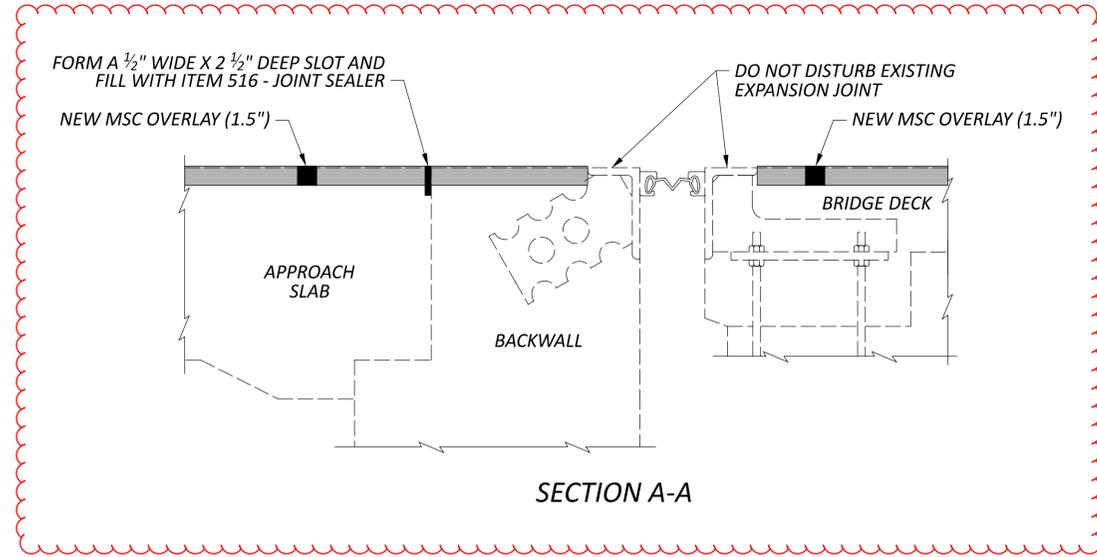
NOTES:

- 1.) SEE SUPPLEMENTAL SPECIFICATION 848 FOR DETAILS ON THE OVERLAY PROCESS NOT SHOWN ON THIS SHEET. SEE SHEET 16 FOR ADDITIONAL DETAILS.
- 2.) USE EXTREME CARE WHEN PERFORMING ALL ITEMS THAT REQUIRE ANY REMOVAL OF THE EXISTING STRUCTURE AS TO NOT DAMAGE ANY EXISTING REINFORCING STEEL. THE REINFORCING STEEL IS TO REMAIN IN PLACE AND NOT BE REMOVED IN THE REMOVAL PROCESS. CLEAN EXPOSED REINFORCING STEEL AS PER ITEM 848 WHERE APPLICABLE AND DEEMED NECESSARY BY THE ENGINEER. SHOULD ANY REINFORCING STEEL BE DAMAGED AS A RESULT OF ANY WORK PERFORMED, REPAIR OR REPLACE THE DAMAGED AREA AS DIRECTED.
- 3.) DO NOT DISTURB EXISTING EXPANSION JOINT BETWEEN THE DECK AND BACKWALL. REINSTALL THE JOINT BETWEEN THE APPROACH SLAB AND BACKWALL WITH A 1/2" WIDE X 2 1/2" DEEP HOT APPLIED JOINT SEALER CONFORMING TO C&MS 705.04.
- 4.) PERFORM ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A AT THE ASPHALT APPROACHES TO THE STRUCTURE. TAPER THE PLANING TO CREATE A SMOOTH TRANSITION BETWEEN THE APPROACH ASPHALT AND THE CONCRETE APPROACH SLAB, TO THE SATISFACTION OF THE ENGINEER.
- 4.) RESTRIPE CENTER LINE MARKINGS ON BRIDGE DECK AND APPROACH SLABS WITH ITEM 646 AFTER OVERLAY WORK IS COMPLETED.



STRUCTURE DETAILS
 RIC-SR-13-16.32
 OVER TOUBYS RUN

DESIGN AGENCY	DISTRICT 3
ENGINEERING TEAM ONE	
DESIGNER	CHECKER
ERC	NRF
REVIEWER	
KRB	11-03-23
PROJECT ID	105594
SUBSET	TOTAL
1	2
SHEET	TOTAL
P.15	16



OVERLAY DETAILS

NOTES:

- 1.) SEE SUPPLEMENTAL SPECIFICATION 848 FOR DETAILS ON THE OVERLAY PROCESS NOT SHOWN ON THIS SHEET. SEE SHEET 15 FOR ADDITIONAL DETAILS AND QUANTITIES.
- 2.) USE EXTREME CARE WHEN PERFORMING ALL ITEMS THAT REQUIRE ANY REMOVAL OF THE EXISTING STRUCTURE AS TO NOT DAMAGE ANY EXISTING REINFORCING STEEL. THE REINFORCING STEEL IS TO REMAIN IN PLACE AND NOT BE REMOVED IN THE REMOVAL PROCESS. CLEAN EXPOSED REINFORCING STEEL AS PER ITEM 848 WHERE APPLICABLE AND DEEMED NECESSARY BY THE ENGINEER. SHOULD ANY REINFORCING STEEL BE DAMAGED AS A RESULT OF ANY WORK PERFORMED, REPAIR OR REPLACE THE DAMAGED AREA AS DIRECTED.

SFN	7000561
DESIGN AGENCY	DISTRICT 3
ENGINEERING TEAM ONE	
DESIGNER	CHECKER
ERC	NRF
REVIEWER	
KRB	11-03-23
PROJECT ID	105594
SUBSET	TOTAL
2	2
SHEET	TOTAL
P.16	16