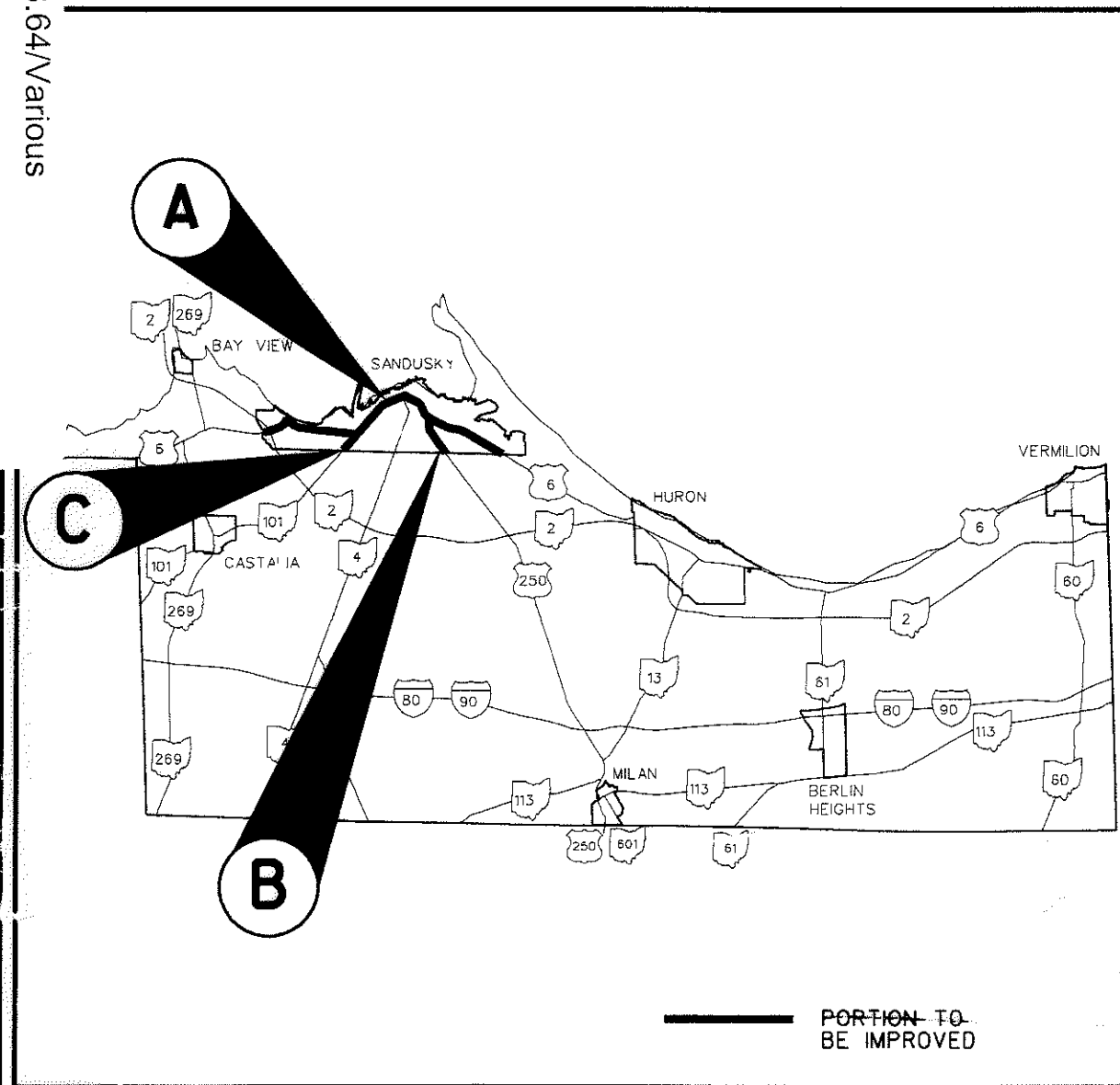


# LOCATION MAP

ERI - USR 6-3.64/Variou  
 040297 PID - 21924  
 Dist 3 5/5/2004



41° 26' 27" LATITUDE 82° 46' 59" LONGITUDE

**TWO WORKING DAYS BEFORE YOU DIG**  
 Call 800-362-2764  
 TOLL FREE  
 OHIO UTILITIES PROTECTION SERVICE  
 NON-MEMBERS MUST BE CALLED DIRECTLY



PART	COUNTY	ROUTE	PROJECT TERMINI (STRAIGHT LINE MILEAGE)		NET LENGTH (MILES)	CITY
			BEGIN	END		
A	ERIE	US 6	3.64	11.22	7.58	SANDUSKY
B	ERIE	US 250	0.00	1.13	1.13	SANDUSKY
C	ERIE	SR 101	7.62	8.19	0.57	SANDUSKY

## ERI - 6 - 3.64

### INDEX OF SHEETS:

- 1 - TITLE SHEET
- 2 - GENERAL SUMMARY
- 3 - DESIGN DESIGNATION
- 4 - SCHEMATIC
- 5-6 - TYPICAL SECTIONS
- 7-8 - PAVEMENT DATA
- 9 - SHOULDER DATA
- 10-12 - GENERAL NOTES
- 13 - MAINTENANCE OF TRAFFIC NOTES
- 14-17 - MAINTENANCE OF TRAFFIC DETAILS
- 18 - MAILBOX FACILITIES
- 19-20 - STRUCTURE SUMMARY
- 21 - STRUCTURE GENERAL NOTES
- 22 - BRIDGE TREATMENT
- 23-28 - STRUCTURE DETAILS
- 29 - PAVEMENT MARKING INFORMATION

### PROJECT DESCRIPTION:

THIS PROJECT WILL INCLUDE PAVEMENT PLANING, PAVEMENT REPAIR, RESURFACING WITH ASPHALT CONCRETE, ADJUSTMENT OF CASTINGS WHERE NECESSARY, BRIDGE REHABILITATION AND PAVEMENT MARKINGS AS DETAILED IN THE PLAN.

### CONVERSION OF METRIC STANDARD DRAWINGS

THE METRIC STANDARD DRAWINGS REFERENCED IN THIS PLAN SHALL BE CONVERTED TO ENGLISH UNITS USING THE SI (METRIC) TO ENGLISH CONVERSION FACTORS PROVIDED IN SECTION 109.02 OF THE 2002 CONSTRUCTION AND MATERIAL SPECIFICATIONS. CONVERSIONS SHALL BE APPROXIMATELY PRECISE AND SHALL REFLECT STANDARD INDUSTRY ENGLISH VALUES WHERE SUITABLE.

### 2002 SPECIFICATIONS

THE STANDARD 2002 SPECIFICATIONS OF THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND THE PROPOSAL SHALL GOVERN THESE IMPROVEMENTS

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THESE IMPROVEMENTS WILL NOT REQUIRE THE CLOSING OF THE HIGHWAY AND PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS INDICATED IN THE PLAN AND PROPOSAL.

1-29-04 *Thomas M. Allen*  
 APPROVED DATE DISTRICT DEPUTY DIRECTOR OF TRANSPORTATION

2-25-04 *Jordan Prater*  
 APPROVED DATE DIRECTOR, DEPARTMENT OF TRANSPORTATION

### ENGINEER'S SEAL

BRIDGE	ROADWAY
SIGNED: <i>David C. McElvick</i> DATE: 1/30/04	SIGNED: <i>Michael J. Schaftrath</i> DATE: 1/30/04

STANDARD DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	07-28-00	MT-35.10	04-20-01	SS801	10-30-03
BP-4.1	07-28-00	MT-95.30	04-19-02	SS832	02-12-03
		MT-95.31	04-19-02	SS833	02-12-03
		MT-95.32	04-19-02	SS841	04-19-02
DM-4.3	07-19-02	MT-97.10	04-19-02	SS848	02-08-02
DM-4.4	07-19-02	MT-97.12	04-19-02	SS864	07-11-00
		MT-99.20M	01-30-95	SS908	04-18-03
TC-41.20	01-19-01	MT-101.60	10-18-02	SS954	09-09-97
TC-42.20	04-20-01	MT-105.10	10-18-02		
TC-71.10	04-19-02	MT-105.11	10-18-02		
TC-73.10	01-19-01				
TC-82.10	04-19-02				

FEDERAL PROJECT NO. E032(993)  
 PID NO. 21924  
 CONSTRUCTION PROJECT NO.  
 RAILROAD INVOLVEMENT NONE  
 ERI - 6 - 3.64  
 29



PART A - US 6  
DESIGN DESIGNATION (ENGLISH UNITS)

S.L.M.	<u>3.64-5.42</u>	<u>5.42-11.22</u>
CURRENT ADT (2004)	7490	11010
DESIGN YEAR ADT (2016)	8260	11820
DESIGN HOURLY VOLUME (2016)	826	1182
DIRECTIONAL DISTRIBUTION	60%	60%
TRUCKS (24 HOUR B&C)	5.5%	4.5%
DESIGN SPEED	35 MPH	35 MPH
LEGAL SPEED	35 MPH	35 MPH

DESIGN FUNCTIONAL CLASSIFICATION:  
URBAN PRINCIPAL ARTERIAL

NHS PROJECT ..... YES ..... YES

DESIGN TO MEET NORMAL DESIGN CRITERIA

PART B - US 250  
DESIGN DESIGNATION (ENGLISH UNITS)

S.L.M.	<u>0.00-0.34</u>	<u>0.34-1.13</u>
CURRENT ADT (2004)	9720	20070
DESIGN YEAR ADT (2016)	10830	24160
DESIGN HOURLY VOLUME (2016)	1083	2416
DIRECTIONAL DISTRIBUTION	60%	60%
TRUCKS (24 HOUR B&C)	2.5%	2.5%
DESIGN SPEED	35 MPH	35 MPH
LEGAL SPEED	35 MPH	35 MPH

DESIGN FUNCTIONAL CLASSIFICATION:  
URBAN PRINCIPAL ARTERIAL

NHS PROJECT ..... YES ..... YES

DESIGN TO MEET NORMAL DESIGN CRITERIA

PART C - SR 101  
DESIGN DESIGNATION (ENGLISH UNITS)

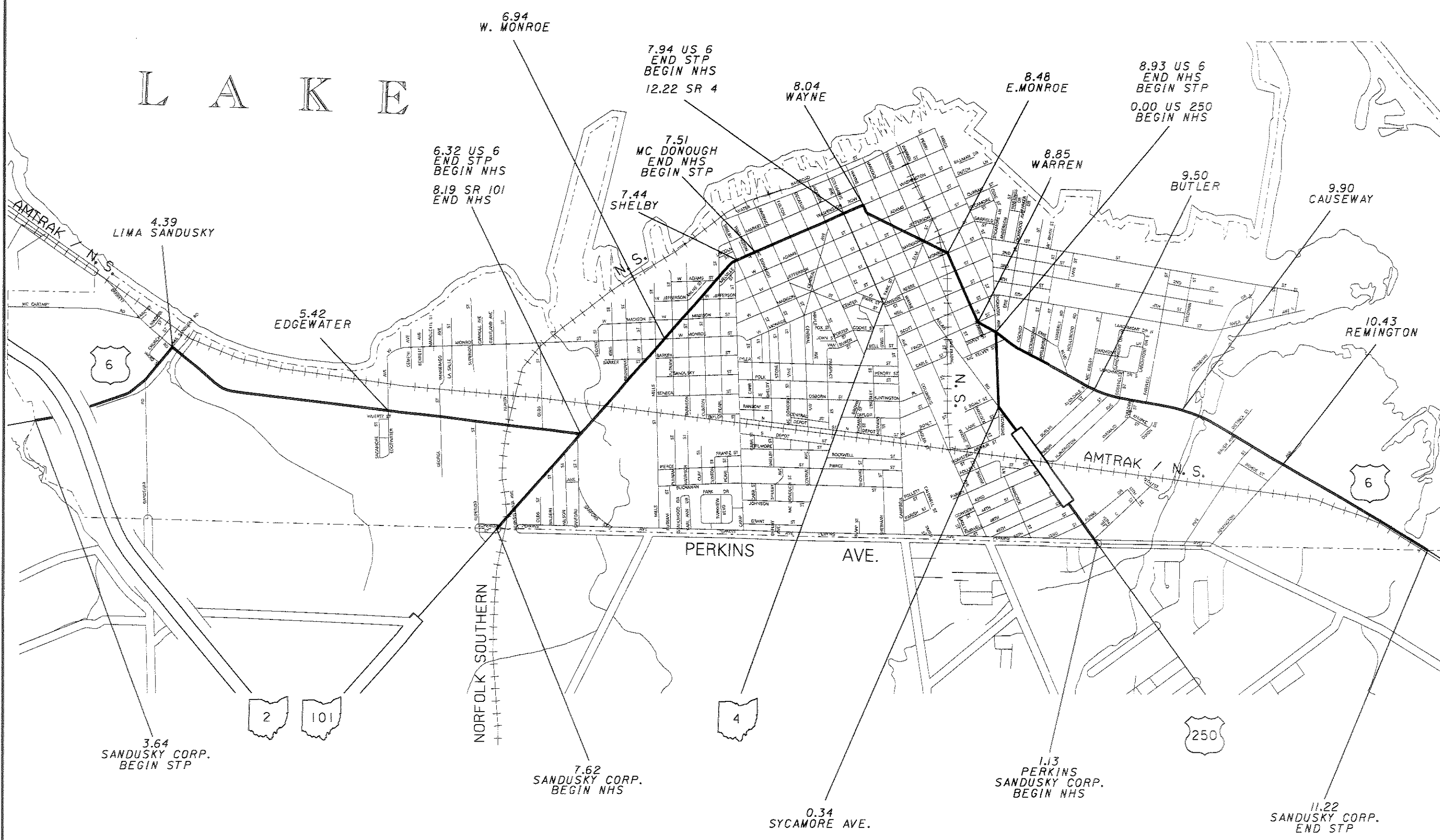
S.L.M.	<u>3.64-5.42</u>
CURRENT ADT (2004)	6010
DESIGN YEAR ADT (2016)	6590
DESIGN HOURLY VOLUME (2016)	659
DIRECTIONAL DISTRIBUTION	60%
TRUCKS (24 HOUR B&C)	8.5%
DESIGN SPEED	35 MPH
LEGAL SPEED	35 MPH

DESIGN FUNCTIONAL CLASSIFICATION:  
URBAN MINOR ARTERIAL

NHS PROJECT ..... YES

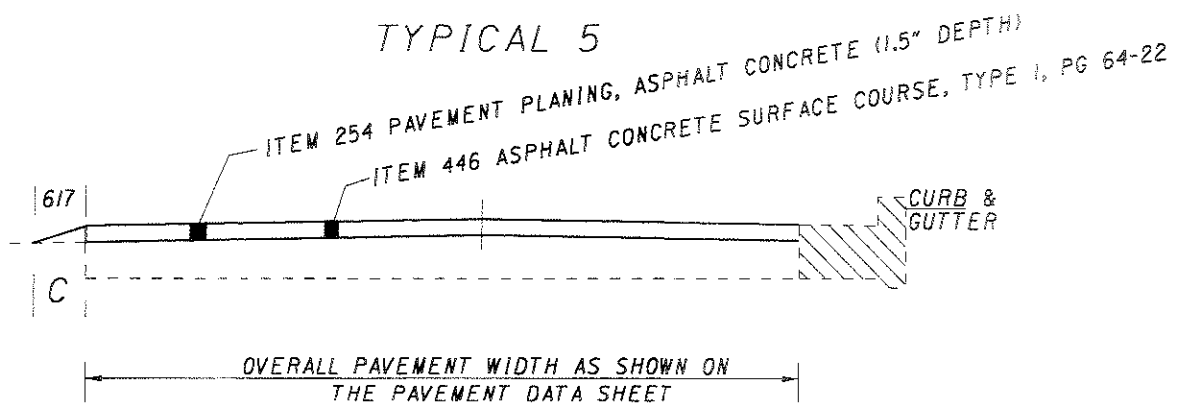
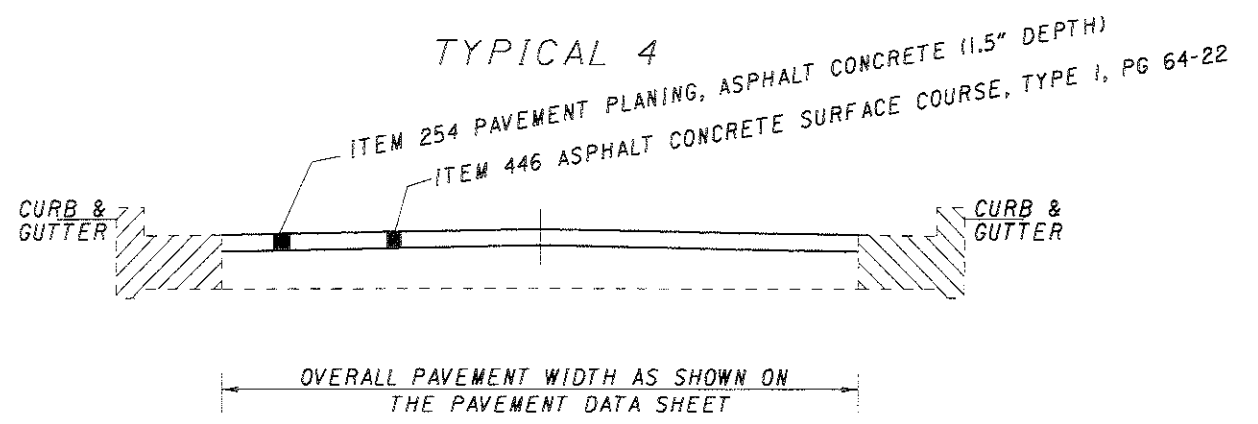
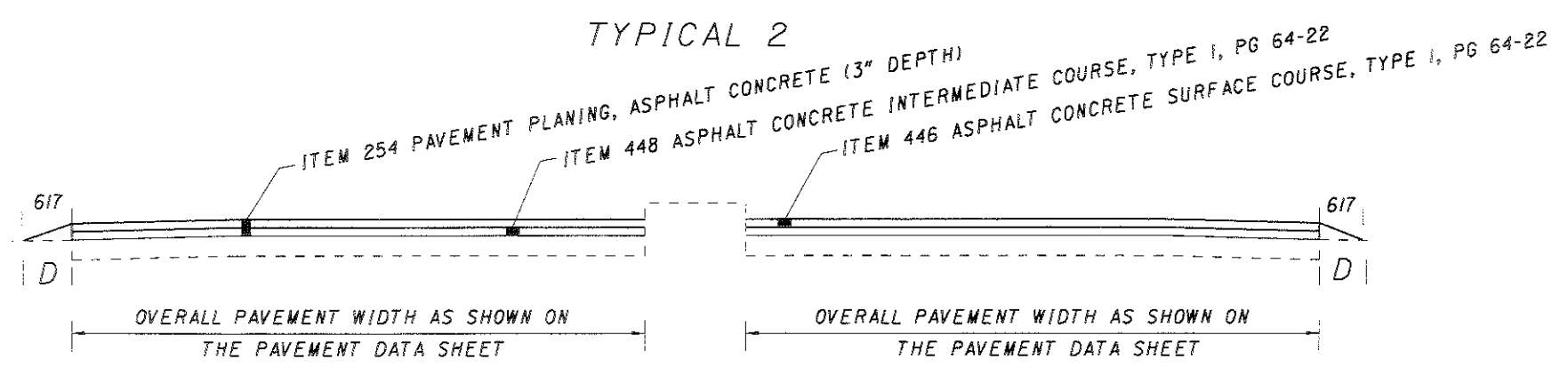
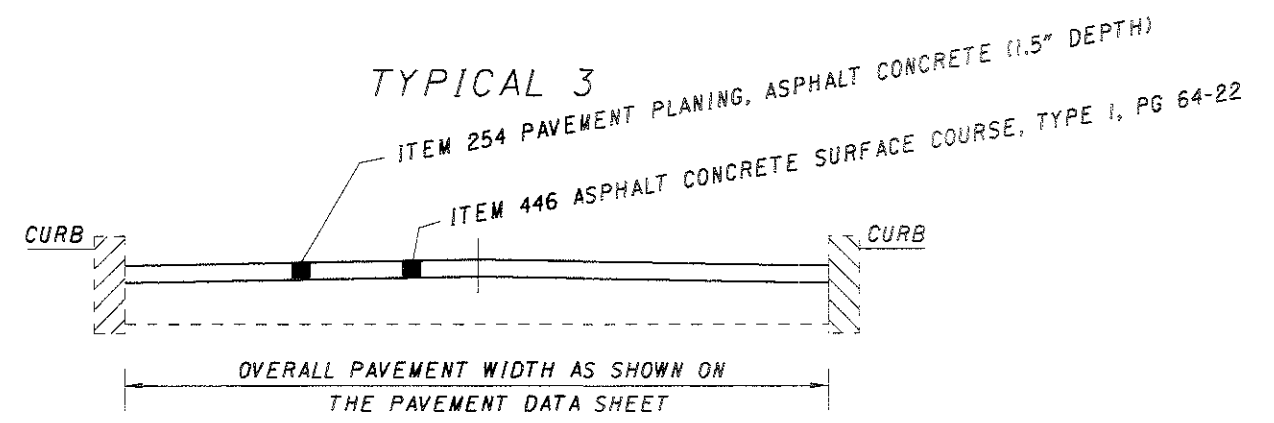
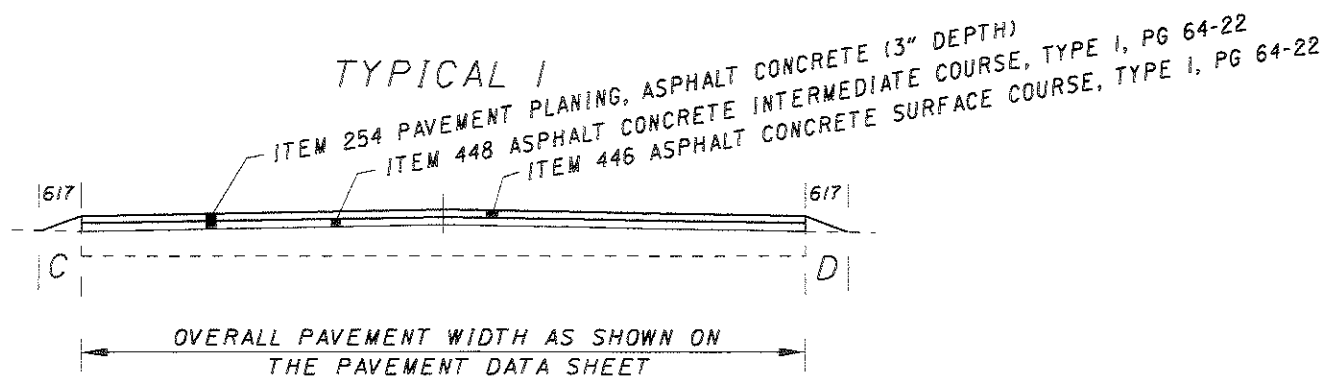
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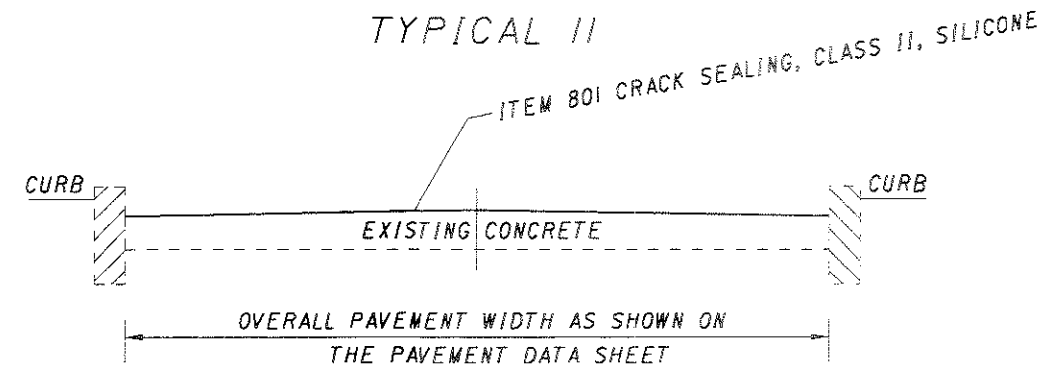
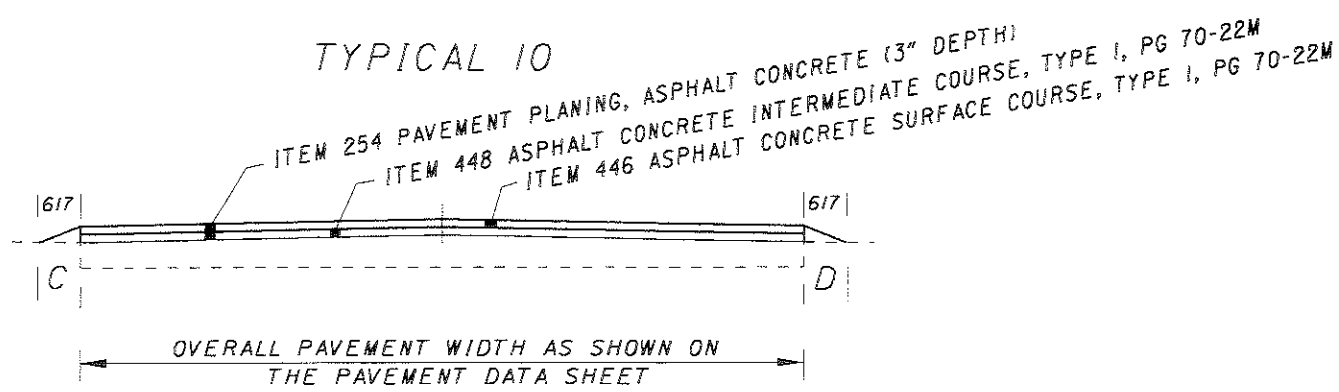
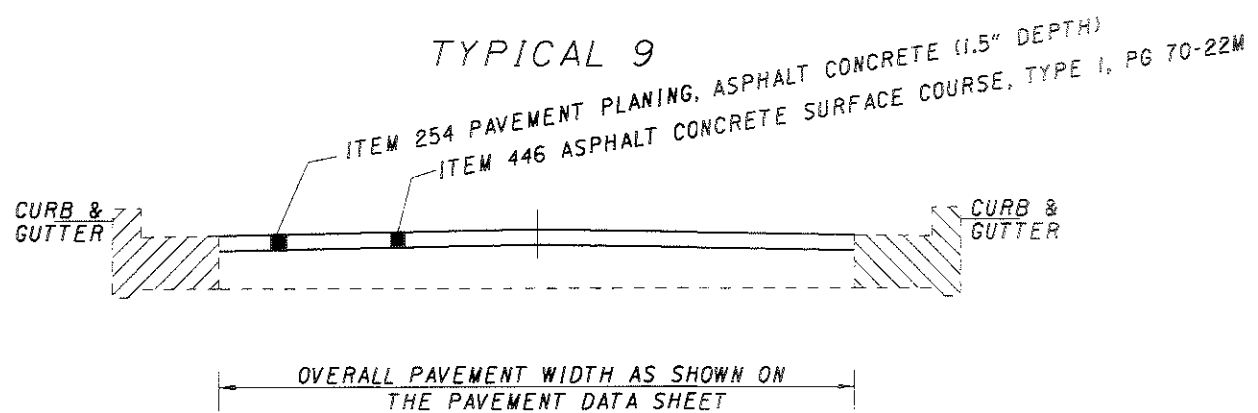
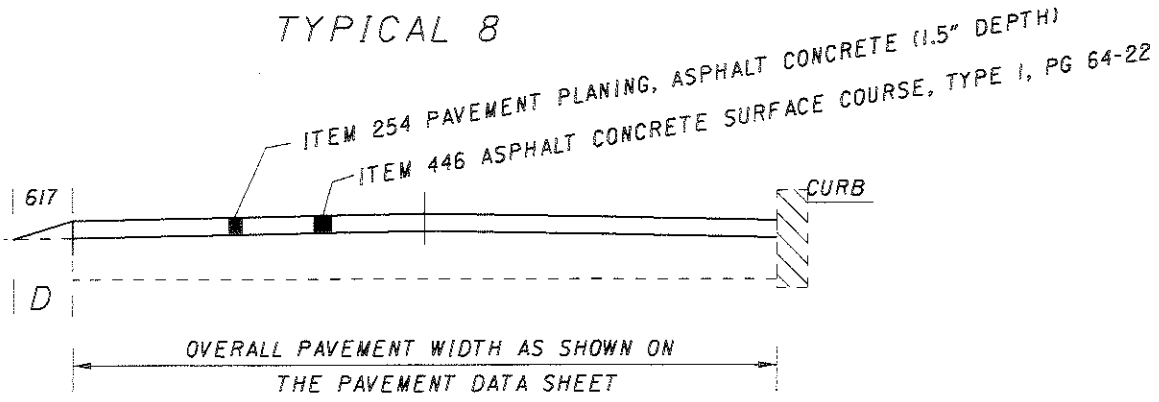
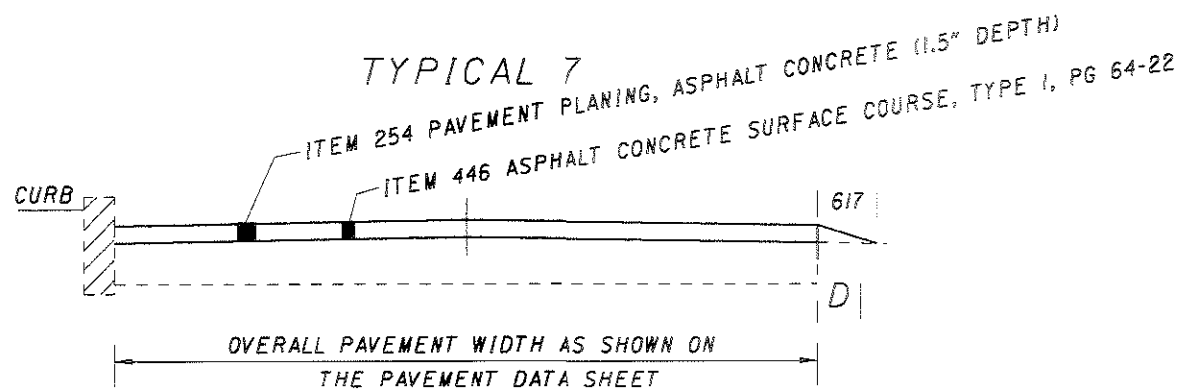
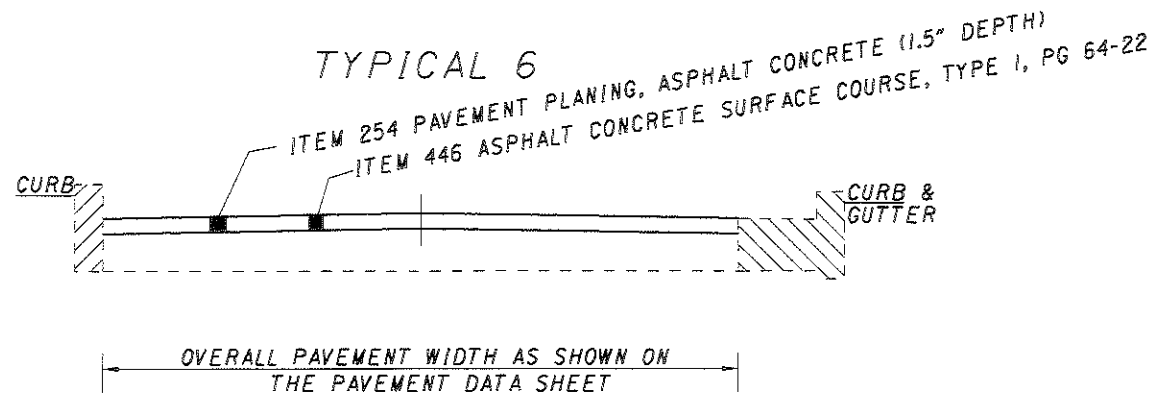
# L A K E



**SCHEMATIC**

**ERI-6-3.64**





TYPICALS

ERI-6-3.64

\* - FOR TYPICALS, SEE SHEETS 5 & 6

SEE BRIDGE TREATMENT SHEET FOR PLANING AND PAVING DETAILS

USE BUTT JOINTS THROUGHOUT PROJECT

PROJECT CLASSIFICATION	PART	ROUTE	LOG POINT TO LOG POINT		LENGTH		WIDTH FEET AVG.	* TYPICAL	EXISTING PAVEMENT TYPE	PAVEMENT AREA SQ YD	407		448		446		407		254							
					MILE	FEET					TACK COAT @ 0.08 GAL/SY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1 PG 64-22		ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-22		TACK COAT FOR INTERMEDIATE COURSE @ 0.03 GAL/SY	PAVEMENT PLANING, ASPHALT CONCRETE	PATCHING PLANED SURFACES								
												GALLON	THICK AVG. INCH	CU.YD.	THICK AVG. INCH				CU.YD.	GALLON						
STP	A	US 6	3.64	3.67	0.03	158.4	34.0	1	404	598	48	1.50	25	1.50	25	18	598	30								
STP			3.67	3.75	0.08	422.4	57.0	1	404	2675	214	1.50	111	1.50	111	80	2675	134								
STP			3.75	3.89	0.14	739.2	66.0	2	404	5421	434	1.50	226	1.50	226	163	5421	271								
STP			3.89	3.96	0.07	369.6	56.0	2	404	2300	184	1.50	96	1.50	96	69	2300	115								
STP			3.96	4.06	0.10	528	36.0	1	404	2112	169	1.50	88	1.50	88	63	2112	106								
STP			4.06	4.17	0.11	580.8	30.0	1	404	1936	155	1.50	81	1.50	81	58	1936	97								
STP			4.17	4.37	0.20	1056	31.0	1	404	3637	291	1.50	152	1.50	152	109	3637	182								
STP			4.37	4.39	0.02	105.6	30.0	3	404	352	28			1.50	15		352	18								
STP			4.39	4.41	0.02	105.6	28.0	3	404	329	26			1.50	14		329	16								
STP			4.41	4.44	0.03	158.4	38.0	3	404	669	54			1.50	28		669	33								
STP	CONNECTOR RAMP		0.00	0.03	0.03	158.4	16.0	3	404	282	23			1.50	12		282	14								
STP			4.44	4.46	0.02	105.6	33.0	1	404	387	31	1.50	16	1.50	16	12	387	19								
STP			4.46	4.54	0.08	422.4	33.0	1	404	1549	124	1.50	65	1.50	65	46	1549	77								
STP			4.54	4.67	0.13	666.4	30.0	1	404	2288	183	1.50	95	1.50	95	69	2288	114								
STP			4.67	4.85	0.18	950.4	35.0	1	404	3696	296	1.50	154	1.50	154	111	3696	185								
STP			4.85	5.05	0.20	1056	30.0	1	404	3520	282	1.50	147	1.50	147	106	3520	176								
STP			5.05	5.31	0.26	1372.8	34.0	1	404	5186	415	1.50	216	1.50	216	156	5186	259								
STP	SUSPEND EDgewater ST.		5.31	5.52	0.21	1108.8																				
STP			5.52	5.58	0.06	316.8	37.0	1	404	1302	104	1.50	54	1.50	54	39	1302	65								
STP			5.58	5.68	0.10	528	30.0	1	404	1760	141	1.50	73	1.50	73	53	1760	88								
STP			5.68	5.73	0.05	264	34.0	1	404	997	80	1.50	42	1.50	42	30	997	50								
STP			5.73	5.84	0.11	580.8	40.0	1	404	2581	206	1.50	108	1.50	108	77	2581	129								
STP			5.84	5.92	0.08	422.4	37.0	1	404	1737	139	1.50	72	1.50	72	52	1737	87								
STP			5.92	6.12	0.20	1056	26.0	1	404	3051	244	1.50	127	1.50	127	92	3051	153								
STP			6.12	6.18	0.06	316.8	37.0	1	404	1302	104	1.50	54	1.50	54	39	1302	65								
STP			6.18	6.22	0.04	211.2	41.0	1	404	962	77	1.50	40	1.50	40	29	962	48								
STP			6.22	6.24	0.02	105.6	53.0	1	404	622	50	1.50	26	1.50	26	19	622	31								
STP			6.24	6.32	0.08	422.4	55.0	4	404	2581	206			1.50	108		2581	129								
STP	CONNECTOR RAMP		0.00	0.01	0.01	52.8	24.0	4	404	141	11			1.50	6		141	7								
NHS			6.32	6.39	0.07	369.6	52.0	4	404	2135	171			1.50	89		2135	107								
NHS			6.39	6.40	0.01	52.8	34.0	1	404	199	16	1.50	8	1.50	8	6	199	10								
NHS			6.40	6.46	0.06	316.8	34.0	1	404	1197	96	1.50	50	1.50	50	36	1197	60								
NHS			6.46	6.54	0.08	422.4	33.0	5	404	1549	124			1.50	65		1549	77								
NHS			6.54	6.70	0.16	844.8	33.0	6	404	3098	248			1.50	129		3098	155								
NHS			6.70	7.38	0.68	3590.4	37.0	3	404	14761	1181			1.50	615		14761	738								
NHS			7.38	7.41	0.03	158.4	69.0	3	404	1214	97			1.50	51		1214	61								
NHS			7.41	7.51	0.10	528	50.0	3	404	2933	235			1.50	122		2933	147								
STP	TOTAL				2.72	14362				53973	4319		2068		2251	1490	53973	2698								
NHS	TOTAL				1.19	6283				27086	2168		58		1129	42	27086	1355								

CALC BY: CVH  
CHKD BY: MUS

PAVEMENT DATA

ERI-6-3.64

\* - FOR TYPICALS, SEE SHEETS 5 & 6

SEE BRIDGE TREATMENT SHEET FOR PLANING AND PAVING DETAILS

USE BUTT JOINTS THROUGHOUT PROJECT

PROJECT CLASSIFICATION	PART	ROUTE	LOG POINT TO LOG POINT		LENGTH		WIDTH FEET AVG.	TYPICAL	EXISTING PAVEMENT TYPE	PAVEMENT AREA SQ YD	407	448		446		448		446		407	254		604	604	638	601			
					TACK COAT @ 0.08 GAL/SY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22					ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-22		ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 70-22		ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M		TACK COAT FOR INTERMEDIATE COURSE @ 0.03 GAL/SY	PAVEMENT PLANING, ASPHALT CONCRETE	PATCHING PLANED SURFACES	MANHOLE ADJUSTED TO GRADE	CATCH BASIN ADJUSTED TO GRADE	VALVE BOX ADJUSTED TO GRADE	CRACK SEALING, CLASS II, SILICONE						
					GALLON	THICK AVG. INCH					CU. YD.	THICK AVG. INCH	CU. YD.	THICK AVG. INCH	CU. YD.	THICK AVG. INCH	CU. YD.	GALLON	SQ. YD.	SQ. YD.	EACH	EACH	EACH	FT					
STP	A	US 6	7.51	7.58	0.07	369.6	50.0	3	404	2053	164			1.50	86					2053	103								
STP			7.58	7.85	0.27	1425.6	40.0	3	404	6336	507			1.50	264					6336	317								
STP			7.85	7.94	0.09	475.2	33.0	3	404	1742	139			1.50	73					1742	87								
NHS			7.94	8.04	0.10	528	33.0	3	404	1936	155			1.50	81					1936	97								
NHS			8.04	8.08	0.04	211.2	45.0	3	404	1056	84			1.50	44					1056	53								
NHS			8.08	8.48	0.40	2112	36.0	3	404	8448	676			1.50	352					8448	422								
NHS			8.48	8.76	0.28	1478.4	32.0	4	404	5257	421			1.50	219					5257	263								
NHS			8.76	8.83	0.07	369.6	34.0	3	404	1396	112			1.50	58					1396	70								
NHS			8.83	8.87	0.04	211.2	37.0	3	404	866	69			1.50	36					866	43								
NHS			8.87	8.93	0.06	316.8	34.0	3	404	1197	96			1.50	50					1197	60								
NHS	CONNECTOR RAMP		0.00	0.03	0.03	158.4	25.0	3	404	440	35			1.50	18					440	22								
STP			8.93	9.16	0.23	1214.4	42.0	3	404	5667	453			1.50	236					5667	283								
STP			9.16	9.45	0.29	1531.2	34.0	4	404	5785	463			1.50	241					5785	289								
STP			9.45	9.50	0.05	264	46.0	4	404	1349	108			1.50	56					1349	67								
STP			9.50	9.81	0.11	580.8	58.0	9	404	3743	299					1.50	156	1.50	156	112	3743	187							
STP			9.61	9.92	0.31	1636.8	47.0	9	404	8548	684					1.50	356	1.50	356	256	8548	427							
STP			9.92	9.96	0.04	211.2	47.0	10	404	1103	88					1.50	46	1.50	46	33	1103	55							
STP			9.96	9.99	0.03	158.4	47.0	3	404	827	66			1.50	34					827	41								
STP			9.99	10.08	0.09	475.2	46.0	7	404	2429	194			1.50	101					2429	121								
STP			10.08	10.14	0.06	316.8	36.0	8	404	1338	107			1.50	56					1338	67								
STP			10.14	10.25	0.11	580.8	30.0	1	404	1936	155	1.50	81	1.50	81					58	1936	97							
STP			10.25	10.47	0.22	1161.6	34.0	1	404	4388	351	1.50	183	1.50	183					132	4388	219							
STP			10.47	10.53	0.06	316.8	44.0	1	404	1549	124	1.50	65	1.50	65					46	1549	77							
STP			10.53	11.22	0.69	3643.2	31.0	1	404	12549	1004	1.50	523	1.50	523					376	12549	627							
			EXTRA AREA FOR																										
			INTERS., DRIVES, + MAILBOXES							5788	463	1.50	241	1.50	241		15		15	174	3250	163							
			TOTAL		7.65	28036.8				139648	11172		3161		5263		573		573	2677	137110	6852	100	35	6				
NHS	B	US250	0.00	0.48	0.48	2534.4	48.0	11	CONCRETE	13517																			6000
NHS			0.95	1.13	0.18	950.4	56.0	3	404	5914	473			1.50	246	1.50	246			177	5914	296							
			EXTRA AREA FOR																										
			INTERS., DRIVES, + MAILBOXES							350	28			1.50	15	1.50	15			11	350	18							
			TOTAL		0.18	950.4				6264	501				261		261			188	6264	314	10						
NHS	C	SR 101	7.62	8.10	0.48	2534.4	28.0	1	404	7885	631	1.50	329	1.50	329					237	7885	394							
NHS			8.10	8.19	0.09	475.2	44.0	4	404	2323	186			1.50	97					70	2323	116							
NHS	CONNECTOR RAMP		0.00	0.02	0.02	105.6	26.0	4	404	305	24			1.50	13					9	305	15							
			EXTRA AREA FOR																										
			INTERS., DRIVES, + MAILBOXES							524	42	1.50	22	1.50	22					16	200	10							
			TOTAL		0.59	3115.2				11037	883		351		461					332	10713	535	10						
STP	TOTAL				2.72	14362				61342	4906		852		1999		558		558	1013	61342	3064	90	25	4				
NHS	TOTAL				2.27	11986				50542	2962		329		1297		246		246	504	37025	1851	30	10	2			6000	
<b>GRAND TOTAL</b>					<b>8.90</b>	<b>46992</b>				<b>192943</b>	<b>14355</b>		<b>3307</b>		<b>6676</b>		<b>804</b>		<b>804</b>	<b>3049</b>	<b>179426</b>	<b>8968</b>	<b>120</b>	<b>35</b>	<b>6</b>			<b>6000</b>	

CALC BY: CVH  
CHKD BY: MJS

PAVEMENT DATA

ERI-6-3.64



\* - FOR TYPICALS, SEE SHEETS 5 & 6

PROJECT CLASSIFICATION	PART	ROUTE	LOG POINT TO LOG POINT		LENGTH		TYPICAL	PAVED SHOULDER PROPOSED WIDTH FEET (AVG.)		PAVED SHOULDER AREA SQ YD	209 PREPARING SUBGRADE FOR SHOULDER PAVING		301 ASPHALT CONCRETE BASE		AGGREGATE SHOULDER PROPOSED WIDTH FEET (AVG.)		AGGREGATE SHOULDER AREA SQUARE YARDS	617 SHOULDER PREPARATION		617 COMPATED AGGREGATE TYPE A, AS PER PLAN		408 PRIME COAT @ 0.40 GAL/SY
					MILE	FEET		A	B		DEPTH INCH	STA	AVG. THICK. INCH	CU.YD.	C	D		SQ.YD	CU.YD.	GALLON		
					STRAIGHT LINE MILEAGE																	
STP	A	US 6	3.64	3.67	0.03	158	1								2.0	2.0	70	70	3		28	
STP			3.67	3.75	0.08	422	1								2.0	2.0	188	188	8		75	
STP			3.75	3.89	0.14	739	2								2.0	2.0	328	328	14		131	
STP			3.89	3.96	0.07	370	2								2.0	2.0	164	164	7		66	
STP			3.96	4.06	0.10	528	1								2.0	2.0	235	235	10		94	
STP			4.06	4.17	0.11	581	1								2.0	2.0	258	258	11		103	
STP			4.17	4.37	0.20	1056	1								2.0	2.0	469	469	20		188	
STP			4.44	4.46	0.02	106	1								2.0	2.0	47	47	2		19	
STP			4.46	4.54	0.08	422	1								2.0	2.0	188	188	8		75	
STP			4.54	4.67	0.13	686	1								2.0	2.0	305	305	13		122	
STP			4.67	4.85	0.18	950	1								2.0	2.0	422	422	18		169	
STP			4.85	5.05	0.20	1056	1								2.0	2.0	469	469	20		188	
STP			5.05	5.31	0.26	1373	1								2.0	2.0	610	610	25		244	
STP			5.52	5.58	0.06	317	1								2.0	2.0	141	141	6		56	
STP			5.58	5.68	0.10	528	1								2.0	2.0	235	235	10		94	
STP			5.68	5.73	0.05	264	1								2.0	2.0	117	117	5		47	
STP			5.73	5.84	0.11	581	1								2.0	2.0	258	258	11		103	
STP			5.84	5.92	0.08	422	1								2.0	2.0	188	188	8		75	
STP			5.92	6.12	0.20	1056	1								2.0	2.0	469	469	20		188	
STP			6.12	6.18	0.06	317	1								2.0	2.0	141	141	6		56	
STP			6.18	6.22	0.04	211	1								2.0	2.0	94	94	4		38	
STP			6.22	6.24	0.02	106	1								2.0	2.0	47	47	2		19	
NHS			6.39	6.40	0.01	53	1								2.0	2.0	24	24	1		10	
NHS			6.40	6.46	0.06	317	1								2.0	2.0	141	141	6		56	
NHS			6.46	6.54	0.08	422	5								2.0	2.0	94	94	4		38	
STP			9.92	9.96	0.04	211	10								2.0	2.0	94	94	4		38	
STP			9.99	10.08	0.09	475	7								2.0	2.0	106	106	4		42	
STP			10.08	10.14	0.06	317	8								2.0	2.0	70	70	3		28	
STP			10.14	10.25	0.11	581	1								2.0	2.0	258	258	11		103	
STP			10.25	10.47	0.22	1162	1								2.0	2.0	516	516	22		206	
STP			10.47	10.53	0.06	317	1								2.0	2.0	141	141	6		56	
STP			10.53	11.22	0.69	3643	1								2.0	2.0	1619	1619	67		648	
EXTRA AREA FOR UNPAVED DRIVES																			282	282	12	113
NHS	C	SR 101	7.62	8.10	0.48	2534	1								2.0	2.0	1126	1126	47		450	
EXTRA AREA FOR UNPAVED DRIVES																			126	126	5	50
STP		TOTAL			3.59	18954											8247	8247	348		3299	
NHS		TOTAL			0.63	3326											1385	1385	58		554	
GRAND TOTAL					4.22	22281											9632	9632	406		3853	

CALC BY: CVH  
CHKD BY: MJS

SHOULDER DATA

ERI-6-3.64

DESIGN FILE: \$\$\$\$\$\$.DGNFILESPECIFICATIONS\$\$\$\$\$  
WORKSTATION: \$TERMINAL\$ DATE: \$\$\$\$DATE\$\$\$\$\$

**PAVEMENT CONTROL**

AN AUTOMATIC SCREED CONTROL, HAVING A 20FT. MINIMUM SKI-ARM, SHALL BE USED FOR PLACING THE INTERMEDIATE COURSE AND SURFACE COURSE ON EXISTING PAVEMENT WIDTHS OF 20 FT. AND OVER.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPER-ELEVATED CURVES. THE SUPER-ELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE INTO ALL CATCH BASINS AND INLETS.

**PLACEMENT OF ASPHALT CONCRETE**

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

**PROFILE AND ALIGNMENT**

THE PROPOSED PAVEMENT RESURFACING SHALL FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT.

**ROUTINE MAINTENANCE**

BETWEEN THE TIME THAT BIDS ARE TAKEN AND THE START OF CONSTRUCTION, THE MAINTAINING AGENCY MAY ENTER UPON THE PROJECT AND PERFORM ROUTINE MAINTENANCE SUCH AS CRACK SEALING, PATCHING, AND BERM AND SHOULDER REPAIR. THE EFFECTS, IF ANY, OF THE PERFORMANCE OF ROUTINE MAINTENANCE SHALL BE CONSIDERED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE PLAN AND THE RESULTING CONDITIONS SHALL NOT BE CONSIDERED AS DIFFERING MATERIALLY FROM THOSE EXISTING AT THE TIME BIDS WERE TAKEN

**703.05 AGGREGATE FOR ASPHALT CONCRETE (INTERMEDIATE AND SURFACE COURSES)**

REMOVE THE PHRASE "THAT WILL BE EXPOSED TO TRAFFIC OVER THE WINTER MONTHS" FROM ITEMS b. AND c. OF C. GENERAL REQUIREMENTS FOR COURSE AND FINE AGGREGATE OF 703.05 (PAGE 767 OF THE 2002 CONSTRUCTION AND MATERIAL SPECIFICATIONS).

**ITEM SPECIAL - MISC.: ASPHALT GRINDINGS**

FROM THE ASPHALT GRINDINGS GENERATED ON THIS PROJECT, 400 CU YDS SHALL BE DELIVERED BY THE CONTRACTOR TO THE MILAN GARAGE ODOT PROPERTY LOCATED AT 165 S. HURON ST., MILAN, OH 44846 AND 1000 CU YDS SHALL BE DELIVERED BY THE CONTRACTOR TO THE ERIE-LORAIN COUNTY OUTPOST ODOT PROPERTY LOCATED AT 14420 KNEISEL RD., VERMILION, OH 44089. ODOT WILL PROVIDE THE EXACT LOCATION OF THE STORAGE AREA ON THE PROPERTY TO THE CONTRACTOR AT THE PRECONSTRUCTION MEETING. THE GRINDINGS ARE NOT TO BE DELIVERED WET AND THEY ARE TO BE DELIVERED DIRECTLY FROM THE PROJECT. BEFORE DELIVERY THE CONTRACTOR SHALL CONTACT THE MILAN GARAGE AT 419-499-2351 BETWEEN 7:30 AM - 4:00 PM.

THE MATERIAL IN THIS ITEM WILL BE PAID FOR BY THE CU YD.

ALL ASSOCIATED COSTS TO LOAD AND TO DELIVER TO THE SITE THE ASPHALT GRINDINGS ARE TO BE INCLUDED FOR PAYMENT BY THE CU YD PER ITEM SPECIAL, MISC.: ASPHALT GRINDINGS.

**BUTT JOINTS**

BUTT JOINTS SHALL NOT BE CUT AND LEFT OPEN TO TRAFFIC. THEY SHALL BE FILLED IN WITH A TEMPORARY ASPHALT CONCRETE WEDGE OF SUFFICIENT LENGTH, AS DIRECTED BY THE ENGINEER.

CONSTRUCTION "BUMP" (OW-62) AND "ADVISORY SPEED" (OW-143) SIGNS SHALL BE ERECTED AND MAINTAINED DURING THE PERIOD THE BUTT JOINT IS LEFT OPEN. THESE SIGNS SHALL BE PAID FOR UNDER THE LUMP SUM ITEM FOR ITEM 614 MAINTAINING TRAFFIC.

**INTERSECTIONS AND DRIVES:**

EXISTING PAVED DRIVES SHALL BE PAVED SO AS TO PROVIDE A SMOOTH TRANSITION BETWEEN THE HIGHWAY AND THE DRIVE, (DISTANCE FROM EDGE OF ROADWAY MAY VARY - AT EACH DRIVE) AS DIRECTED BY THE ENGINEER.

EXISTING AGGREGATE DRIVES SHALL BE PAVED WITH AN APRON THE WIDTH OF THE 617 BERM OR 2 FT. MINIMUM. THE SLOPE OF THIS APRON SHALL BE THE SAME AS THE ADJACENT PAVEMENT SLOPE OR AS DIRECTED BY THE ENGINEER. ITEM 617 AGGREGATE SHALL BE PLACED ADJACENT TO THIS APRON TO PROVIDE A SMOOTH TRANSITION FROM THE APRON TO THE EXISTING DRIVE, (WIDTH OF THIS 617 APPLICATION MAY VARY) AS DIRECTED BY THE ENGINEER. AN ADDITIONAL QUANTITY HAS BEEN ESTIMATED TO COMPLETE THIS WORK AND IS SHOWN ON THE "SHOULDER DATA" SHEET.

ANY HAZARD OR UNSAFE CONDITION RESULTING FROM THE ABOVE WORK MUST BE CORRECTED IMMEDIATELY, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS REMINDED OF SECTIONS 105.01, 107.07 & 614.02A.

THE FOLLOWING INTERSECTIONS SHALL BE PLANED AND PAVED TO THE END OF THE RADII:

**US 6**

- BARDSHAR RD. ENTIRE INTERSECTION
- WARD ST. ENTIRE INTERSECTION
- VENICE RD. SOUTH SIDE
- THORPE DR. ENTIRE INTERSECTION
- GEORGE ST. ENTIRE INTERSECTION
- SUPERIOR ST. ENTIRE INTERSECTION
- HURON ST. ENTIRE INTERSECTION
- OLDS ST. ENTIRE INTERSECTION
- SR 101/TIFFIN ST. ENTIRE INTERSECTION
- BROADWAY ST. ENTIRE INTERSECTION
- MONROE ST. ENTIRE INTERSECTION
- CAMP ST. SOUTH SIDE
- LAWRENCE ST. ENTIRE INTERSECTION
- WAYNE ST. EAST/SOUTH SIDES
- JEFFERSON ST. EAST SIDE
- MONROE/WARREN ST. ENTIRE INTERSECTION
- REESE ST. EAST SIDE
- NEIL ST. ENTIRE INTERSECTION
- SCOTT ST. ENTIRE INTERSECTION
- ERIE BLVD. ENTIRE INTERSECTION
- MCKINLEY ST. NORTH SIDE
- CLEVELAND AVE. ENTIRE INTERSECTION
- ROOSEVELT ST. NORTH SIDE
- COWDERY ST. ENTIRE INTERSECTION
- FARWELL ST. ENTIRE INTERSECTION
- CAUSEWAY DR. ENTIRE INTERSECTION
- DIETRICK ST. ENTIRE INTERSECTION
- PIPE ST. ENTIRE INTERSECTION
- E. SHOREWAY ST. ENTIRE INTERSECTION

**US 250**

- CHALET DR. ENTIRE INTERSECTION
- 50TH ST. ENTIRE INTERSECTION
- 52ND/ALPINE DR. ENTIRE INTERSECTION
- C ST. ENTIRE INTERSECTION
- PERKINS AVE. ENTIRE INTERSECTION

**SR 101**

- PERKINS AVE. ENTIRE INTERSECTION
- PENN AVE. ENTIRE INTERSECTION
- ST. CLAIR ST. ENTIRE INTERSECTION
- WILSON ST. EAST SIDE
- US 6/SANFORD ST. ENTIRE INTERSECTION

ALL OTHER INTERSECTIONS SHALL BE PLANED AND PAVED STRAIGHT THRU.

**ITEM 254 PATCHING PLANED SURFACE**

AN ESTIMATED QUANTITY OF ITEM 254, PATCHING PLANED SURFACE HAS BEEN SET UP TO BE USED AS DIRECTED BY THE ENGINEER AS DESCRIBED IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS MANUAL 254.04. PATCHING DEPTH IS 0 TO 2 IN.

**ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE (NON CURBED SECTION)**

THE INTENT OF THE PLANING IS TO MILL 3 INCHES MINIMUM DEPTH AT THE CENTERLINE AND/OR EDGE OF PAVEMENT AND 1/4 INCH MINIMUM DEPTH IN BOTTOM OF WHEEL RUTS. THE PAVEMENT SLOPE MAY VARY BETWEEN 3/16 INCH AND 3/8 INCH PER FOOT, CONTINUOUS FOR PAVEMENT WIDTH. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CENTER LINE OR EDGE OF PAVEMENT, TO PRODUCE THE LEAST AMOUNT OF MILLING IN CONFORMANCE WITH ABOVE LIMITS. FIELD WORK NECESSARY FOR PROPER CONTROL WITHIN PLAN INTENT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

AN AUTOMATIC MILLING HEAD PROFILE CONTROL HAVING A MINIMUM 30 FT. SKI-ARM SHALL BE USED DURING PLANING OPERATION.

THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE MORE THAN TWENTY-ONE (21) CALENDAR DAYS. THE 21 CALENDAR DAYS SHALL BE CONSIDERED AN INTERIM COMPLETION DATE (SECTION 108) AND FOR EACH CALENDAR DAY BEYOND THE 21 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED LIQUIDATED DAMAGES AS PER 108.07. PLANED AREAS WHICH CREATE A LONGITUDINAL JOINT BETWEEN TRAVELED LANES SHALL BE COMPLETED IN SUCH A MANNER SO AS TO REMOVE THE JOINT BEFORE THE END OF EACH DAY'S WORK. BEFORE THIS JOINT IS EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL ERECT OW-171 SIGNS (UNEVEN PAVEMENT). THESE SIGNS SHALL REMAIN ONLY WHEN THE CONDITION EXISTS.

**ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE (CURBED SECTION)**

THE INTENT OF THE PLANING IS TO MILL 1.5 INCHES ALONG THE CURB CONTINGENT ON THE FOLLOWING THE PAVEMENT SLOPE MAY VARY BETWEEN 3/16 INCH AND 3/8 INCH PER FOOT, CONTINUOUS FOR THE PAVEMENT WIDTH AS A TYPICAL CROSS SECTION. WHEN THE SLOPE OF THE PAVEMENT HAS A SLOPE LESS THAN 3/16 INCH PER FOOT OR GREATER THAN 3/8 INCH PER FOOT, THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CURB, TO PRODUCE THE CORRECT CROSS SLOPE IN CONFORMANCE WITH THE ABOVE LIMITS. THE ROADWAY HAS BEEN CORED FOR THE EXISTING DEPTH OF THE ASPHALT, AND THE CONTRACTOR HAS A MAXIMUM OF 2.50 INCHES OF ASPHALT MATERIAL THAT MAY BE MILLED OUT OF THE CENTER OF THE ROADWAY IN ORDER TO CORRECT THE TRANSVERSE SLOPE OF THE CROSS SECTION. FIELD WORK NECESSARY FOR PROPER CONTROL WITHIN PLAN INTENT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

AN AUTOMATIC MILLING HEAD PROFILE CONTROL HAVING A MINIMUM 30 FT. SKI-ARM SHALL BE USED DURING PLANING OPERATION.

THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE MORE THAN TWENTY-ONE (21) CALENDAR DAYS. THE 21 CALENDAR DAYS SHALL BE CONSIDERED AN INTERIM COMPLETION DATE (SECTION 108) AND FOR EACH CALENDAR DAY BEYOND THE 21 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED LIQUIDATED DAMAGES AS PER 108.07. PLANED AREAS WHICH CREATE A LONGITUDINAL JOINT BETWEEN TRAVELED LANES SHALL BE COMPLETED IN SUCH A MANNER SO AS TO REMOVE THE JOINT BEFORE THE END OF EACH DAY'S WORK. BEFORE THIS JOINT IS EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL ERECT OW-171 SIGNS (UNEVEN PAVEMENT). THESE SIGNS SHALL REMAIN ONLY WHEN THE CONDITION EXISTS.

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MJS  
  
**GENERAL NOTES**

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**ITEM 617, COMPACTED AGGREGATE, TYPE A, AS PER PLAN**

THIS ITEM OF WORK SHALL CONFORM TO ITEM 617 IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS BOOK WITH EXCEPTION OF 617.02 (MATERIALS).

THE MATERIAL ON THIS PROJECT SHALL BE THE ASPHALT CONCRETE GRINDINGS RESULTING FROM ITEM 254. THE GRINDINGS USED FOR THIS WORK ARE TO BE PLACED AND COMPACTED AS DESCRIBED IN 617.05 WITH SPECIAL CARE TO CREATE PROPER COMPACTION. 100% OF THIS MATERIAL SHALL PASS A 1.5 INCH SIEVE AS JUDGED BY THE ENGINEER. THE CONTRACTOR SHALL TAKE SPECIAL CARE TO MEET THE TYPICAL SECTIONS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER.

PAYMENT FOR ALL THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER CU. YD. OF ITEM 617 COMPACTED AGGREGATE, TYPE A, AS PER PLAN.

**BRIDGE LOCATION MARKER SIGN**

THE BRIDGE LOCATION MARKER SIGN INDICATES THE COUNTY, THE ROUTE, AND THE STRAIGHT LINE MILEAGE OF THE STRUCTURE. THE CONTRACTOR SHALL REMOVE THE EXISTING BRIDGE LOCATION MARKER SIGNS AND REERECT THE SIGNS IN KIND. IF THERE ARE ANY QUESTIONS ON THE LOCATION, PLEASE CONTACT THE DISTRICT BRIDGE ENGINEER.

ALL COSTS, INCLUDING THE SIGN REMOVAL, SIGN RE-ERECTION, POST REMOVAL, AND POST INSTALLATION SHALL BE INCLUDED IN THE FOLLOWING PAY ITEMS:

**STP - PART A**

ITEM 630 GROUND MOUNTED SUPPORT, NO.2, POST 22.5 FT.  
ITEM 630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION 3 EACH

**NHS - PART B**

ITEM 630 GROUND MOUNTED SUPPORT, NO.2, POST 7.5 FT.  
ITEM 630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION 1 EACH

**ITEM 407, TACK COAT  
ITEM 407, TACK COAT FOR INTERMEDIATE COURSE**

AS PER 407.06 THE APPLICATION RATES SHALL BE 0.08 GAL. PER SQ. YD. PRIOR TO THE LEVELING COURSE AND SHALL BE 0.03 GAL PER SQ. YD. PRIOR TO THE SURFACE COURSE FOR ESTIMATING PURPOSES ONLY. THE RATE OF APPLICATION SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. A COMPLETE PAVEMENT SURFACE COVERAGE SHALL BE REQUIRED. AREAS OF TACK STRIPPED BY CONSTRUCTION EQUIPMENT OR TRAFFIC SHALL BE RE-COATED PRIOR TO PLACING ASPHALT CONCRETE. ALL COST AS DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER GALLON FOR ITEM 407, TACK COAT AND ITEM 407 TACK COAT FOR INTERMEDIATE COURSE.

**CONTRACTORS WORK SCHEDULE**

THE CONTRACTOR SHALL NOT BEGIN ANY WORK UNTIL AFTER LABOR DAY 2004

**ITEM 446, ASPHALT CONCRETE SURFACE COURSE, TYPE I, PG 64-22**

**ITEM 446, ASPHALT CONCRETE SURFACE COURSE, TYPE I, PG 70-22M**

IN ADDITION TO ITEM 401.14 AND STANDARD DRAWING BP-3.1, TRANSVERSE, FEATHERED OR BUTT JOINTS SHALL BE SEALED WITH A 6 INCH WIDE BAND OF ASPHALT CEMENT ACROSS THE TOP SURFACE. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THIS ITEM.

BEFORE THE LONGITUDINAL JOINT IS EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL ERECT OWP-171 (UNEVEN PAVEMENT) SIGNS. THESE SIGNS SHALL ONLY REMAIN WHILE THE CONDITION EXISTS.

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (OW-62) SHALL BE ERECTED ON EACH SIDE OF TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN, AS DIRECTED BY THE ENGINEER. THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THIS ITEM.

**ITEM 448, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I, PG 64-22**

**ITEM 448, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I, PG 70-22M**

THIS ITEM SHALL BE USED FOR CORRECTION OF CROWN, PROFILE AND ANY OTHER IRREGULARITIES.

ALL LONGITUDINAL PAVEMENT JOINTS SHALL BE CLOSED BEFORE THE END OF EACH WORK DAY.

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (OW-62) SHALL BE ERECTED ON EACH SIDE OF TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN, AS DIRECTED BY THE ENGINEER. THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THIS ITEM.

**ITEM 614, WORK ZONE MARKING SIGN**

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR TEMPORARY WORK ZONE MARKING SIGNS PER THE REQUIREMENTS OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS, 614.04.

**PART A**

WORK ZONE MARKING SIGN: (OW-167-36) NO EDGE LINE = 22 EACH  
WORK ZONE MARKING SIGN: (R-33-24) DO NOT PASS = 10 EACH  
TOTAL = 32 EACH

**PART B**

WORK ZONE MARKING SIGN: (R-33-24) DO NOT PASS = 6 EACH  
TOTAL = 6 EACH

**PART C**

WORK ZONE MARKING SIGN: (OW-167-36) NO EDGE LINE = 2 EACH  
WORK ZONE MARKING SIGN: (R-33-24) DO NOT PASS = 2 EACH  
TOTAL = 4 EACH

**STP**

WORK ZONE MARKING SIGN: (OW-167-36) NO EDGE LINE = 20 EACH  
WORK ZONE MARKING SIGN: (R-33-24) DO NOT PASS = 8 EACH

**NHS**

WORK ZONE MARKING SIGN: (OW-167-36) NO EDGE LINE = 4 EACH  
WORK ZONE MARKING SIGN: (R-33-24) DO NOT PASS = 10 EACH

**ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC**

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO CONSTRUCT A TEMPORARY ASPHALT WEDGE FROM THE EXISTING PAVEMENT TO THE PLANED SURFACE AT BUTT JOINTS AND OTHER LOCATIONS THAT RESULT IN A DROP-OFF IN EXCESS OF 1.5 INCHES, AS DIRECTED BY THE ENGINEER. THIS QUANTITY SHALL ALSO BE USED AT PLANED SURFACES WHERE A TEMPORARY ASPHALT WEDGE IS NEEDED AROUND CASTINGS, AS DIRECTED BY THE ENGINEER.

**STP**

140 CU. YD. ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

**NHS**

60 CU. YD. ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

**COORDINATION OF ASPHALT PLANING/PAVING OPERATIONS WITH LOOP DETECTOR REPLACEMENT**

DURING THE COURSE OF THE CONTRACT IT MAY BE NECESSARY FOR THE CONTRACTOR TO REPLACE THE EXISTING LOOP DETECTORS. THE INTENT IS TO REPLACE LOOP DETECTORS DAMAGED OR REMOVED BY ASPHALT PLANING OPERATIONS PRIOR TO RESURFACING COURSES. THE INTERSECTIONS INVOLVED ARE AS FOLLOWS:

- NHS US 6 AND SR 101/SANFORD ST. 1-6'x28' 1-6'x36' 1-2'x14'
- NHS US 6 AND MILLS ST. 1-2'x14' 1-2'x22'
- NHS US 6 AND MONROE ST. 1-2'x16' 2-6'x24'
- NHS US 6 AND CAMP ST. 1-6'x25'
- STP US 6 AND LAWRENCE ST. 1-6'x25' 1-8'x25'
- NHS US 6 AND COLUMBUS AVE. 2-6'x6'
- NHS US 6 AND WAYNE ST. 1-6'x18 1-6'x30'
- NHS US 6 AND MONROE ST./WARREN ST. 1-6'x18' 1-6'x20' 1-6'x25' 2-2'x6'
- NHS US 6 AND SCOTT ST. 2-6'x6'
- NHS US 6 AND US 250 1-2'x6' 1-6'x24' 1-6'x30'
- STP US 6 AND MCKINLET ST./AVONDALE ST. 2-2'x8' 1-6'x25'
- STP US 6 AND BUTLER ST. 3-6'x6' 2-6'x30' 1-2'x10'
- STP US 6 AND COWDERY ST. 1-6'x4' 2-6'x6'
- STP US 6 AND CEDAR POINT RD. 2-3'x3' 2-6'x27' 1-6'x18' 2-6'x24'
- STP US 6 AND HARBOUR BLVD. 1-2'x6' 1-2'x16'
- STP US 6 AND REMINGTON 2-2'x6'

NHS US 250 AND PERKINS AVE. 7-6'x18' 1-5'x28' 1-5'x24' 1-6'x30'

PAYMENT FOR ALL THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER EACH OF ITEM 632 DETECTOR LOOP

**STP**

25 EACH ITEM 632, DETECTOR LOOP

**NHS**

23 EACH ITEM 632, DETECTOR LOOP

**ITEM 604, CASTINGS ADJUSTED TO GRADE**

ANY UNIT OF THIS ITEM MAY BE NON-PERFORMED IF SO DIRECTED BY THE ENGINEER AND THE SURFACE SHALL BE FEATHERED TO MEET THE EXISTING CASTING OR INLET IN A MANNER ACCEPTABLE TO THE ENGINEER. ALL ADJUSTING RINGS SHALL HAVE THE ENGINEER'S APPROVAL BEFORE USING.

UNDER ITEM 604.03, ADJUSTMENT TO GRADE, PARAGRAPH (A), THE CASTING TO BE ADJUSTED MAY OR MAY NOT HAVE AN EXISTING FRAME. THE WORK SHALL CONSIST OF ADJUSTING THE EXISTING CASTING OR GRATE TO THE SATISFACTION OF THE ENGINEER. THE CONTRACTOR IS REMINDED TO FIELD CHECK ALL ADJUSTMENT TO GRADE ITEMS PRIOR TO BIDDING, AS NO ADDITIONAL COMPENSATION WILL BE GRANTED FOR LABOR AND MATERIALS REQUIRED TO SATISFACTORILY ADJUST CASTINGS WITHOUT FRAMES.

DESIGN FILE: \$\$\$\$.DGNFILESPECIFICATIONS\$\$\$\$\$  
WORKSTATION: #TERMINAL# DATE: #####DATE####

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CVH  
CHECKED  
MJS

GENERAL NOTES

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**UTILITIES:**

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS.

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

SANITARY  
ERIE COUNTY DEPARTMENT  
OF ENVIRONMENTAL SERVICES  
554 RIVER RD.  
HURON, OHIO 44839  
419-433-7303

TELEPHONE  
MCI  
229 W. 7th ST., 10th FLOOR  
CINCINNATI, OHIO 45202  
513-784-3238

ELECTRIC  
OHIO EDISON  
1910 W. MARKET ST., BLDG 1.  
AKRON, OHIO 44313  
330-761-4330

TELEPHONE  
DOMINION TELECOM  
16363 PEARL RD. SUITE 100-C  
STRONGSVILLE, OHIO 44136  
440-846-0252

GAS  
DOMINION EAST OHIO  
1201 EAST 55th ST.  
CLEVELAND, OHIO 44103  
216-736-6831

TELEPHONE  
AT&T  
229 W. 7th ST., 10th FLOOR  
CINCINNATI, OHIO 45202  
513-784-3238

GAS  
COLUMBIA GAS OF OHIO  
1600 DUBLIN RD.  
COLUMBUS, OHIO 43215  
614-280-7372

TELEPHONE  
QWEST COMMUNICATIONS  
1860 LINCOLN ST., SUITE 200  
DENVER, COLORADO 80295  
303-837-3926

GAS  
COLUMBIA GAS TRANSMISSION  
13292 SMITH RD..  
WELLINGTON, OHIO 44090  
440-647-4322

TELEPHONE  
SBC  
130 N. ERIE ST. ROOM 206  
TOLEDO, OHIO 43604  
419-245-7491

CABLE T.V.  
LEVEL 3 COMMUNICATIONS  
1025 ELDORADO DR.  
BROOMFIELD, COLORADO 80021  
720-888-7483

TELEPHONE  
VERIZON  
83 TOWNSEND AVE.  
NORWALK, OHIO 44857  
419-744-3617

CABLE T.V.  
THE CABLE SYSTEM  
409 E. MARKET ST., BOX 5800  
SANDUSKY, OHIO 44870  
419-627-1371

CITY OF SANDUSKY  
KATHRYN McKILLIPS  
222 MEIGS AVE.  
SANDUSKY, OHIO 44870  
419-627-5831

CABLE T.V.  
ADELPHIA  
1801 ELYRIA AVE.  
LORAIN, OHIO 44052  
440-245-1353

THE AFOREMENTIONED UTILITY COMPANIES AND AGENCIES HAVE VARIOUS FACILITIES IN THE AREA THAT WILL REMAIN IN PLACE DURING CONSTRUCTION.

EXTREME CAUTION SHOULD BE EXERCISED IN AREAS WITH UTILITIES. SECTIONS 105.07 AND 107.16 OF THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIALS SPECIFICATIONS REQUIRE, AMONG OTHER THINGS, THAT THE CONTRACTOR COOPERATE WITH ALL UTILITIES LOCATED WITHIN THE LIMITS OF THIS CONSTRUCTION PROJECT AND TAKE RESPONSIBILITY FOR THE PROTECTION OF THE UTILITY PROPERTY AND SERVICES.

**ITEM 25I, PARTIAL DEPTH PAVEMENT REPAIR:**

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. PAVEMENT REPAIR SHALL BE PERFORMED AFTER PAVEMENT PLANING. THE REPAIR AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND CUT OR SAWED TO A NEAT LINE. THE PAVEMENT SHALL BE REMOVED WITHIN THE DESIGNATED AREAS BY METHODS WHICH WILL NOT DAMAGE THE ADJACENT PAVEMENT. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED ASPHALT PAVEMENT THE MATERIALS SO REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 105.16 AND 105.17.

REPLACEMENT MATERIAL SHALL BE ITEM 301 OR ITEM 448, TYPE 2 MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. THE REPAIR AREAS SHALL BE PAINTED WITH ASPHALT MATERIAL (SIDES AND BOTTOM) AT AN APPLICATION RATE OF 0.25 GAL. PER SQ. YD. ALL COMPACTION SHALL BE ACHIEVED BY MECHANICAL METHODS TO THE SATISFACTION OF THE ENGINEER. MAXIMUM LIFT THICKNESS SHALL BE 3 INCHES.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PARTIAL DEPTH PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 25I, PARTIAL DEPTH PAVEMENT REPAIR.

<b>STP</b>	
PART A	200 CU. YD.
<b>NHS</b>	
PART A	100 CU. YD.
PART B	100 CU. YD.
PART C	50 CU. YD.

**ITEM 80I, CRACK SEALING, CLASS II, SILICONE**

THE INTENT OF THE SILICONE CRACK SEALING IS TO SEAL THE TRANSVERSE JOINTS OF THE EXPOSED CONCRETE PAVEMENT ON US 250 FROM SLM 0.00 TO SLM 0.48. A QUANTITY IS SET UP ON THE PAVEMENT DATA SHEET

**RAILROAD CROSSINGS**

PRIOR TO ANY WORK AT RAILROAD CROSSINGS THE CONTRACTOR SHALL CONTACT THE AFFECTED RAILROAD AUTHORITY AS TO MAKE THEM AWARE OF THE PROGRESS AND SCHEDULE OF WORK. THE CONTRACTOR SHALL COOPERATE WITH THE RAILROAD SO AS TO ELIMINATE ANY SAFETY CONCERNS. FLAGGING MAY BE REQUIRED BY THE RAILROAD. THE CONTRACTOR IS RESPONSIBLE FOR PAYING THE RAILROAD FOR ALL FLAGGING COSTS. REFER TO RAILROAD LIABILITY INSURANCE PROPOSAL NOTE.

THE CROWN SHALL BE WORKED OUT OF THE RESURFACED PAVEMENT ON EACH SIDE OF THE RAILROAD CROSSING, BEGINNING 50 FEET FROM THE NEAREST RAIL, BY RAISING THE EDGES OF THE RESURFACED PAVEMENT TO MEET THE PLATFORM ELEVATION.

OMIT AND RESUME RESURFACING AT THE HEADER TIE, AS DIRECTED BY THE ENGINEER.

**RAILROAD CROSSING INFORMATION**

OWNER OF RAILROAD: NORFOLK AND SOUTHERN CORPORATION  
TYPE OF LINE: MAINLINE (ERI-6-6.00 S.L.M.)  
CROSSING: AT GRADE  
NO. OF TRACKS: 2

THE NUMBER OF TRAINS OPERATING THROUGH THE IMPROVEMENT IS ESTIMATED TO BE:

PASSENGER TRAINS/DAY: @ MILES PER HOUR  
FREIGHT TRAINS/DAY: @ MILES PER HOUR  
HAZARDOUS MATERIAL:

THE IDENTIFICATION OF THE CROSSING IS KNOWN AS:  
RR MILE POST: 109.27 S.L.M.  
AARDOT NO.: 4816697

LOCAL CONTACT PERSON FOR FLAGGING:

OWNER OF RAILROAD: NORFOLK AND SOUTHERN CORPORATION  
TYPE OF LINE: MAINLINE (ERI-101-7.73 S.L.M.)  
CROSSING: AT GRADE  
NO. OF TRACKS: 2

THE NUMBER OF TRAINS OPERATING THROUGH THE IMPROVEMENT IS ESTIMATED TO BE:

PASSENGER TRAINS/DAY: @ MILES PER HOUR  
FREIGHT TRAINS/DAY: @ MILES PER HOUR  
HAZARDOUS MATERIAL:

THE IDENTIFICATION OF THE CROSSING IS KNOWN AS:  
RR MILE POST: 108.85 S.L.M.  
AARDOT NO.: 6816685

LOCAL CONTACT PERSON FOR FLAGGING: MR. MASON (419) 483-1885

THE REMAINING INFORMATION WILL BE SUPPLIED AT THE PRECONSTRUCTION MEETING

DESIGN FILE: \$\$\$\$.DGNFILESPECIFICATIONS\$\$\$  
WORKSTATION: #TERMINAL# DATE: ####DATE####

### ITEM 614, MAINTAINING TRAFFIC

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE CURRENT EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT UNIT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLANS.

IN GENERAL THERE ARE TWO MAIN WORK OPERATIONS BEING PERFORMED ON THIS PROJECT WHICH WILL BE ADDRESSED IN THESE NOTES. ONE WORK OPERATION IS THE ASPHALT CONCRETE RESURFACING PORTION WHICH INVOLVES SEVERAL ROUTES (PLANING, REPAIRS AND RESURFACING) AND THE OTHER WORK OPERATION IS THE BRIDGE WORK ON THE US 250 BRIDGE (ERI-250-0058) NEAR BUTLER STREET.

THE CONTRACTOR IS TO NOTIFY THE CITY OF SANDUSKY 14 CALENDAR DAYS BEFORE COMMENCING THEIR WORK ON THIS PROJECT. THE CONTACT PERSON AND TELEPHONE NUMBER WILL BE PROVIDED AT THE PRECONSTRUCTION MEETING.

### ASPHALT CONCRETE AND ROADWAY RELATED WORK RESTRICTIONS

TRAFFIC WILL BE MAINTAINED AS PER THE STANDARD CONSTRUCTION DRAWINGS. ALL ASPHALT CONCRETE AND ROADWAY RELATED WORK IS RESTRICTED TO START ON OR AFTER TUESDAY SEPTEMBER 7, 2004. THIS WORK IS ALSO LIMITED TO MONDAY THRU THURSDAY BETWEEN 6:00 AM TO 8:00 PM. ON FRIDAY THE CONTRACTOR IS LIMITED TO WORK BETWEEN 6:00 AM TO 10:00 AM. THE CONTRACTOR IS NOT PERMITTED TO WORK AFTER 10:00 AM ON FRIDAY THRU 6:00 AM ON MONDAY. FAILURE OF THE CONTRACTOR TO MEET THESE TIME LIMITS WILL RESULT IN THE CONTRACTOR BEING ASSESSED LIQUIDATED DAMAGES IN ACCORDANCE WITH 108.07 OF THE CMS.

### US 250 BRIDGE WORK RESTRICTIONS

TRAFFIC WILL BE MAINTAINED WITH A CROSSOVER USING DRUMS AS SHOWN IN THE PLANS AND STANDARD CONSTRUCTION DRAWINGS. ACCESS TO SIDE STREETS IS TO BE MAINTAINED UNLESS OTHERWISE DIRECTED BY THE ENGINEER. IF DURING THE PROGRESS OF WORK IT IS DETERMINED BY THE ENGINEER THAT SIDE STREETS ARE TO BE CLOSED TO ACCESSING US 250, THE BARRICADES AND DETOUR SIGNING ARE TO BE PERFORMED BY THE CITY OF SANDUSKY FOR THOSE SIDE STREET CLOSURES.

THE SOUTHBOUND DIRECTION TRAFFIC IS TO BE CLOSED AND RESTRICTED TO BEGIN 12:01 AM ON TUESDAY SEPTEMBER 7, 2004 AND CONTINUE THRU THURSDAY SEPTEMBER 16, 2004 UNTIL 6:00PM. THESE TIME LIMITATIONS ARE CONSIDERED AS INTERIM COMPLETION DATES AND FAILURE OF THE CONTRACTOR TO MEET ANY OF THESE REQUIREMENTS WILL RESULT IN THE CONTRACTOR BEING ASSESSED LIQUIDATED DAMAGES IN ACCORDANCE WITH 108.07 OF THE CMS.

THE NORTHBOUND DIRECTION TRAFFIC IS TO BE CLOSED AND RESTRICTED TO BEGIN 12:01 AM ON MONDAY SEPTEMBER 20, 2004 AND CONTINUE THRU THURSDAY SEPTEMBER 30, 2004 UNTIL 6:00PM. THESE TIME LIMITATIONS ARE CONSIDERED AS INTERIM COMPLETION DATES AND FAILURE OF THE CONTRACTOR TO MEET ANY OF THESE REQUIREMENTS WILL RESULT IN THE CONTRACTOR BEING ASSESSED LIQUIDATED DAMAGES IN ACCORDANCE WITH 108.07 OF THE CMS.

### ITEM 606 - IMPACT ATTENUATOR MISC.: REMOVE AND REERECT

ON THE US 250 STRUCTURE (ERI-250-0058) AT THE BUTLER STREET RAMP IT WILL BE NECESSARY TO REMOVE THE EXISTING IMPACT ATTENUATOR IN ORDER TO SEAL THE DECK AS PER THE PLANS. THIS REMOVAL AND RE-ERECTING ITEM SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS SUCH AS NEW HARDWARE (NUTS, BOLTS, WASHERS, ANCHORS, ETC.) WHICH MAY BE NECESSARY TO COMPLETE THE WORK. THE FOLLOWING PAY ITEM IS INCLUDED IN THE PLANS FOR PAYMENT.

1 EACH ITEM 606 - IMPACT ATTENUATOR MISC.: REMOVE AND REERECT IS CARRIED TO THE GENERAL SUMMARY

### SIGNING FOR THE US 250 BRIDGE WORK

THE CONTRACTOR IS TO PROVIDE, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE ALL SIGNING SHOWN IN THE PLANS AND STANDARD CONSTRUCTION DRAWINGS. THE CONTRACTOR IS RESPONSIBLE FOR THE BARRICADES ETC. NECESSARY FOR CLOSING ONE LANE OF TRAFFIC IN EACH DIRECTION AND CROSSING OVER ON THE US 250 STRUCTURE. THE CONTRACTOR IS ALSO RESPONSIBLE FOR ONLY THE SIGNING SHOWN IN THE PLANS FOR THE SIDE STREETS.

EXCEPT AS NOTED IN THE PLANS, SIGNING ON SIDE STREETS ON THE APPROACHES TO THE STRUCTURE WILL BE PERFORMED BY THE CITY OF SANDUSKY.

### WORK ZONE PAVEMENT MARKINGS

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND WHEN NECESSARY, REMOVE WORK ZONE RETROREFLECTIVE PAVEMENT MARKINGS ON EXISTING, RECONSTRUCTED, RESURFACED ROADS WITHIN THE WORK LIMITS USING 740.06: TYPE I PREFORMED MATERIAL.

1.34 MILE ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I IS CARRIED TO THE GENERAL SUMMARY

1.16 MILE ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I IS CARRIED TO THE GENERAL SUMMARY

### WORKSITE TRAFFIC SUPERVISOR

The contractor shall employ (other than the superintendent) and subject to the approval of the Engineer, a certified Worksite Traffic Supervisor (WTS). The WTS may be certified from one of the following organizations:

- 1). American Traffic Safety Service Association A.T.S.S.A. ,phone number 1-800-272-8772, certified Worksite Traffic Supervisor (WTS)
- 2). The National Safety Council, Traffic Control Zones Supervisors course, phone number 1-800-441-5103
- 3). National Highway Institute, Design and Operation of Work Zone Traffic Control, phone number 1-703-235-0528

A certified WTS shall be present when the contractor or subcontractor installs a traffic restriction, lane closure, etc. The contractor or subcontractor must present a copy of certificates for all WTS to the Engineer. A WTS must be present when the work zone is being set up or removed.

The WTS position is established for the purpose of monitoring the Traffic Control Plan (TCP) and correcting any traffic control deficiencies in the work zone. The WTS must also coordinate with ALL law enforcing agencies responsible for the roadway under construction and retrieve all crash reports (OH-1) that occur when Temporary Traffic Control Devices are in place. The WTS shall oversee all operations that affect the movement of vehicular and pedestrian traffic through the work zone. Traffic control and crash data evaluation will be the WTS main responsibility when a work zone is in place.

Daily, including weekends and holidays, the WTS shall spend a minimum of one hour reviewing the work zone and/or crash data for deficiencies and maintaining the work zone.

Weekly, the WTS must retrieve/collect ALL crash reports (OH-1) from ALL law enforcing agencies, evaluate the crashes, and recommend solutions to address any issues with the TCP that are potentially creating crashes within the work zone. The WTS must present these solutions to the Engineer for approval weekly. Upon approval by the Engineer and the District Work Zone Traffic Manager (DWZTM), the contractor must implement the recommended solutions to the work zone within one week - additional cost to be paid under Construction and Materials Specifications - 109. The WTS must inspect the work zone at the beginning and the end of each work day and one time per week during the hours of darkness. The following items shall be included, but not restricted to, in each review: Traffic Control Device condition; placement; visibility; traffic flow conditions; incidents; congestion points; delays; adequacy of advanced informational signs beyond project limits; interaction of work vehicles and traffic; accidents; proper storage of materials and equipment; conformance with TCP; adequacy of TCP; conflicting or non-conforming pavement markings. The WTS shall have the necessary authority to immediately perform any corrective work. A record of each days review shall be given to the Engineer the following workday in writing and shall include all deficiencies and resolutions to the deficiencies. The inspection will be documented on the Long/Short Term Work Zone Review form provided by ODOT. Weekly, the inspection form must be accompanied by ALL of the OH-1 crash reports and the proposed solutions to any identified crash problems.

If the restrictions are short term, the WTS shall monitor the zone for compliance, during lane closures; he shall make sure all traffic control items are functioning properly. Traffic control and crash data evaluation will be the WTS main responsibility during implementation of zones or short term zones. The WTS shall provide the DWZTM a sketch of the traffic control plan (TCP) everyday there is to be a short term traffic restriction, lane closure, etc. This TCP shall show how the work zones are to be implemented.

The WTS shall be on standby 24-hour basis to repair and/or replace damaged or missing traffic control devices. A 24-hour contact number(s) shall be made available to the Engineer to contact the WTS.

Failure of the contractor to comply with any of the above, shall constitute cause for the project engineer to deduct \$500.00 per day from money due to the contractor not as a penalty, but as a liquidation damage.

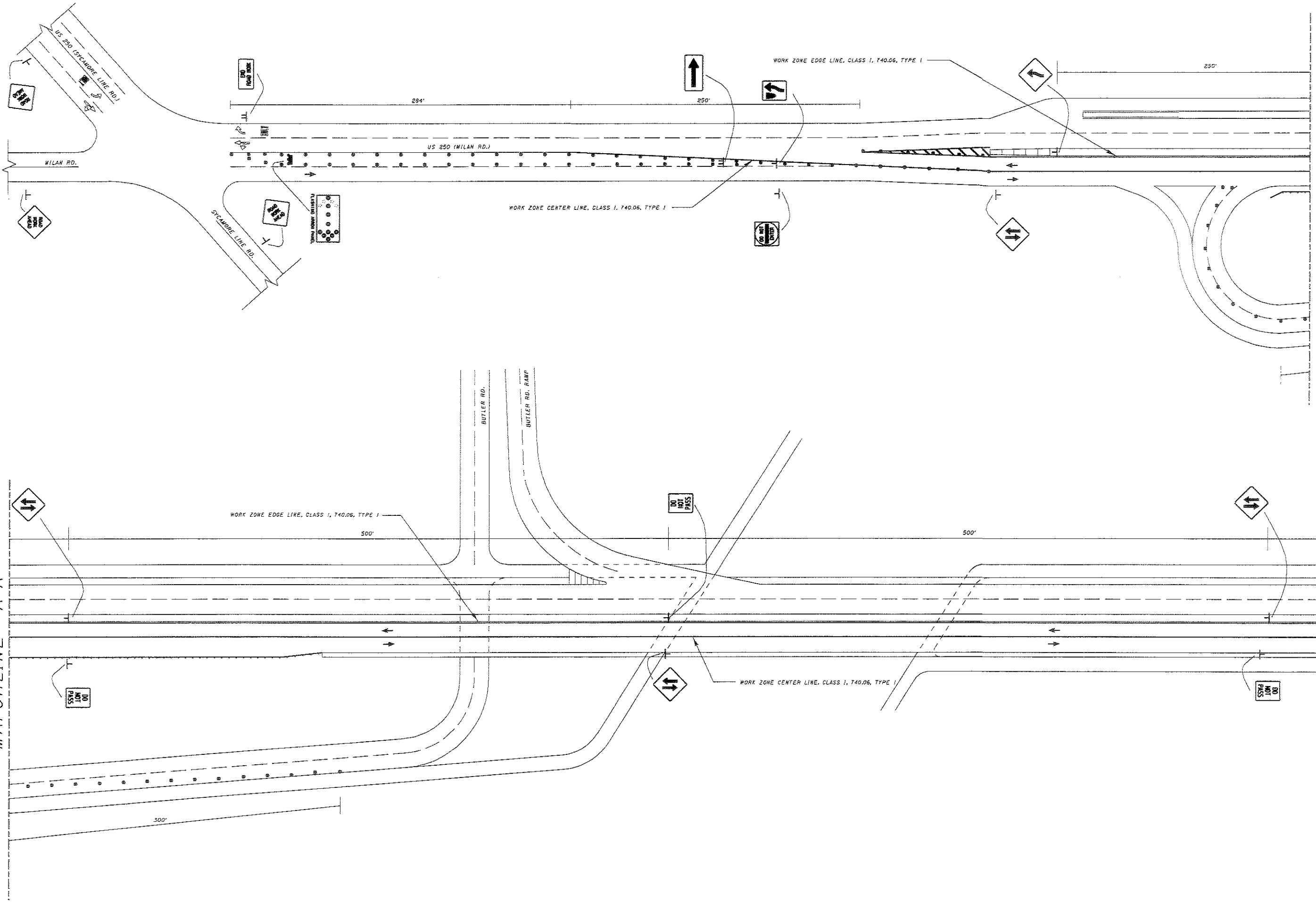
Payment for the WTS shall be included under the item 614 - Worksite Traffic Supervisor by month.

2 month Item 614 - Worksite Traffic Supervisor is carried to the general summary.

MATCHLINE A-A

MATCHLINE A-A

MATCHLINE B-B



MATCHLINE B-B

MATCHLINE C-C

500'

500'

100'

WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE 1

WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE 1

WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE 1

WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE 1

WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE 1

100'

200'

200'

400'

HERRING AVE.

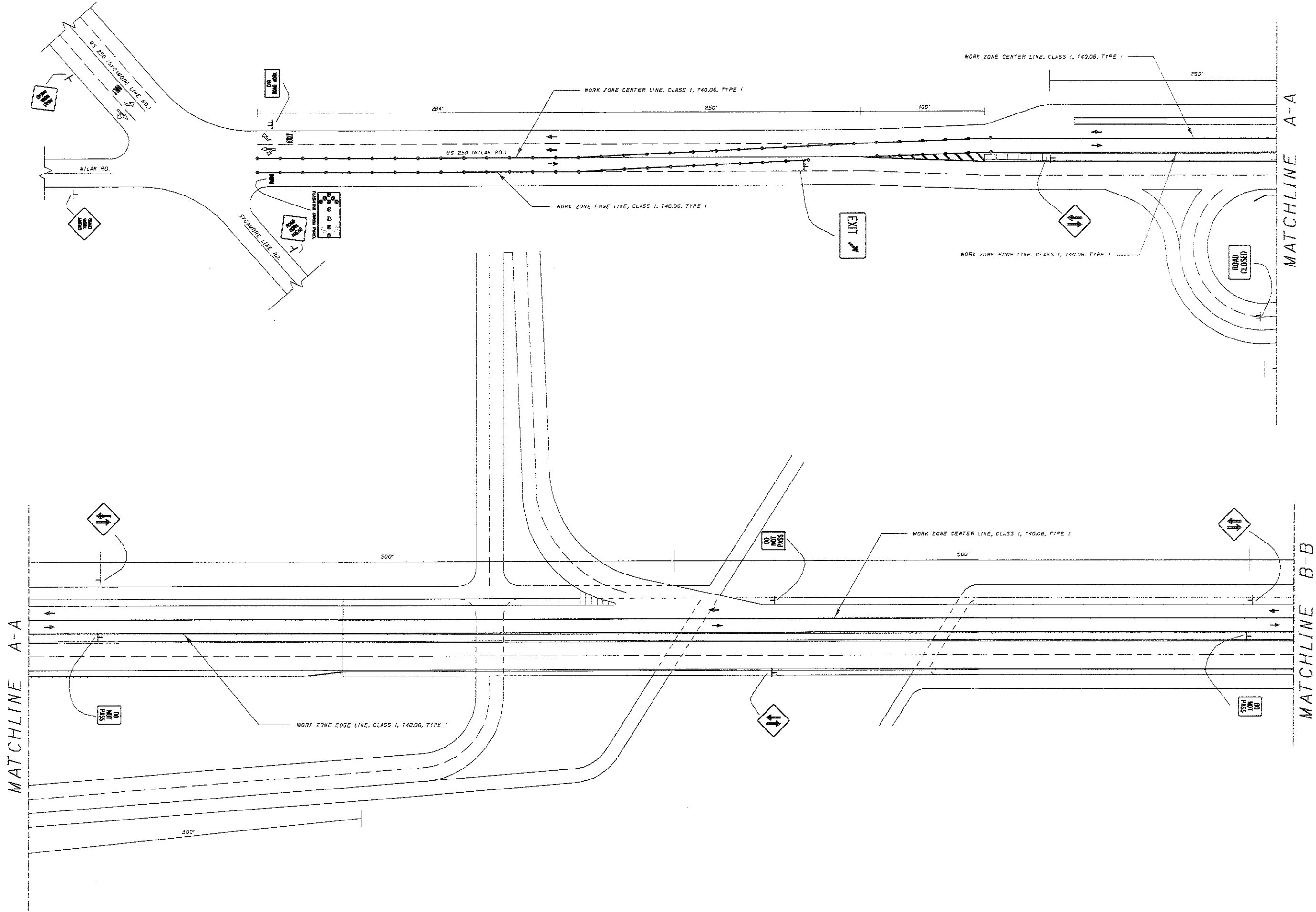
US 250



MATCHLINE C-C

**MAINTENANCE OF TRAFFIC  
US 250 PHASE B**

ERI-6-3.64

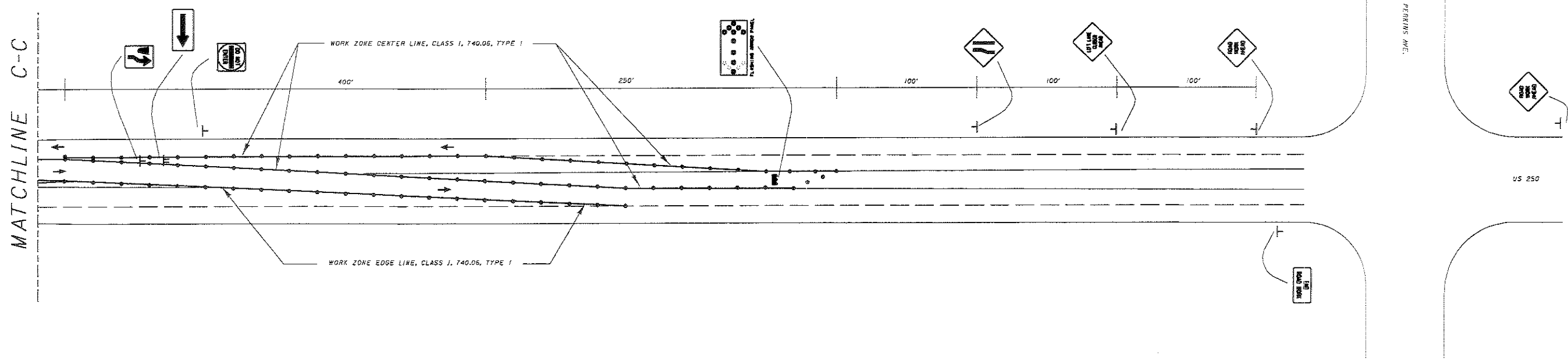
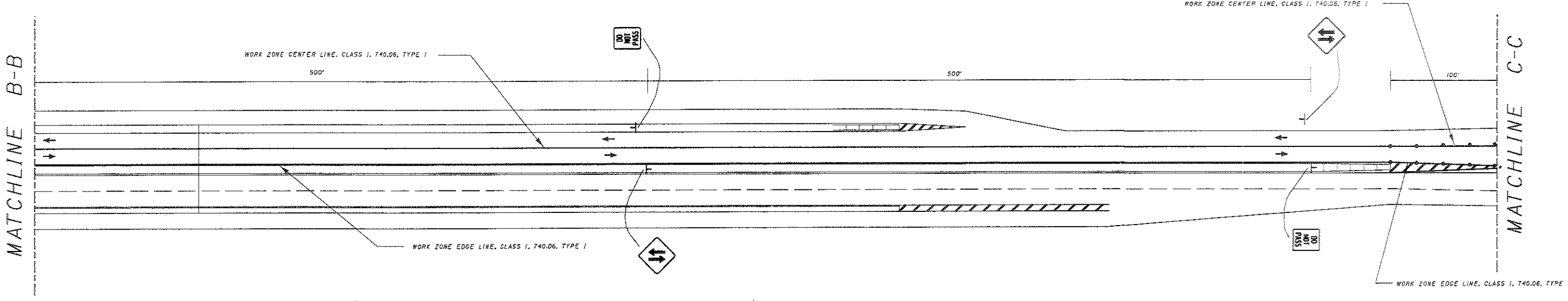


calculated  
checked

**MAINTENANCE OF TRAFFIC  
US 250 PHASE A**

**MED-18-0.00**





checked

**MAINTENANCE OF TRAFFIC  
US 250 PHASE A**

**MED-18-0.00**

**ITEM SPECIAL, MAILBOX SUPPORT SYSTEM**

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF EXISTING NON-STANDARD MAILBOX SUPPORTS AND FURNISHING AND ERECTING MAILBOX SUPPORTS AND ANY ASSOCIATED HARDWARE IN ACCORDANCE WITH THE DETAILS SHOWN, AND ATTACHING AN OWNER SUPPLIED MAILBOX, AT LOCATIONS DETERMINED BY THE ENGINEER.

IN ABSENCE OF A NEW BOX SUPPLIED BY THE OWNER THE CONTRACTOR SHALL SALVAGE THE EXISTING BOX AND PLACE IT ON THE NEW SUPPORT. DUE CARE SHALL BE EXERCISED IN SUCH AN OPERATION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY BOX DAMAGED BY IMPROPER HANDLING, AS JUDGED AND DIRECTED BY THE ENGINEER.

THE BOX SHALL BE SECURELY AND NEATLY ATTACHED BY THE CONTRACTOR TO THE NEW SUPPORT. THE CONTRACTOR SHALL SUPPLY ALL NECESSARY ATTACHMENT HARDWARE (NUTS, BOLTS, PLATES, SPACERS AND WASHERS) AS NECESSARY TO ACCOMMODATE THE COMPLETE INSTALLATION. SUPPORT HARDWARE SHALL ACCOMMODATE EITHER A SINGLE OR A DOUBLE MAILBOX INSTALLATION, AND NO MORE THAN TWO MAILBOXES MAY BE MOUNTED ON A SINGLE POST. [HARDWARE SHALL BE COMMERCIAL GRADE GALVANIZED STEEL.]

WOOD POSTS SHALL BE NOMINAL 4 IN. x 4 IN. (S4S) OR 4 1/2 IN. DIAMETER ROUND, AND CONFORM TO 710.14. STEEL POSTS SHALL BE NOMINAL PIPE SIZE 2 IN. I.D., AND CONFORM TO AASHTO M 181.

POSTS SHALL BE SET AS PER THE FIRST PARAGRAPH OF 606.03, AND SHALL IN NO INSTANCE BE ENCASED IN CONCRETE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WORK WITH THE LOCAL POST MASTER AND NOTIFYING THE PROPERTY OWNERS PRIOR TO WORK.

GROUP MAILBOX SUPPORTS SHALL BE PLACED ON 3 FT. CENTERS AND THE TURNOUT LENGTHENED TO ACCOMMODATE THE GROUPING.

WHERE GUARDRAIL EXISTS, MAILBOXES AND THEIR SUPPORTS SHALL BE PLACED BEHIND THE GUARDRAIL. SUPPORTS MUST STILL MEET THE BREAKAWAY REQUIREMENTS LISTED ABOVE.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DESCRIBED ABOVE.

ITEM SPECIAL-MAILBOX SUPPORT SYSTEM, SINGLE  
STP PART A - U.S. 6 3 EACH  
NHS PART C - SR 101 1 EACH

ITEM SPECIAL-MAILBOX SUPPORT SYSTEM, DOUBLE  
STP PART A - U.S. 6 16 EACH  
NHS PART C - SR 101 2 EACH

**MAILBOXES**

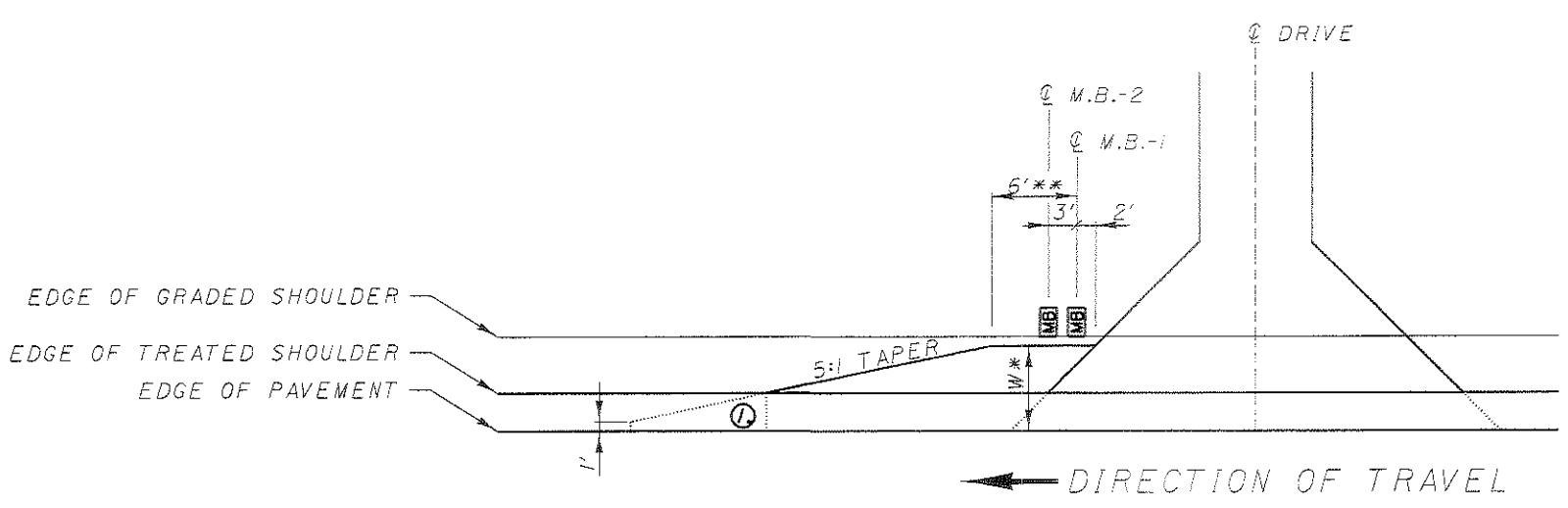
THE MAILBOX APPROACHES SHALL BE PAVED WITH 1.5 IN. OF ITEM 448 INTERMEDIATE COURSE AND 1 1/2 IN. OF ITEM 446 SURFACE COURSE. THEY SHALL CONFORM AS MUCH AS PRACTICAL TO STANDARD DRAWING BP-4.1 OR AS DIRECTED BY THE ENGINEER.

GRADING SHALL BE PERFORMED IN THESE AREAS TO OBTAIN A BASE WHICH WILL ALLOW THE FINISHED GRADE TO BE FLUSH WITH ADJACENT PAVEMENT. A QUANTITY OF ITEM 617 SHOULDER RECONDITIONING, MISC.: COMPACTED AGGREGATE HAS BEEN PROVIDED FOR AREAS WHERE THE SHOULDER IS LOW PRIOR TO GRADING AND/OR LOW AREAS CAUSED BY THE REMOVAL OF UNSUITABLE MATERIAL. QUANTITIES TO PERFORM THIS WORK HAVE BEEN INCLUDED IN THE GENERAL SUMMARY AND ARE ESTIMATED AS FOLLOWS.

ITEM 209 - GRADING MAILBOX APPROACHES:  
STP PART A - U.S. 6 66 EACH  
NHS PART C - SR 101 7 EACH

ITEM 617 - COMPACTED AGGREGATE, TYPE A, AS PER PLAN  
STP PART A - U.S. 6 56 CU YD  
NHS PART C - SR 101 7 CU YD

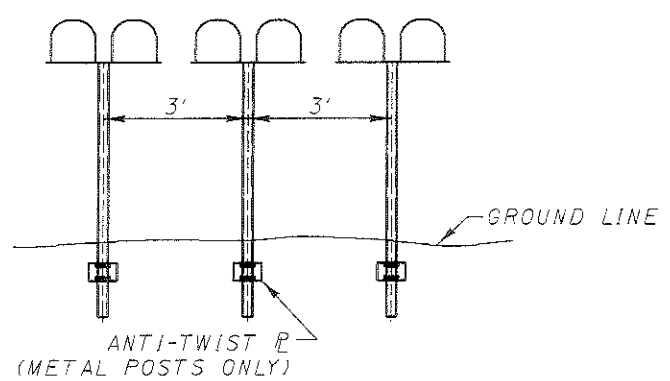
FOR DETAILS NOT SHOWN SEE STANDARD DRAWING BP-4.1



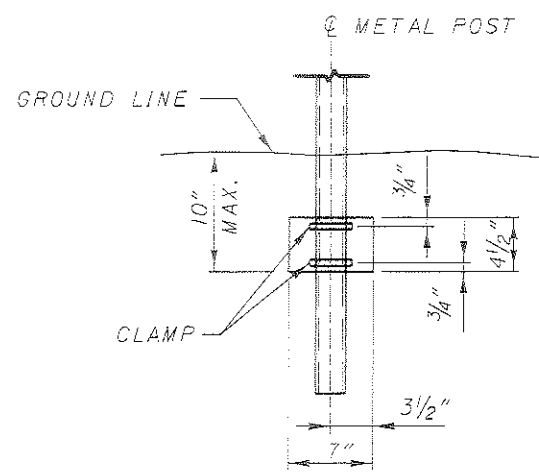
① END MAILBOX TURNOUT AT EDGE OF TREATED SHOULDER OR 1' WHICH EVER IS GREATER.

\* WHERE MAILBOX POSTS ARE BEHIND GUARDRAIL, TURNOUT WIDTH SHALL EXTEND TO FACE OF GUARDRAIL. WHERE NO GUARDRAIL IS REQUIRED, TURNOUT WIDTH SHALL BE 6 FT. MINIMUM, EXCEPT WHERE FIELD CONDITIONS WILL NOT PERMIT.

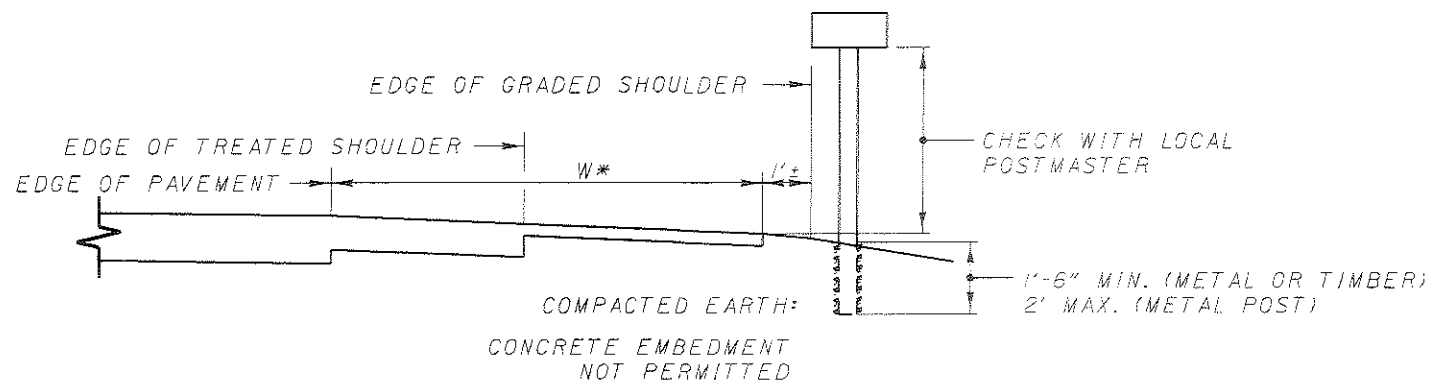
\*\* 6' FOR SINGLE MAILBOX SUPPORT, ADD 3 FT. FOR EACH ADDITIONAL MAILBOX



GROUP MAILBOX INSTALLATION



ANTI-TWIST PLATE



CROSS SECTION / ELEVATION VIEW

DESIGN FILE: \$\$\$\$.DGNFILESPECIFICATIONS\$\$\$  
WORKSTATION: #TERMINAL# DATE: \$\$\$DATE\$\$\$

BRIDGE NUMBER ERI-6-0442 SFN 2201542

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION
SPECIAL	51631200	88	FT	SAWING AND SEALING BITUMINOUS CONCRETE JOINTS

BRIDGE NUMBER ERI-6-0996 SFN 2201666

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION
841	10000	421	SQ YD	TREATING OF CONCRETE SURFACES WITH SRS

**BRIDGE NUMBER    ERI-250-0058    SFN 2203189**

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION
202	11300	3	CU YD	PORTIONS OF STRUCTURE REMOVED (CURB)
511	34450	3	CU YD	CLASS S CONCRETE, MISC.: CURB REPAIR
848	10001	5387	SQ YD	MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/2 INCH THICK)
848	20000	5387	SQ YD	SURFACE PREPARATION USING HYDRODEMOLITION
848	30001	120	CU YD	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN
848	50000	170	SQ YD	HAND CHIPPING
848	50100	LUMP		TEST SLAB
848	50200	1	CU YD	FULL- DEPTH REPAIR
848	50320	5387	SQ YD	EXISTING CONCRETE OVERLAY REMOVED (1 1/2 INCH NOMINAL THICKNESS)
848	50340	280	SQ YD	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY
864	10100	129	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

**BRIDGE NUMBER    ERI-250-0068ER    SFN 2203243**

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION
841	10000	616	SQ YD	TREATING OF CONCRETE SURFACES WITH SRS

DESIGN FILE: I:\projects\21924\structure\struct\strsum.dgn  
 WORKSTATION: dmollens    DATE: 01/30/04

STRUCTURE SUMMARY

DESIGN AGENCY: DISTRICT THREE  
 DATE: 1/04  
 REVIEWED: RDN  
 DRAWN: dcm  
 DESIGNED: dcm  
 CHECKED: CAL  
 STRUCTURAL FILE NUMBER: 2203189 & 2203243  
 ERI-6-3.64  
 20  
 29

# STRUCTURE GENERAL NOTES

## REFERENCES SHALL BE MADE TO STANDARD DRAWINGS:

BP-3.1 DATED 7/28/00  
MT-97.10 DATED 4/19/02  
MT-101.60 DATED 10/18/02

## AND TO SUPPLEMENTAL SPECIFICATIONS:

841 DATED 4/19/02  
848 DATED 2/08/02  
864 DATED 7/11/00  
954 DATED 9/09/97

## EXISTING STRUCTURE VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURES HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES AND FROM FIELD OBSERVATION AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURES AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02 AND 513.02. THE ORIGINAL CONSTRUCTION PLANS OF THE EXISTING BRIDGES ARE AVAILABLE UPON REQUEST AT THE DISTRICT 3 OFFICE OF THE OHIO DEPARTMENT OF TRANSPORTATION, ASHLAND, OHIO.

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PRE-BID EXAMINATION OF THE EXISTING STRUCTURES BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED ON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

## DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002 AND THE ODOT BRIDGE DESIGN MANUAL.

## PLACING ASPHALT CONCRETE FEATHERING ON APPROACHES TO BRIDGES:

SPECIAL CARE SHALL BE TAKEN, WHEN PLACING THE ASPHALT CONCRETE FEATHERING TO EFFECT A SMOOTH TRANSITION FROM THE EXISTING APPROACH PAVEMENT TO THE BRIDGE DECK OR APPROACH SLAB. THE CONTRACTOR'S ATTENTION IS CALLED TO STANDARD DRAWING BP-3.1 FOR REQUIRED TOLERANCES.

## DESIGN DATA:

CONCRETE CLASS S - COMPRESSIVE STRENGTH 4500 PSI

## STRUCTURE PROTECTION:

THE EXPANSION JOINT SEAL AT THE ENDS OF BRIDGES SHALL BE PROTECTED FROM ALL SEALERS. NO SEALERS SHALL BE ALLOWED TO COME INTO CONTACT WITH THE EXPANSION JOINT SEAL. IF ANY SEALER COMES INTO CONTACT WITH THE EXPANSION JOINT SEAL THE CONTRACTOR SHALL REPLACE THE EXPANSION JOINT TO THE SATISFACTION OF THE ENGINEER AT NO COST TO THE STATE.

**ITEM 848 - MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/2" THICK)**

**ITEM 848 - MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN**

THE COARSE AGGREGATE SHALL BE LIMESTONE.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID FOR EACH OF THE ABOVE ITEMS WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

## MAINTENANCE OF TRAFFIC

FOR MAINTAINING TRAFFIC NOTES, SEE GENERAL NOTES.

DESIGN AGENCY  
DISTRICT THREE

DATE  
1/04  
REVIEWED  
RDN  
STRUCTURAL FILE NUMBER

DRAWN  
C-AL  
REVISED

DESIGNED  
C-AL  
CHECKED  
DCM

STRUCTURE GENERAL NOTES

ERI-6-3.64

21  
29

BRIDGE DECK DATA								ROADWAY DATA		
PART	COUNTY, ROUTE, BRIDGE NO.	STRUCTURE TYPE	LENGTH (BRIDGE DECK LIMITS)	WIDTH	BRIDGE DECK AREA	SKEW	EXISTING WEARING SURFACE	EXISTING PAVEMENT WIDTH	EXISTING APPROACH SLAB WIDTH	EXISTING APPROACH SLAB LENGTH
			FT.	FT.	SQ.YD.			FT.	FT.	FT.
A	* ERI-6-0380	UNDER S.R. 2 OVERPASS								
A	* ERI-6-0382	UNDER S.R. 2 OVERPASS								
A	+ ERI-6-0442	SINGLE-SPAN PRESTRESS BOX BEAM	76.5	44.0	374	0°	ASPHALT	38.0	44.0	25.0
A	** ERI-6-0642	STONE ARCH					ASPHALT			
A	* ERI-6-0646	UNDER RAILROAD OVERPASS								
A	* ERI-6-0647	UNDER RAILROAD OVERPASS								
A	*** ERI-6-0996	SINGLE-SPAN STEEL BEAM	80.25	47.2	421	0°	CONCRETE	47	47.2	25.0
B	● ERI-250-0058	13-SPAN STEEL BEAM	911.67	2 ● 26'-5"	5352	VARIES	CONCRETE	56	2 ● 26'-5"	25.0
B	● ERI-250-0068ER	2-SPAN STEEL BEAM	120.0±	44.0±	651±	VARIES	CONCRETE	26.0	44.0	25.0

+ PLAN AND PAVE OVER STRUCTURE (SEE DETAILS IN THE PLAN FOR STRUCTURE WORK). (SEE ROADWAY PLANS FOR PLANING AND PAVING QUANTITIES)

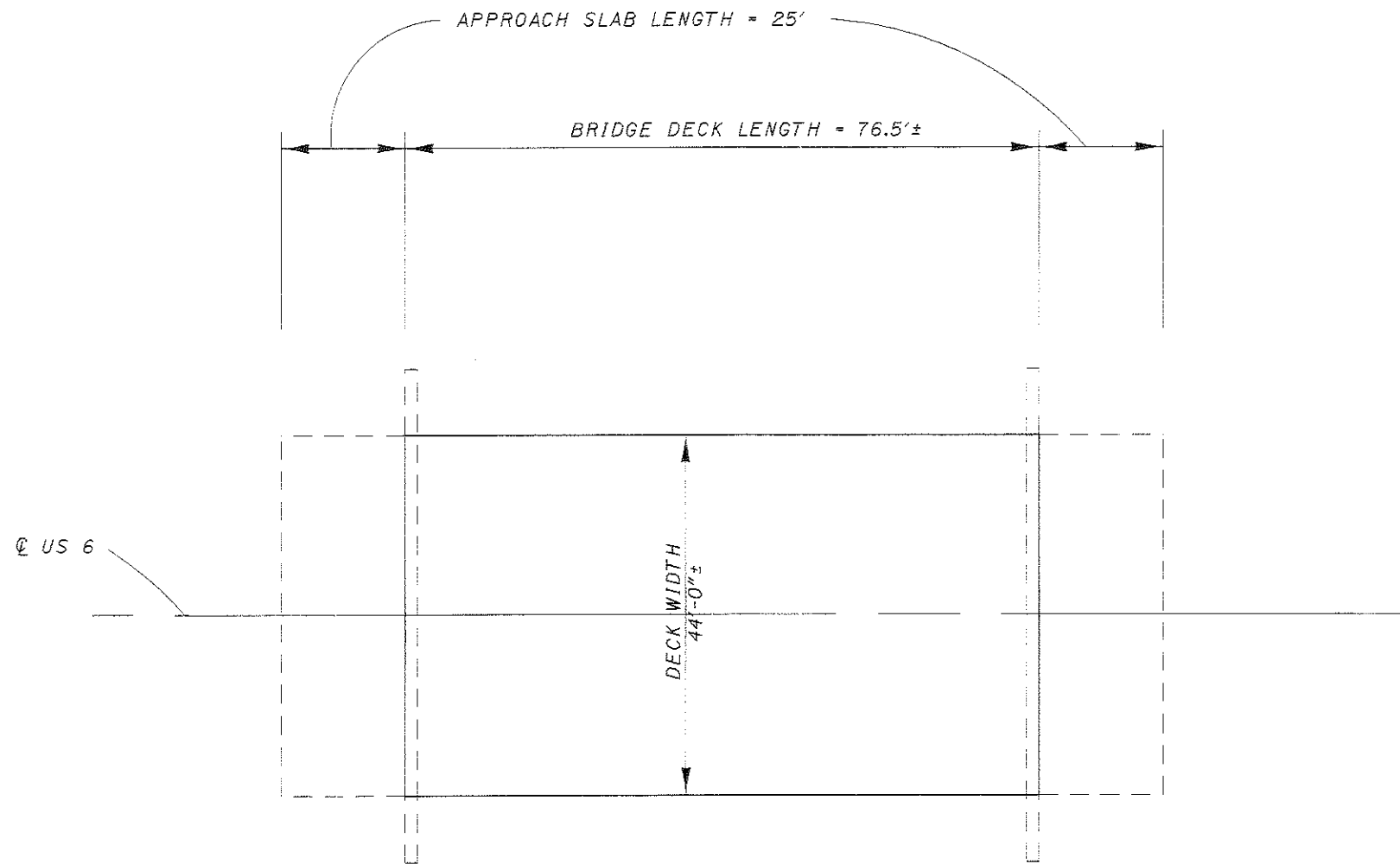
\* NO STRUCTURE WORK. (SEE ROADWAY PLANS FOR PLANING AND PAVING QUANTITIES UNDER STRUCTURE)

\*\* PLAN AND PAVE OVER STRUCTURE (NO STRUCTURE WORK). (SEE ROADWAY PLANS FOR PLANING AND PAVING QUANTITIES)

\*\*\* OMIT PLANING AND RESURFACING ON BRIDGE DECK AND APPROACH SLABS, BUTT JOINT AT APPROACH SLABS, (SEE DETAILS IN THE PLAN FOR STRUCTURE WORK). (SEE ROADWAY PLANS FOR PLANING AND PAVING QUANTITIES)

● SEE DETAILS IN THE PLAN FOR STRUCTURE WORK ONLY. (NO ROADWAY WORK)

DESIGN FILE: I:\projects\21924\struct\del\del.dgn  
 WORKSTATION: dmal/ens DATE: 01/30/04



PLAN VIEW

ITEM	QUANTITY	UNIT	DESCRIPTION
SPECIAL	88	FT.	SAWING AND SEALING BITUMINOUS CONCRETE JOINTS

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET NO. 19

NOTES:

- 1) THE EXISTING APPROACH RAIL AND BRIDGE RAIL ARE NOT SHOWN.
- 2) THE JOINT AT EACH END OF THE STRUCTURE SHALL BE SEALED USING ITEM SPECIAL- SAWING AND SEALING BITUMINOUS CONCRETE JOINTS. SEE SHEET 24 FOR DETAILS.

ERI 6-3.64

PLAN VIEW  
 ERI-6-0442  
 OVER COLD CREEK

DESIGNED	DCM	CHECKED	CAL
DRAWN	DCM	REVISION	
REVIEWED	RDN	STRUCTURE FILE NUMBER	2201542
DATE	1/04		

DESIGN AGENCY  
 DISTRICT THREE

ITEM SPECIAL-SAWING AND SEALING BITUMINOUS CONCRETE JOINTS

1) DESCRIPTION:

THIS WORK SHALL CONSIST OF CUTTING AND SEALING TRANSVERSE JOINTS IN THE NEW BITUMINOUS CONCRETE OVERLAY OF BOX BEAM BRIDGES. BITUMINOUS CONCRETE JOINTS SHALL BE CONSTRUCTED DIRECTLY OVER, AND IN LINE WITH, THE EXISTING UNDERLYING TRANSVERSE ABUTMENT JOINT OF THE BOX BEAMS.

2) MATERIALS:

THE JOINT SEALANT SHALL MEET THE REQUIREMENTS OF ITEM 705.04, JOINT SEALANTS, HOT-POURED, FOR CONCRETE AND ASPHALT PAVEMENTS. ACCEPTABLE ALTERNATE MATERIALS ARE:

A SILICONE SEALANT MEETING FEDERAL SPECIFICATIONS TT-S-001543A CLASS A (ONE-PART SILICONE SEALANTS) AND TT-S-00230C CLASS A (ONE-COMPONENT SEALANTS), SUCH AS THOSE MANUFACTURED BY GENERAL ELECTRIC, SILICONE PRODUCTS DIVISION, 4015 EXECUTIVE PARK DRIVE, CINCINNATI, OHIO 45242 (513-243-1953) OR DOW CORNING, 400 TECHNE CENTER, SUITE 103, MILFORD, OHIO 45150 (513-831-3586); OR SOF-SEAL, A COLD-APPLIED, LOW-MODULUS, TWO-COMPONENT POLY-MERIC COMPOUND HORIZONTAL SEALANT AS MANUFACTURED BY W.R. MEADOWS, INC., P.O. BOX 543, ELGIN, ILLINOIS 60121 (800-342-5976).

3) CONSTRUCTION DETAILS:

A) GENERAL: THE CONTRACTOR SHALL CONDUCT HIS OPERATION SO THAT THE CUTTING, CLEANING AND SEALING OF TRANSVERSE JOINTS IS A CONTINUOUS OPERATION THAT WILL BE PERFORMED AS SOON AS PRACTICAL AFTER THE PAVING, BUT NO LATER THAN FOUR (4) DAYS AFTER PLACEMENT OF THE ASPHALT CONCRETE SURFACE COURSE. TRAFFIC SHALL NOT BE ALLOWED TO KNEAD TOGETHER OR DAMAGE JOINT CUT PRIOR TO SEALING.

B) CUTTING OF TRANSVERSE JOINTS: THE CONTRACTOR SHALL SAW OR ROUT TRANSVERSE JOINTS TO THE DIMENSIONS SHOWN IN THE DETAILS ON THIS SHEET. THE CUT JOINTS SHALL LIE DIRECTLY ABOVE EACH BOX BEAM ABUTMENT JOINT.

THE BLADE OR BLADES SHALL BE OF SUCH SIZE THAT THE FULL WIDTH AND DEPTH OF THE CUT CAN BE MADE WITH ONE PASS. DRY OR WET CUTTING WILL BE ALLOWED. JOINTS SHALL EXTEND THE FULL WIDTH OF THE BRIDGE.

C) CLEANING JOINTS: DRY SAWED JOINTS SHALL BE THOROUGHLY CLEANED WITH A SUFFICIENT AMOUNT OF COMPRESSED AIR TO REMOVE ANY DIRT, DUST, OR DELETERIOUS MATTER. WET SAWED JOINTS SHALL BE WASHED CLEAN OF ALL CUTTINGS BY FLUSHING WITH A JET OF WATER AND WITH OTHER TOOLS AS NECESSARY. AFTER FLUSHING, THE JOINT SHALL BE BLOWN OUT WITH COMPRESSED AIR. WHEN THE SURFACES ARE THOROUGHLY CLEAN AND DRY, AND JUST PRIOR TO PLACING THE JOINT SEALER, COMPRESSED AIR HAVING A PRESSURE OF AT LEAST 90 P.S.I. SHALL BE USED TO BLOW OUT THE JOINT AND REMOVE ALL TRACES OF DUST.

IN THE EVENT FRESHLY CUT JOINTS BECOME CONTAMINATED BEFORE THEY ARE SEALED, THEY SHALL BE RECLEANED OF ALL FOREIGN MATERIAL BY HIGH PRESSURE WATER JET.

D) SEALING JOINTS: THE JOINT SHALL BE THOROUGHLY DRY WHEN THE SEALANT IS PLACED. AFTER CLEANING AND DRYING, A BOND-BREAKER MATERIAL SHALL BE APPLIED TO THE BOTTOM OF THE GROOVE.

HOT-POURED JOINT SEALANT MATERIAL SHALL BE HEATED IN A KETTLE OR MELTER CONSTRUCTED AS A DOUBLE BOILER, WITH THE SPACE BETWEEN THE INNER AND OUTER SHELLS FILLED WITH OIL OR OTHER HEAT TRANSFER MEDIUM. POSITIVE TEMPERATURE CONTROL AND MECHANICAL AGITATION SHALL BE PROVIDED. HEATING MUST BE IN STRICT ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION. JOINT SEALER MATERIAL SHALL NEVER BE KEPT HEATED AT THE POURING TEMPERATURE FOR MORE THAN FOUR (4) HOURS AND SHALL NEVER BE REHEATED. SEALER LEFT IN THE APPLICATOR AT THE END OF A DAY'S WORK SHALL NOT BE USED.

HOT-POURED SEALANT SHALL BE APPLIED IMMEDIATELY THROUGH A NOZZLE, WHICH MUST PROJECT INTO THE SAWED JOINT, FILLING FROM THE BOTTOM UP. THE SEALANT SHALL COMPLETELY FILL THE JOINT IN SUCH A MANNER THAT, AFTER COOLING, THE LEVEL OF THE SEALANT WILL NOT BE HIGHER THAN 1/8" BELOW THE PAVEMENT SURFACE. ANY DEPRESSION IN THE COOLED SEAL GREATER THAN 3/16" SHALL BE BROUGHT UP TO THE SPECIFIED LIMIT BY FURTHER ADDITION OF HOT-POURED SEALANT. CARE SHALL BE TAKEN IN THE SEALING OF THE JOINTS SO THAT THE FINAL APPEARANCE WILL PRESENT A NEAT FINE LINE.

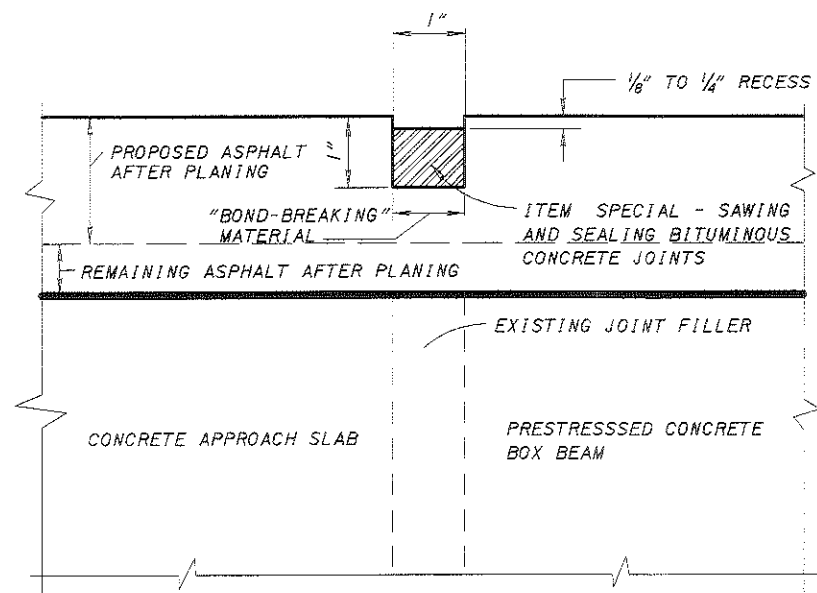
THE COLD APPLIED SEALANT MATERIALS (POLYURETHANE, SILICONE, AND POLYMERIC COMPOUNDS) SHALL BE INSTALLED AS PER MANUFACTURERS' RECOMMENDATIONS, EXCEPT AS MODIFIED BY THIS DRAWING. THE SEALANT SHALL BE INSTALLED WHEN THE AMBIENT TEMPERATURE IS 40 DEGREES F OR HIGHER. TRAFFIC SHALL NOT BE ALLOWED ON THE JOINT FOR ONE HOUR AFTER APPLICATION OF THE SEALANT.

4) METHOD OF MEASUREMENT:

THE QUANTITY TO BE PAID FOR UNDER THIS ITEM WILL BE THE NUMBER OF FEET OF JOINTS SAWED AND SEALED AS PER THE ABOVE REQUIREMENTS.

5) BASIS OF PAYMENT:

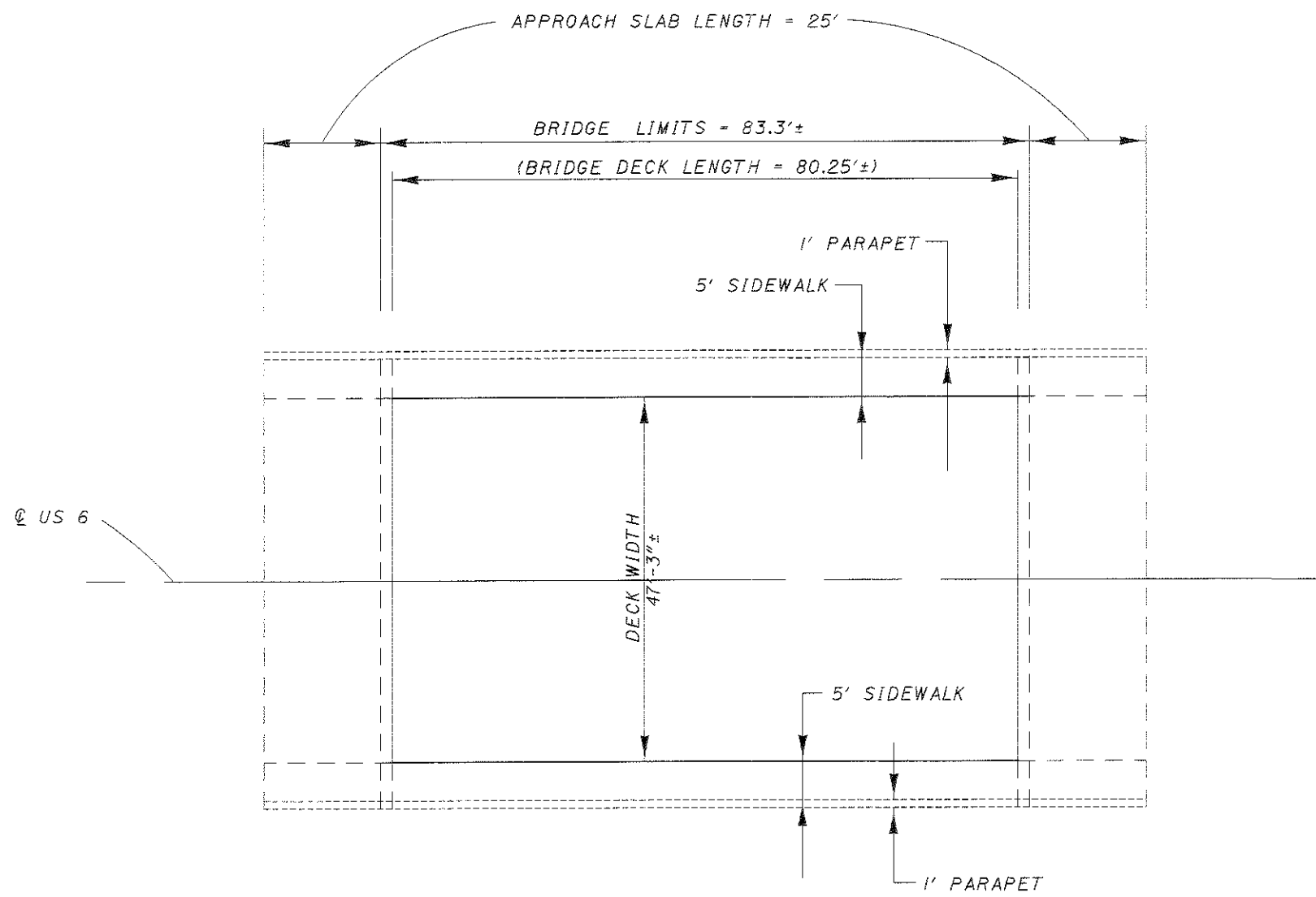
THE UNIT PRICE PER FOOT FOR ITEM SPECIAL-"SAWING AND SEALING BITUMINOUS CONCRETE JOINTS" SHALL INCLUDE THE COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO COMPLETE THE WORK, INCLUDING THE FURNISHING AND PLACING OF THE JOINT SEALER MATERIAL.



SEALING OF JOINTS AT ABUTMENTS



DESIGN FILE: I:\projects\21824\Struc1\Detail.dgn  
 WORKSTATION: dmofers DATE: 01/30/04



PLAN VIEW

ITEM	QUANTITY	UNIT	DESCRIPTION
841	421	SQ YD	TREATING OF CONCRETE SURFACES WITH SRS

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET NO. 19

NOTES:

- 1) THE EXISTING APPROACH RAIL IS NOT SHOWN.
- 2) THE EXISTING BRIDGE DECK SHALL BE SEALED USING ITEM 841- TREATING OF CONCRETE SURFACES WITH SRS.

DISTRICT THREE

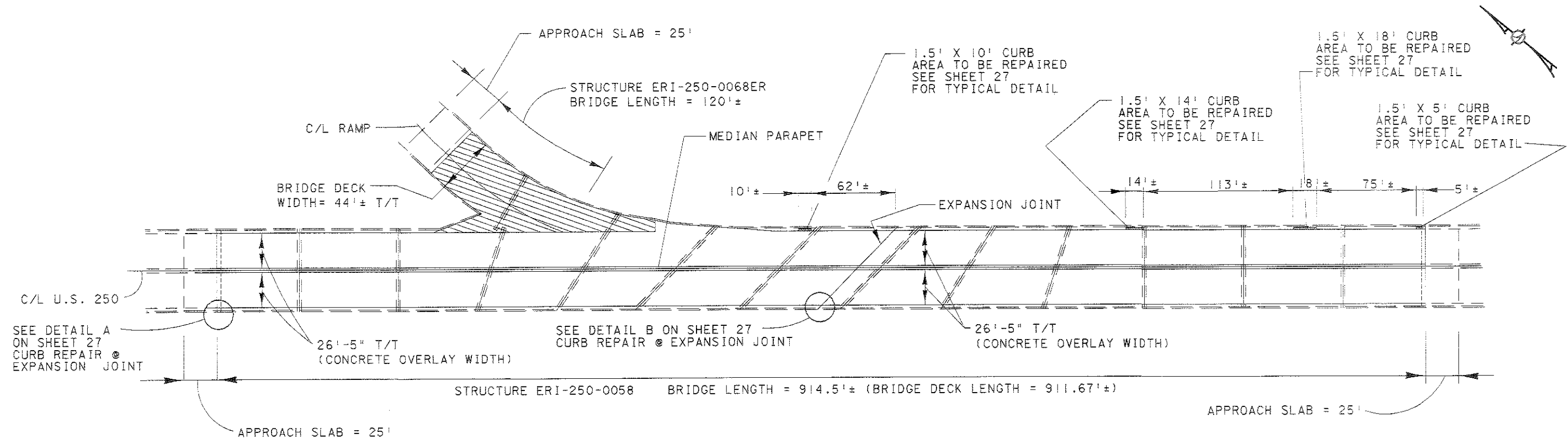
DESIGNED	DRAWN	REVIEWED	DATE
DCM	DCM	RDN	1/04
CHECKED	REVISED	STRUCTURE FILE NUMBER	2201666
CAL			

PLAN VIEW

ERI-6-0996  
OVER PIPE CREEK

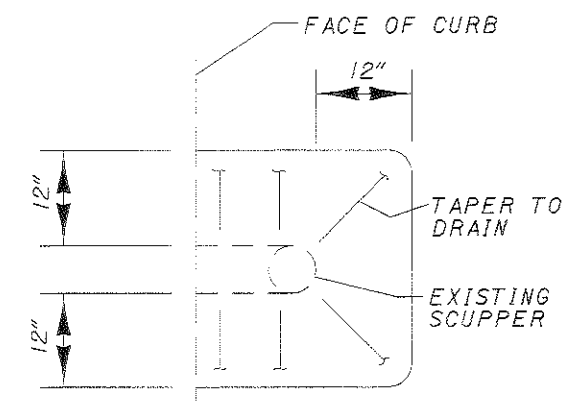
ERI 6-3.64

25  
 29



PLAN VIEW OF STRUCTURES ERI-250-0058 AND ERI-250-0068ER

AREA OF STRUCTURE ERI-250-0068ER DECK TO BE SEALED USING ITEM 841- TREATING OF CONCRETE SURFACES WITH SRS.



DETAIL FOR OVERLAY AT SCUPPER

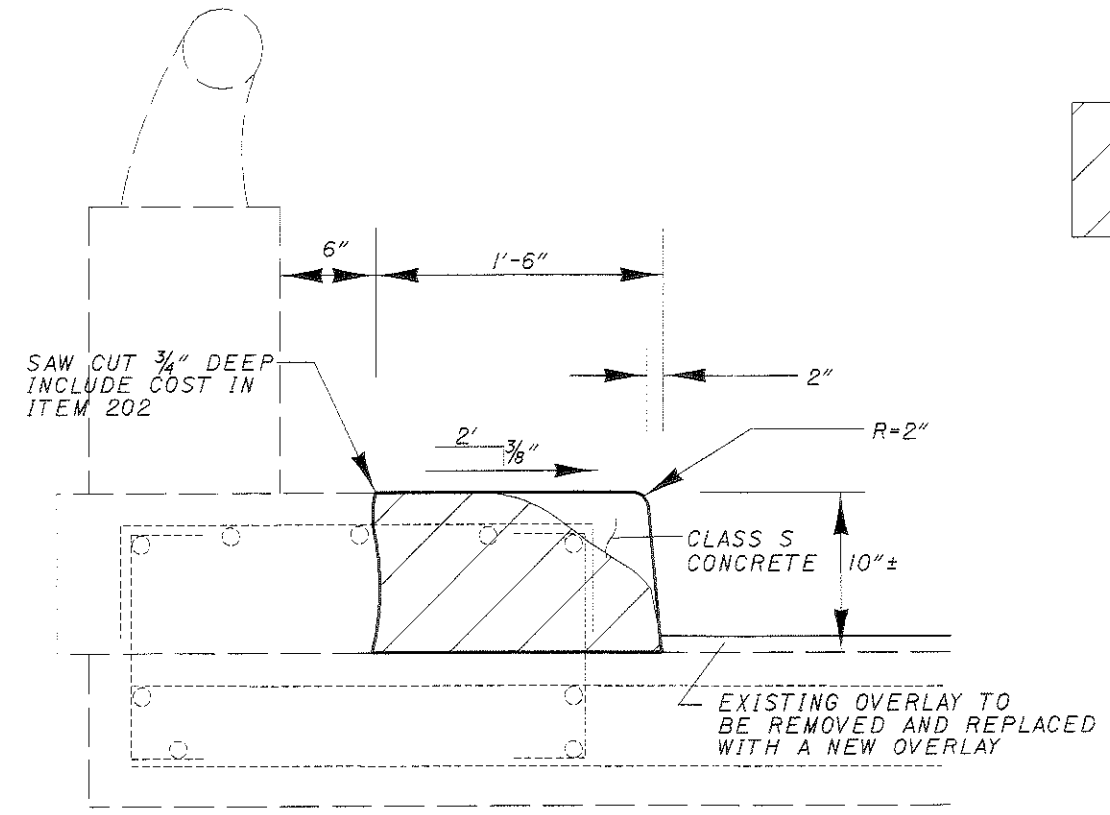
ITEM	QUANTITY	UNIT	DESCRIPTION
202	3	CU.YD.	PORTIONS OF STRUCTURE REMOVED (CURB)
511	3	CU.YD.	CLASS S CONCRETE, MISC.: CURB REPAIR
848	5387	SQ.YD.	MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/2 INCH THICK)
848	5387	SQ.YD.	SURFACE PREPARATION USING HYDRODEMOLITION
848	120	CU.YD.	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN
848	170	SQ.YD.	HAND CHIPPING
848	1ump		TEST SLAB
848	1	CU.YD.	FULL-DEPTH REPAIR
848	5387	SQ.YD.	EXISTING CONCRETE OVERLAY REMOVED (1 1/2 INCH NOMINAL THICKNESS)
848	280	SQ.YD.	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY
864	129	SQ.YD.	SEALING OF CONCRETE SURFACE (EPOXY-URETHANE)

STRUCTURE ERI-250-0068ER

ITEM	QUANTITY	UNIT	DESCRIPTION
841	616	SQ.YD.	TREATING OF CONCRETE SURFACES WITH SRS

- NOTES:
- 1) CURBS SHALL BE REPAIRED PRIOR TO NEW OVERLAY. SEE ABOVE FOR LOCATIONS.
  - 2) PROPOSED OVERLAY ELEVATION SHALL MATCH EXISTING OVERLAY ELEVATION.
  - 3) THE EXISTING CONCRETE OVERLAY ON THE ENTIRE BRIDGE DECK OF STRUCTURE ERI-250-0058 SHALL BE REMOVED USING ITEM 848-EXISTING CONCRETE OVERLAY REMOVED (1 1/2" NOMINAL THICKNESS) AN ADDITIONAL 1" OF EXISTING CONCRETE DECK SHALL BE REMOVED USING ITEM 848- SURFACE PREPARATION USING HYDRODEMOLITION.
  - 4) THE ENTIRE BRIDGE DECK OF STRUCTURE ERI-250-0058 SHALL BE OVERLAYED USING ITEM 848- MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION (2 1/2" THICKNESS)
  - 5) THE BACKWALLS, BEAM SEATS AND ABUTMENT FACES ON STRUCTURE ERI-250-0058 SHALL BE SEALED USING ITEM 864 AS PER DETAILS ON SHEET 28.

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET NO. 20



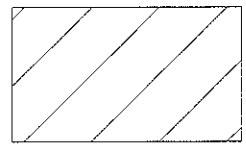
TYPICAL CURB REPAIR DETAIL  
SEE SHEET 26 FOR CURB REPAIR LENGTHS

NOTES:

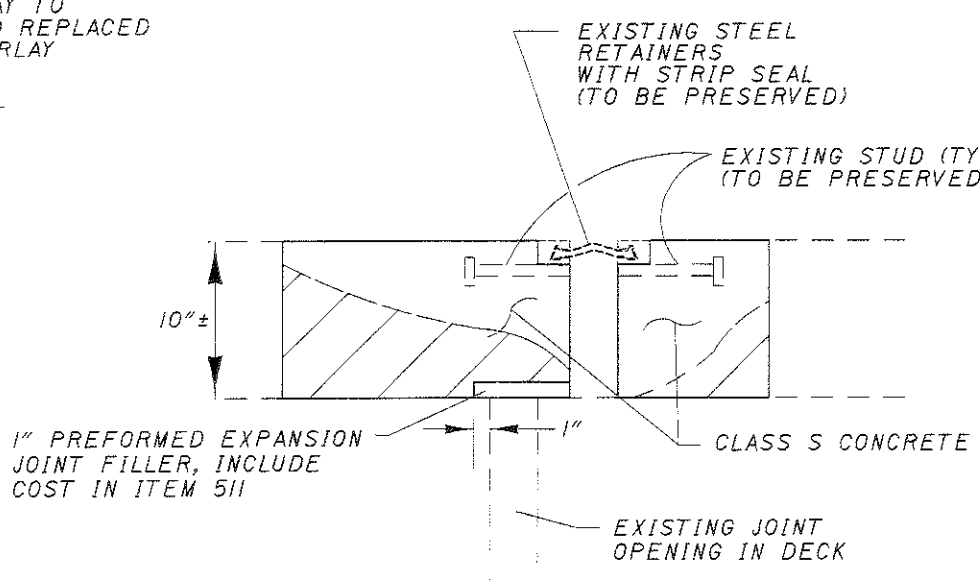
- 1) EXISTING REINFORCING STEEL IN CURB NOT SHOWN.
- 2) ALL EXISTING REINFORCING STEEL IN CURB SHALL BE PRESERVED.
- 3) THE EXISTING STEEL RETAINERS WITH STRIP SEAL AND STUDS SHALL BE PRESERVED.
- 4) IF THE CONTRACTOR DAMAGES THE EXISTING RETAINERS, STUDS, STRIP SEAL OR REINFORCING STEEL, HE SHALL REPLACE OR REPAIR THEM TO THE SATISFACTION OF THE ENGINEER AT HIS OWN EXPENSE.

ITEM	QUANTITY	UNIT	DESCRIPTION
202	3	CU YD	PORTIONS OF STRUCTURE REMOVED (CURB)
511	3	CU YD	CLASS S CONCRETE, MISC.: CURB REPAIR

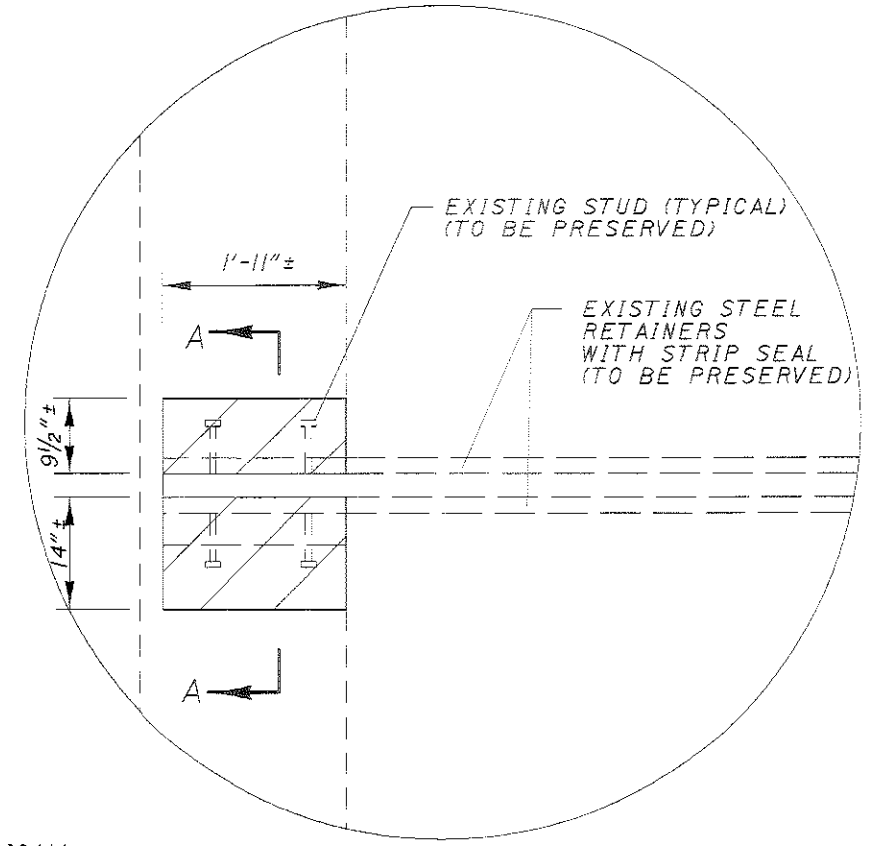
QUANTITIES CARRIED TO SHEET 26.



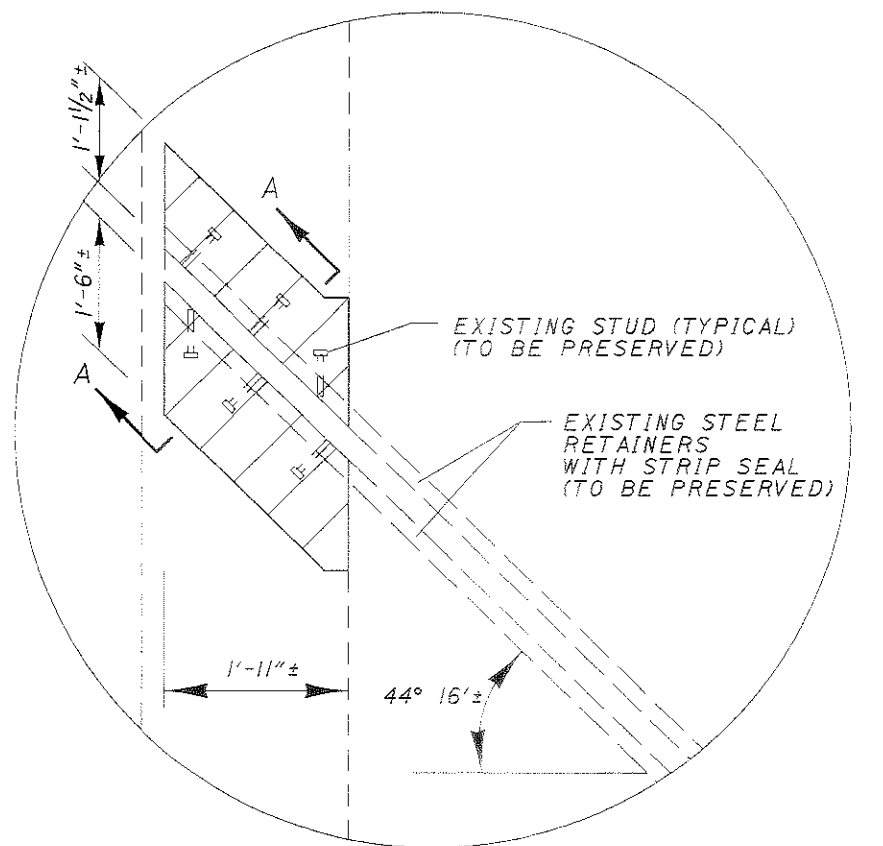
AREA OF CURB TO BE REMOVED USING ITEM 202 - PORTION OF STRUCTURE REMOVED (CURB)



SECTION A- A



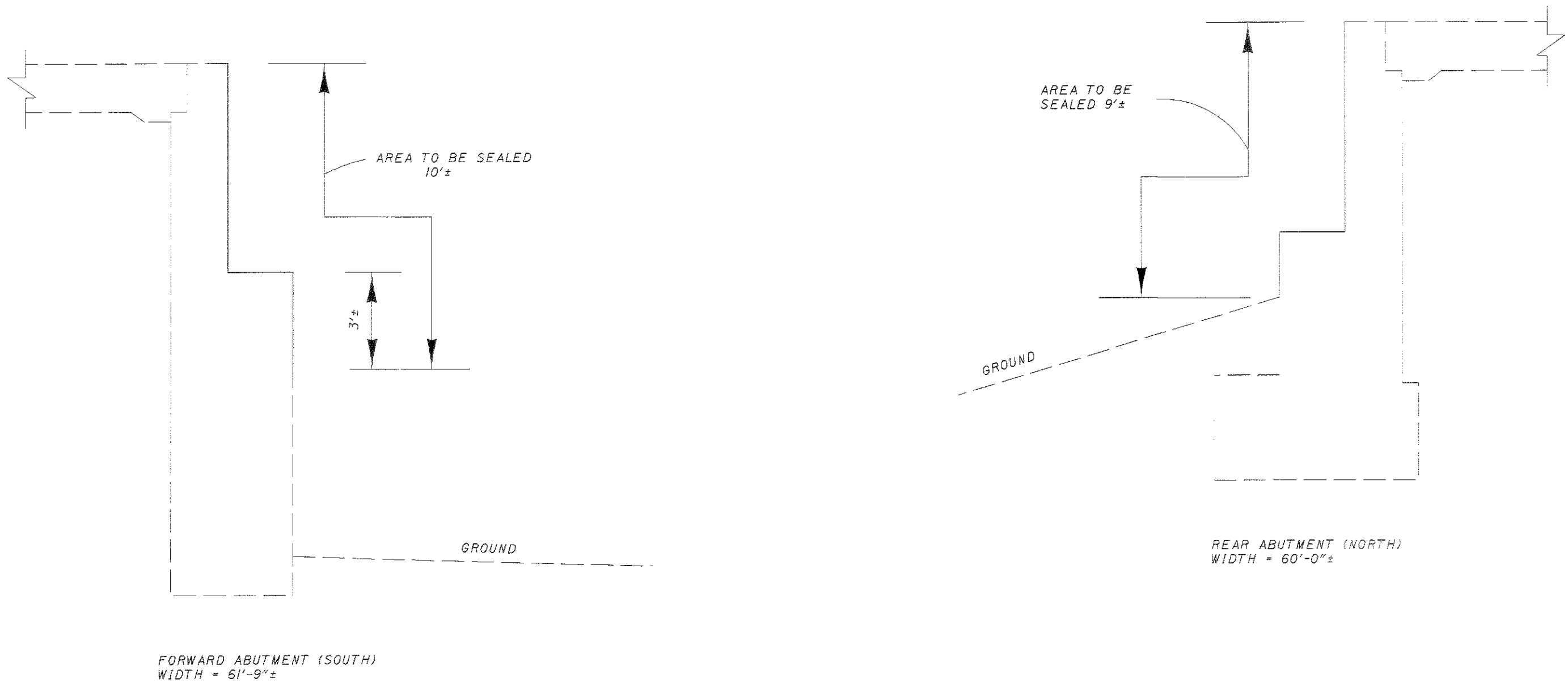
DETAIL A



DETAIL B

DESIGN FILE: I:\projects\21924\struct\detail.dgn  
WORKSTATION: dmp/lens DATE: 01/30/04

DESIGN FILE: i:\projects\21924\Str\uct\detail.dgn  
 WORKSTATION: dmoliens DATE: 01/30/04



ABUTMENT END VIEWS

ITEM	QUANTITY	UNIT	DESCRIPTION
864	129	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

ALL QUANTITIES CARRIED TO SHEET NO. 26

DESIGN AGENCY		DISTRICT THREE	
DESIGNED	DCM	CHECKED	CAL
DRAWN	DCM	REVISED	
REVIEWED	RCN	DATE	1/04
STRUCTURE FILE NUMBER		2203189	
SEALING DETAILS ERI-250-0058 OVER R.R. AND CITY STREET			
ERI 6-3.64			
		28 29	

# AUXILIARY & LONG LINE MARKINGS

CALCULATED BY  
 CVH  
 CHECKED BY  
 MJS

PROJECT CLASSIFICATION	PART	COUNTY	ROUTE	642, TYPE 2				642																		614					
				WHITE EDGE LINE		YELLOW EDGE LINE		LANE LINE	CENTER LINE		AUXILIARY MARKINGS (740.02)										ISLAND MARKING	WORK ZONE CENTER LINE, CLASS II, 642 PAINT	WORK ZONE LANE LINE, CLASS II, 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT							
				HIGHWAY Miles	TOTAL (PAY QUANT.)	HIGHWAY Miles	TOTAL (PAY QUANT.)		SOLID LINE EQUIVALENT	TOTAL (PAY QUANT.)	CHANNELIZING LINE	STOP LINE	CROSSWALK LINE	TRANSVERSE LINE	RAILROAD SYMBOL MARKING	SCHOOL SYMBOL MARKING		LANE ARROW TURN							WORD ON PAVEMENT "ONLY"						
																72 in	96 in	LEFT	RIGHT	THRU					COMBINATION	72 in	96 in				
				8 in	24 in	12 in	24 in	ft	ft	ft	ft	each	each	each	each	each	each	each	each	each	sq ft	mi	mi	ft							
STP	A	ERIE	US 6	3.64	SANDUSKY W. CORP LIMIT	6.32	SR 101/SANFORD ST.	*	2.53	5.06			0.39	6.24	3.12	2305	134	144	1065	2					4		7	304	18.72	2.34	13830
NHS		ERIE	US 6	6.32	SR 101/SANFORD ST.	7.51	MC DONOUGH ST.	*	0.15	0.22			0.32	2.50	1.25	858	208	488	83		2		8	2	4		7		7.50	1.92	5148
STP		ERIE	US 6	7.51	MC DONOUGH ST.	7.94	SR 4/COLUMBUS AVE.	*					0.86	0.43	607	174	850					7				7		2.58		3642	
NHS		ERIE	US 6	7.94	SR 4/COLUMBUS AVE.	8.93	US 250	*					1.98	0.99	660	193	1510					7		2	4	5		5.94		3960	
STP		ERIE	US 6	8.93	US 250	11.22	SANDUSKY E. CORP LIMIT	*	1.27	2.35			0.88	3.88	2.59	2314	335	310	52				35	7	10		19		15.54	5.28	13884
NHS	B	ERIE	US 250	0.00	US 6	1.13	SANDUSKY S. CORP LIMIT	*			0.46	0.92	2.26	1.51	1.61	510	50	180	100						3	3	2		6.78	1.50	3060
NHS	C	ERIE	SR 101	7.62	SANDUSKY S. CORP LIMIT	8.19	US 6	*	0.57	1.14			1.00	0.57	280	40	130	120	2			2		2		2		3.42		1680	
										8.77		0.92	3.85		10.56	7534	1134	3612	1420	4	2		81	20	25	7	49	304	60.48	11.04	45204
							STP TOTAL			7.41			1.27		6.14	5226	643	1304	1117	2		53	18	14		33	304	36.84	7.62	31356	
							NHS TOTAL			1.36		0.92	2.58		4.42	2308	491	2308	303	2	2		28	2		7	16		23.64	3.42	13848

\* SEE PAVEMENT MARKING DETAIL SHEETS SUPPLIED AT THE PRECONSTRUCTION MEETING

PAVEMENT MARKING INFORMATION

ERI-6-3.64