

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

LOR-2-3.50

**CITY OF AMHERST
AMHERST TOWNSHIP
BROWNHELM TOWNSHIP**

PROJECT DESCRIPTION

RESURFACING INCLUDING PAVEMENT PLANING,
PAVEMENT REPAIRS, TRAFFIC CONTROL ITEMS,
AND STRUCTURE MAINTENANCE.

PROJECT EARTH DISTURBED AREA: N/A ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: N/A ACRES

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR
THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED
ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE
DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF
SECTION 5511.02 OF THE OHIO REVISED CODE.

2008 SPECIFICATIONS

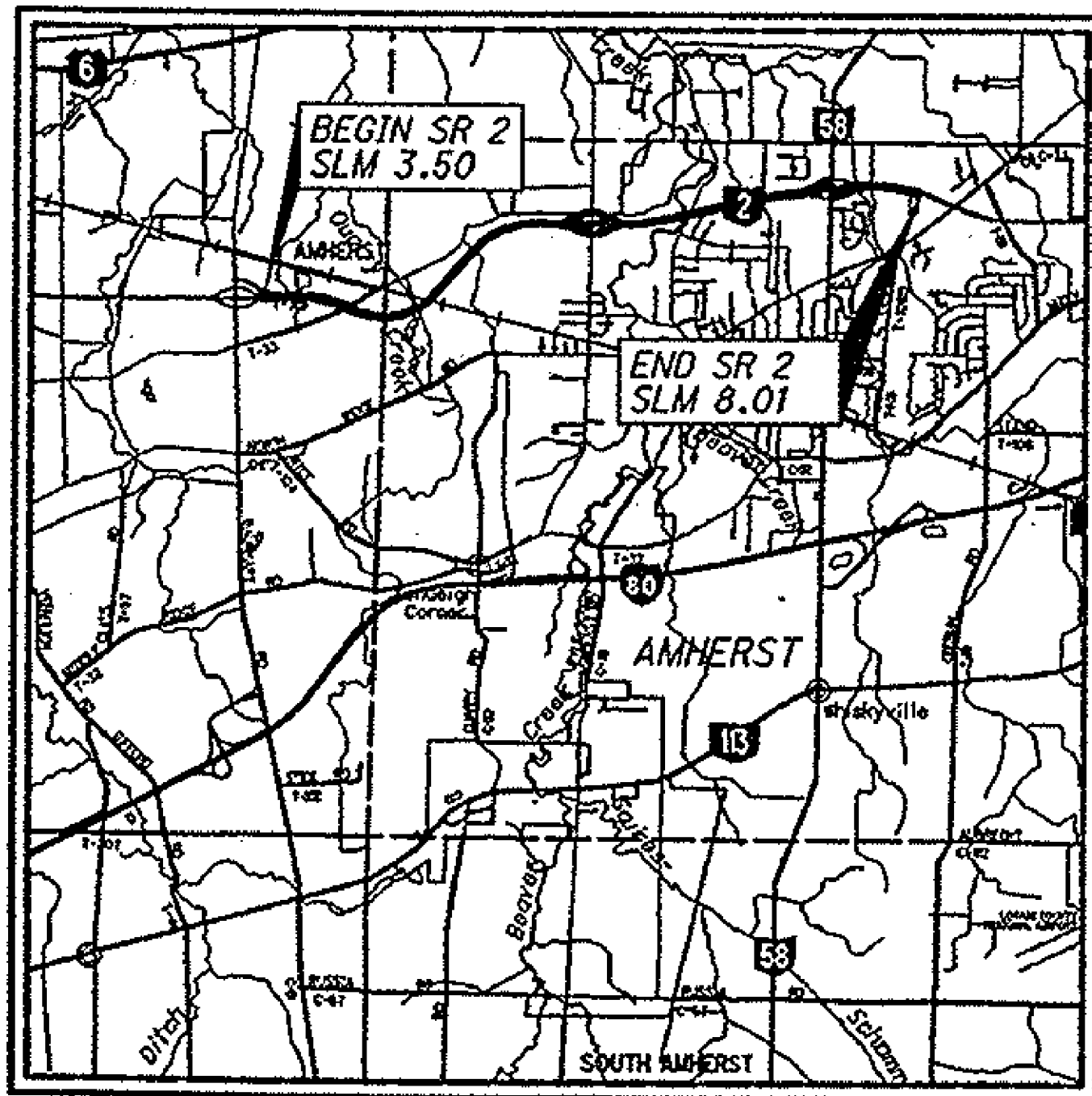
THE STANDARD SPECIFICATIONS OF THE STATE OF
OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING
CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED
IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT
THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE
THE CLOSING TO TRAFFIC OF THE HIGHWAY, EXCEPT
FOR RAMP CLOSURES AS SHOWN ON THE MAINTENANCE
OF TRAFFIC SHEETS, AND THAT PROVISIONS FOR THE
MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS
SET FORTH ON THE PLANS AND ESTIMATES.

UNDER AUTHORITY OF SECTION 4511.21, DIVISION (H)
OF THE OHIO REVISED CODE, THE REVISED PRIMA FACIA
SPEED LIMITS AS INDICATED HEREIN ARE DETERMINED
TO BE REASONABLE AND SAFE, AND ARE HEREBY
ESTABLISHED FOR THE DURATION OF THIS PROJECT.
THE PRIMA FACIA SPEED LIMIT OR LIMITS HEREBY
ESTABLISHED SHALL BECOME EFFECTIVE WHEN
APPROPRIATE SIGNS GIVING NOTICE THEREOF ARE
ERECTED.

APPROVED: *John Hart, P.E.*
DATE: 10/20/08 DISTRICT DEPUTY DIRECTOR

APPROVED: *Jane B. ...*
DATE: 10/30/08 DIRECTOR, DEPARTMENT OF
TRANSPORTATION



LOCATION MAP

LATITUDE: 41°24'13" LONGITUDE: 82°16'24"



PORTION TO BE IMPROVED: _____
INTERSTATE & DIVIDED HIGHWAY: _____
UNDIVIDED STATE & FEDERAL ROUTES: _____
OTHER ROADS: _____

DESIGN DESIGNATION	3.82-5.86	5.86-7.42	7.42-8.10
CURRENT ADT (2009)	31560	38600	45900
DESIGN YEAR ADT (2021)	35360	41720	48070
DESIGN HOURLY VOLUME (2021)	3890	4590	5290
DIRECTIONAL DISTRIBUTION	0.60	0.58	0.60
TRUCKS (24 HOUR B&C)	0.14	0.11	0.10
DESIGN SPEED	65	65	65
LEGAL SPEED	65	65	65
DESIGN FUNCTIONAL CLASSIFICATION:	URBAN FREEWAY & EXPRESSWAY		

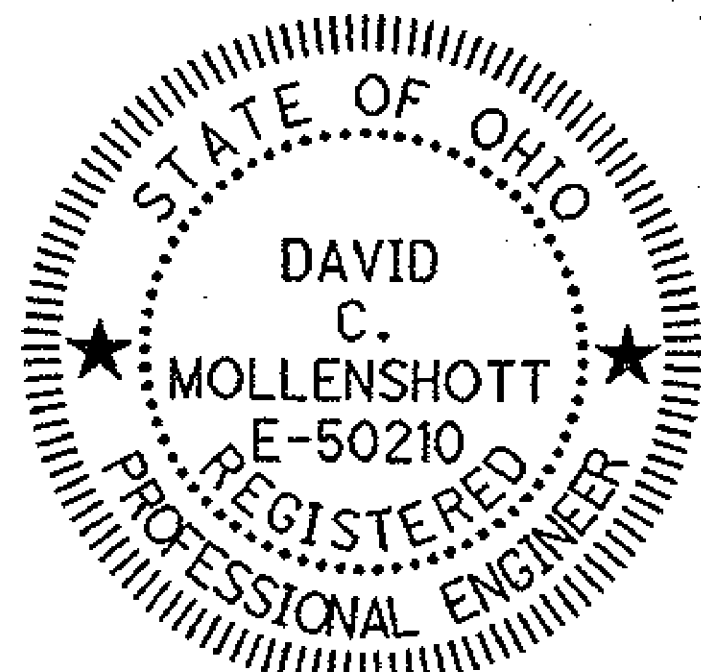
DESIGN EXCEPTIONS: NONE REQUIRED

INDEX OF SHEETS:

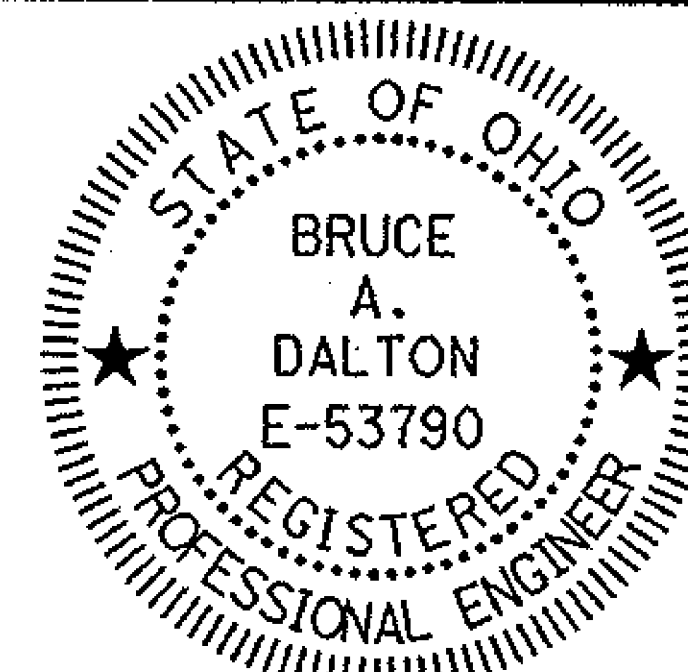
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STRUCTURE/CULVERT
ENGINEERS SEAL:

ROADWAY
ENGINEERS SEAL:



SIGNED: *David C. Mollenshott*
DATE: 10/20/08



SIGNED: *Bruce A. Dalton*
DATE: 10/20/08

STANDARD CONSTRUCTION DRAWINGS

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS
BP-2.1	07/18/08	MT-35.10	04/20/01	TC-41.20	01/19/01	800-2008 07/18/08
BP-2.5	07/18/08	MT-95.30	09/05/06	TC-42.20	07/16/04	
BP-3.1	10/19/07	MT-95.31	09/05/06	TC-52.10	01/19/07	832 04/25/06
BP-9.1	04/15/05	MT-95.32	09/05/06	TC-52.20	01/19/07	
		MT-95.50	09/05/06	TC-65.10	01/21/05	SA-7 04/15/05
DM-4.3	07/19/02	MT-97.10	09/05/06	TC-65.11	01/21/05	
DM-4.4	07/19/02	MT-98.10	10/19/07	TC-71.10	01/19/07	
		MT-98.11	10/19/07	TC-72.20	01/21/05	
		MT-98.20	10/19/07	TC-73.10	01/19/01	
		MT-98.22	10/19/07			
		MT-98.28	10/19/07			
		MT-98.29	10/19/07			
		MT-99.20M	01/30/95			
		MT-101.60	09/05/06			
		MT-105.10	10/18/02			
		MT-105.11	10/18/02			

SPECIAL PROVISIONS

SP 832 05/20/08

UNDERGROUND UTILITIES
TWO WORKING DAYS
BEFORE YOU DIG
CALL 1-800-362-2764 (TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

PLAN PREPARED BY:



FEDERAL PROJECT NO. E033(731)

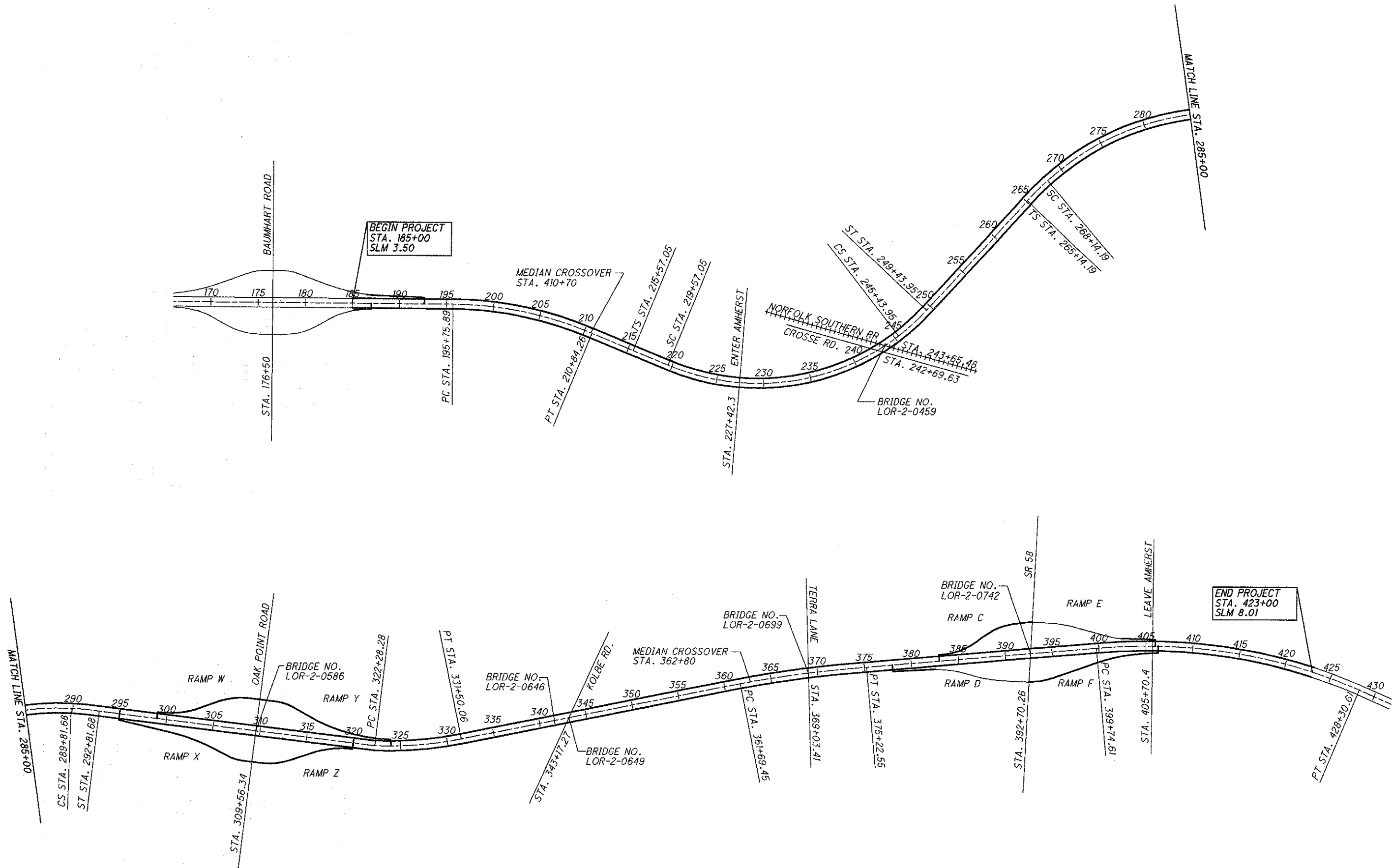
PID NO. 23799

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT NONE

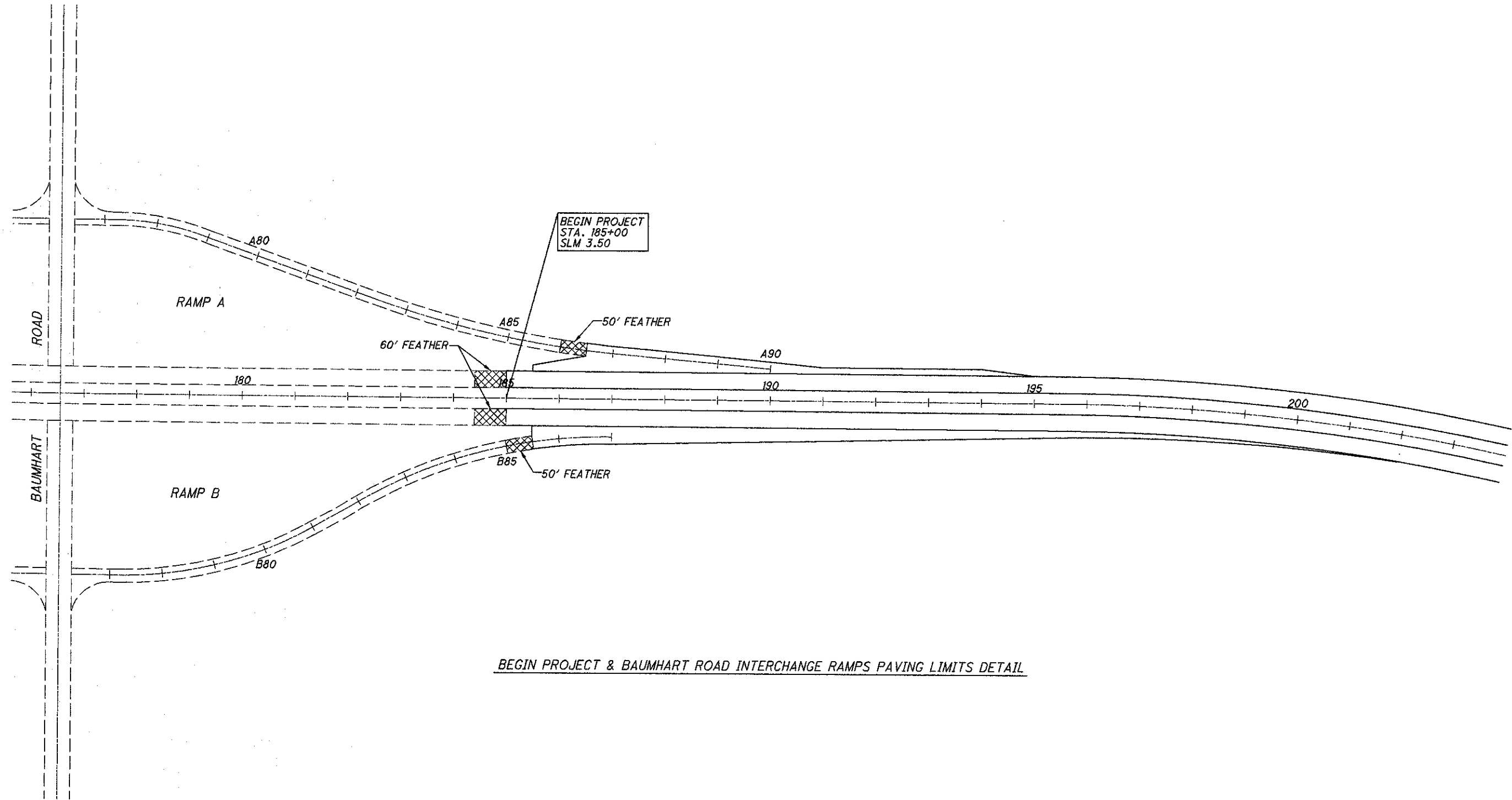
LOR-2-3.50

1/40



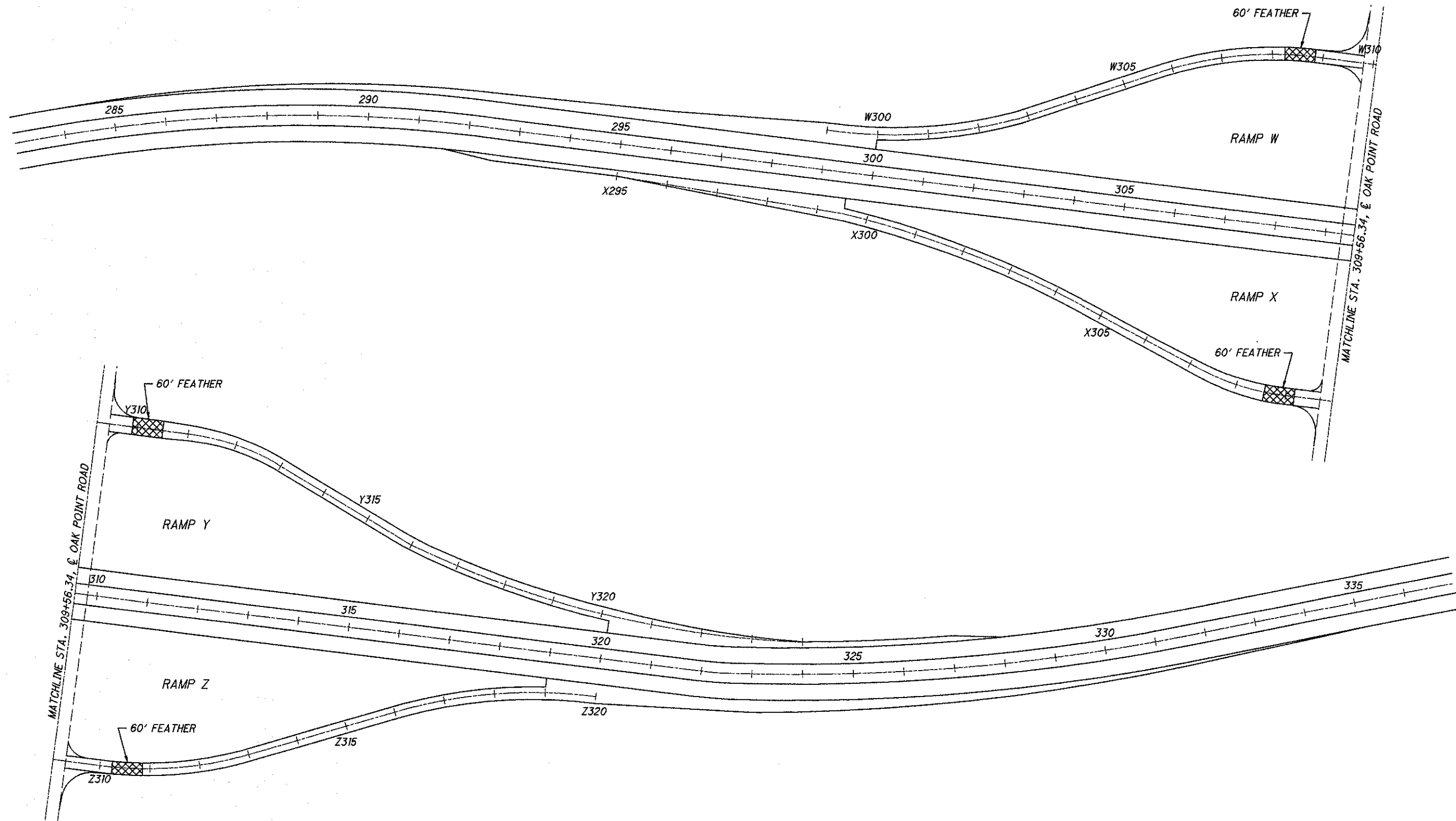
SCHEMATIC PLAN

LOR-2-3.50



BEGIN PROJECT & BAUMHART ROAD INTERCHANGE RAMPS PAVING LIMITS DETAIL

DESIGN FILE: I:\projects\23799\Roadway\sheets\23799 PAVING LIMITS.dgn
WORKSTATION: kslay DATE: 10/17/2008



OAK POINT ROAD INTERCHANGE RAMPS PAVING LIMITS DETAIL

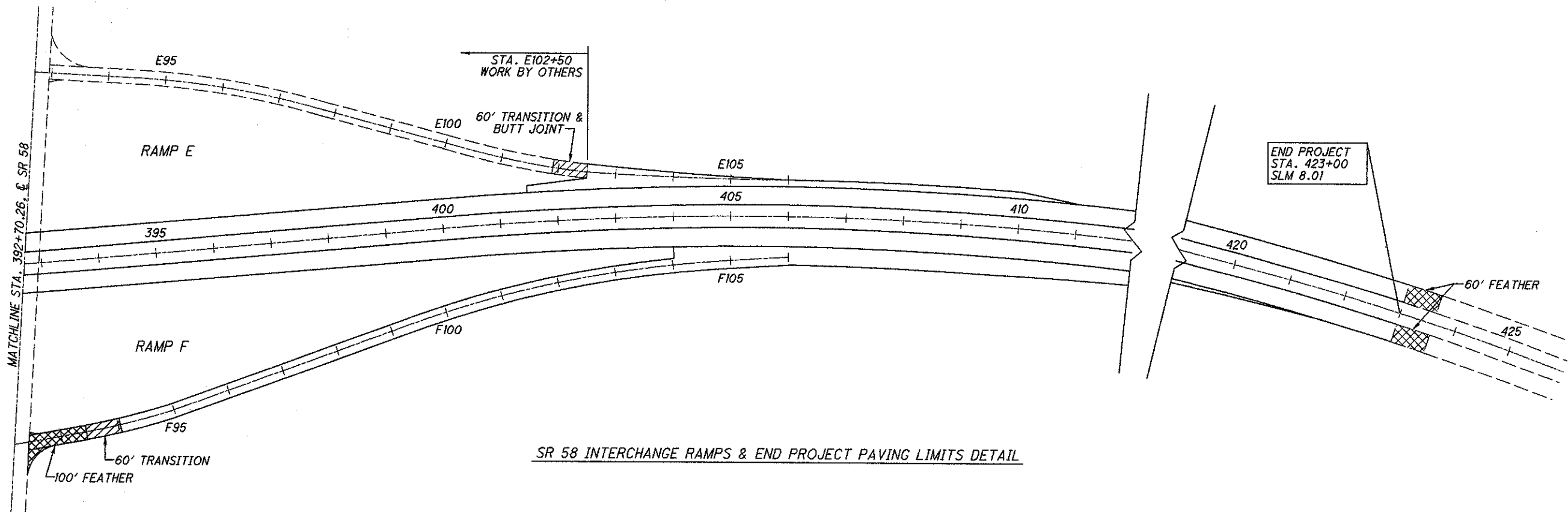
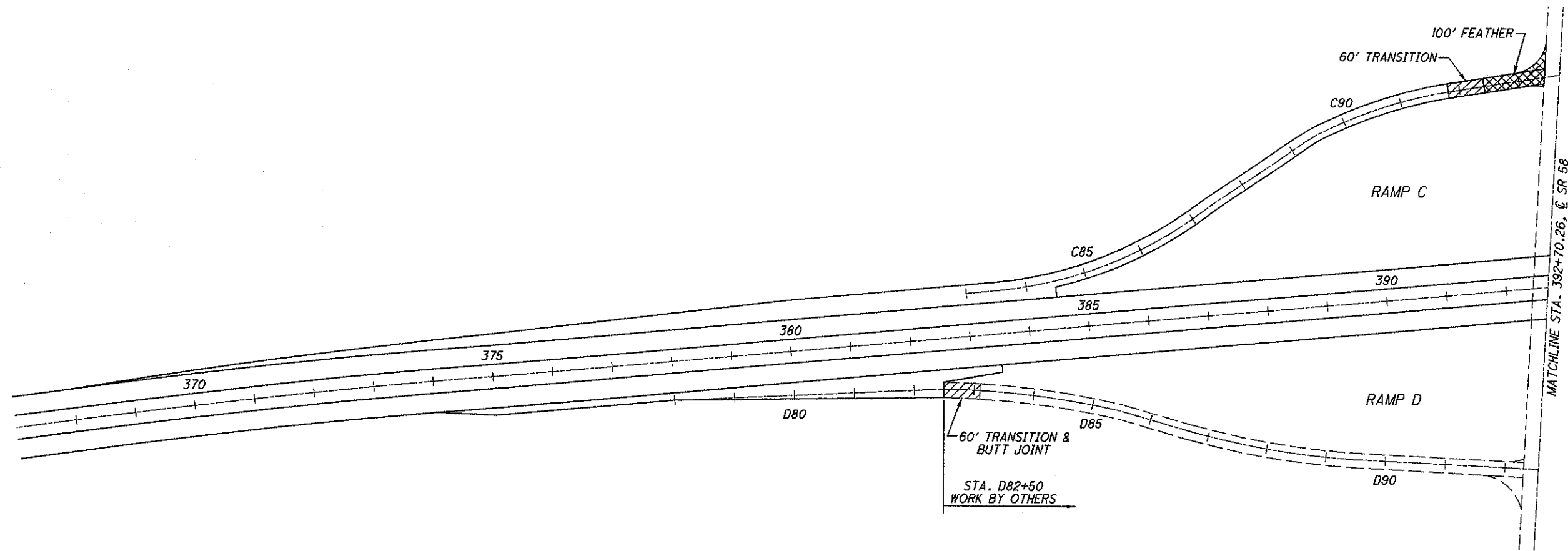
CALCULATED
KRB
CHECKED
BAD

PAVING LIMITS

LOR-2-3.50

4
40

DESIGN FILE: I:\projects\23799\Roadway\sheets\23799 PAVING LIMITS.dgn
WORKSTATION:ksalay DATE: 10/17/2008



SR 58 INTERCHANGE RAMPS & END PROJECT PAVING LIMITS DETAIL

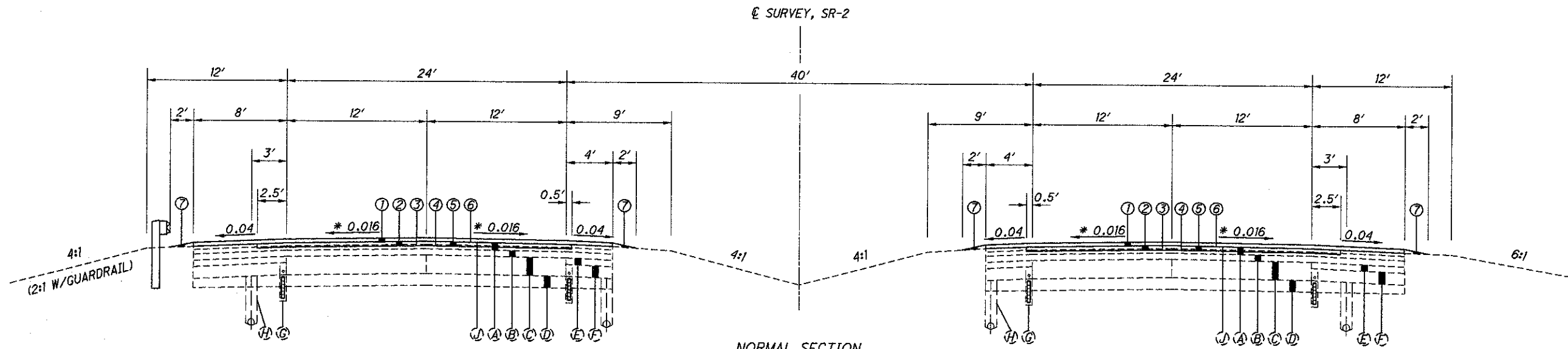
CALCULATED
KRB
CHECKED
BAD

PAVING LIMITS

LOR-2-3.50

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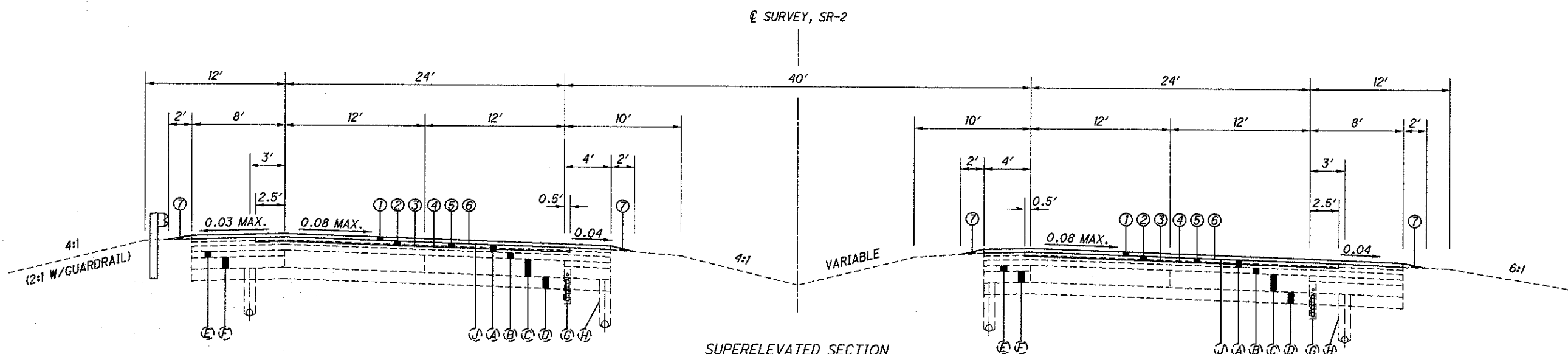
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 WORKSTATION: ksalay DATE: 1/8/2009



NORMAL SECTION

* PREFERRED SLOPE

STA. 185+00 TO STA. 194+05.89 = 905.89 L.F.
 STA. 212+54.26 TO STA. 214+81.05 = 226.79 L.F.
 STA. 250+19.95 TO STA. 264+38.19 = 1418.24 L.F.
 STA. 293+57.68 TO STA. 304+00 = 1042.32 L.F.
 STA. 315+00 TO STA. 339+50 = 2450 L.F.
 STA. 348+50 TO STA. 398+40.81 = 4990.81 L.F.
 DEDUCT FOR BRIDGES & APPROACH SLABS



SUPERELEVATED SECTION

STA. 194+05.89 TO STA. 212+54.26 = 1848.37 L.F.
 STA. 214+81.05 TO STA. 250+19.95 = 3538.9 L.F.
 STA. 264+38.19 TO STA. 293+57.68 = 2919.49 L.F.
 STA. 398+40.81 TO STA. 423+00 = 2459.19 L.F.
 DEDUCT FOR BRIDGES & APPROACH SLABS

LEGEND - PROPOSED

- ① 1.5" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
- ② 1.5" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448) (AVERAGE DEPTH)
- ③ ITEM 407 TACK COAT
- ④ NOT USED
- ⑤ 1.5" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE
- ⑥ ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
- ⑦ ITEM 617, COMPACTED AGGREGATE, AS PER PLAN

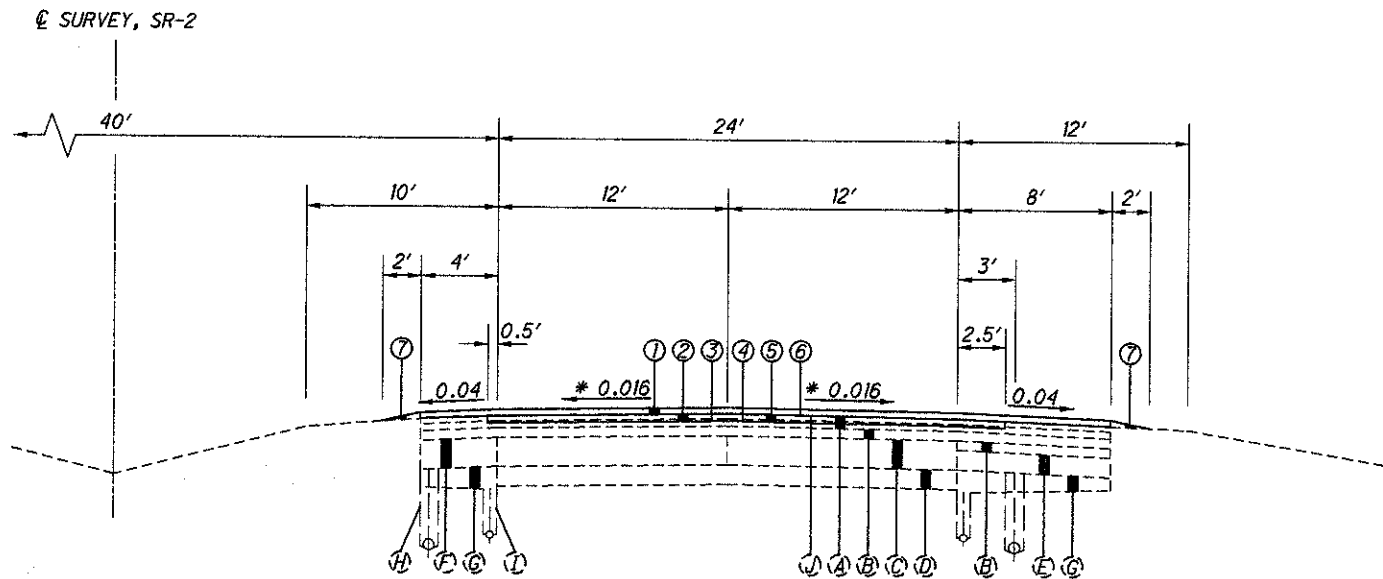
LEGEND - EXISTING

- Ⓐ EXISTING ASPHALT CONCRETE VARIES, SEE PAVEMENT CORING INFORMATION
- Ⓑ EXISTING 3" BITUMINOUS AGGREGATE BASE
- Ⓒ EXISTING 9" REINFORCED CONCRETE
- Ⓓ EXISTING 6" SUBBASE
- Ⓔ EXISTING 3" ASPHALT BERM
- Ⓕ EXISTING VARIABLE AGGREGATE BASE
- Ⓖ EXISTING SHALLOW UNDERDRAIN
- Ⓗ EXISTING 6" UNDERDRAIN
- Ⓘ EXISTING SINGLE COURSE MICROSURFACING



TYPICAL SECTIONS

LOR-2-3.50



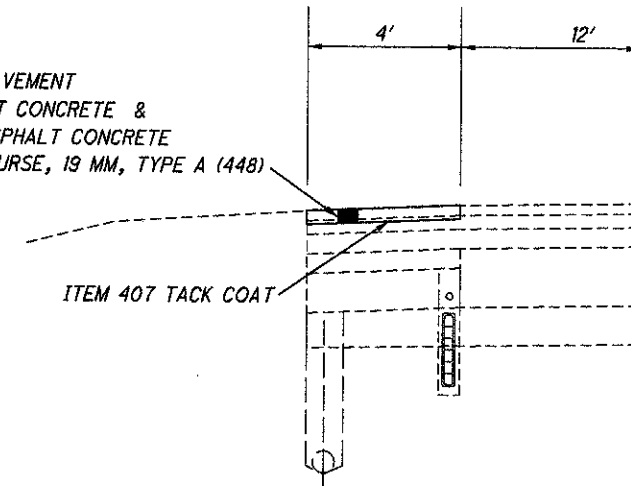
NORMAL SECTION, S.R. 2 UNDER OAK POINT ROAD BRIDGE

(IN DIRECTION OF TRAVEL)
* PREFERRED SLOPE

** STA. 304+00 TO STA. 315+00 EB = 1100 L.F. EB
** STA. 305+00 TO STA. 314+00 WB = 900 L.F. WB

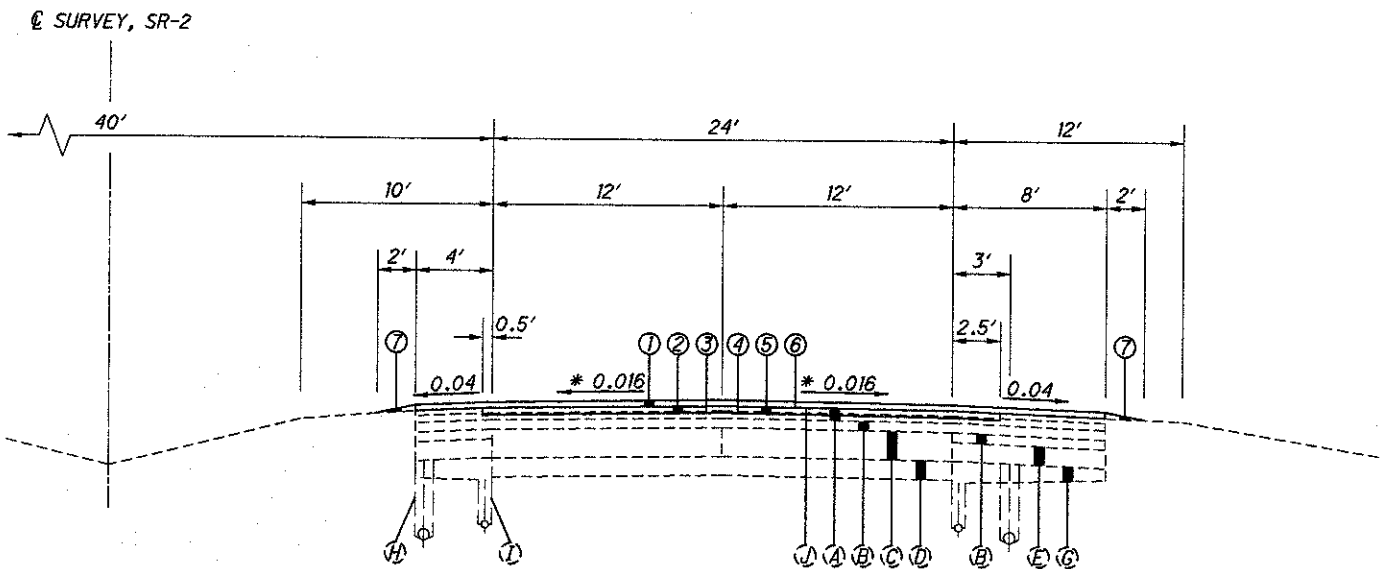
** STA. 304+00 TO STA. 305+00 &
STA. 314+00 TO STA. 315+00 TYPICAL
THIS SHEET FOR EB AND NORMAL
TYPICAL FROM SHEET 5 FOR WB

1.75" ITEM 254 PAVEMENT
PLANING, ASPHALT CONCRETE &
1.75" ITEM 442 ASPHALT CONCRETE
INTERMEDIATE COURSE, 19 MM, TYPE A (448)



PHASE I MEDIAN SHOULDER WORK FOR MAINTENANCE OF TRAFFIC

(SEE SHEET 21 FOR STATIONING)



NORMAL SECTION, S.R. 2 UNDER KOLBE RD.

(IN DIRECTION OF TRAVEL)
* PREFERRED SLOPE

** STA. 339+50 TO STA. 348+50 EB = 900 L.F. EB
** STA. 340+00 TO STA. 348+50 WB = 850 L.F. WB
DEDUCT FOR BRIDGES & APPROACH SLABS

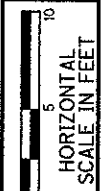
** STA. 339+50 TO STA. 340+00
TYPICAL THIS SHEET FOR EB AND NORMAL
TYPICAL FROM SHEET 5 FOR WB

LEGEND - PROPOSED

- ① 1.5" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
- ② 1.5" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448) (AVERAGE DEPTH)
- ③ ITEM 407 TACK COAT
- ④ NOT USED
- ⑤ 1.5" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE
- ⑥ ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
- ⑦ ITEM 617, COMPACTED AGGREGATE, AS PER PLAN

LEGEND - EXISTING

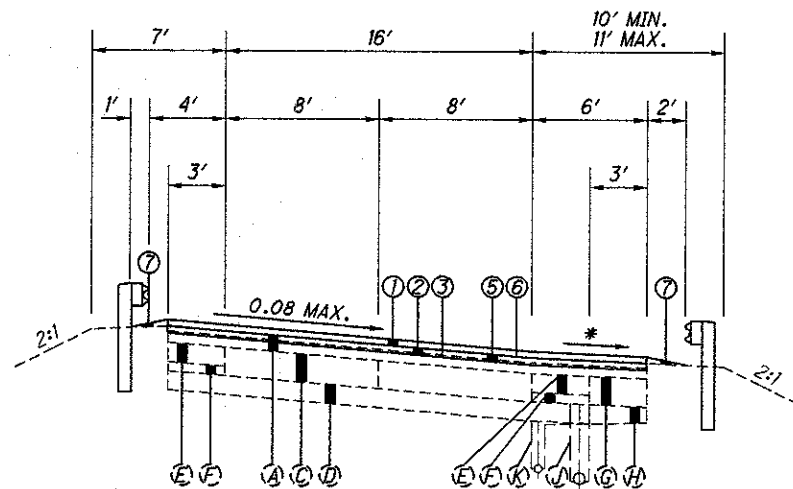
- Ⓐ EXISTING ASPHALT CONCRETE VARIES, SEE PAVEMENT CORING INFORMATION
- Ⓑ EXISTING 3" BITUMINOUS AGGREGATE BASE
- Ⓒ EXISTING 9" CONCRETE BASE
- Ⓓ EXISTING 6" SUBBASE
- Ⓔ EXISTING 6" AGGREGATE BASE
- Ⓕ EXISTING 9" BITUMINOUS AGGREGATE BASE
- Ⓖ EXISTING VARIABLE SUBBASE
- Ⓗ EXISTING 6" UNDERDRAIN
- Ⓘ EXISTING 4" UNDERDRAIN
- Ⓚ EXISTING SINGLE COURSE MICROSURFACING



CALCULATED
KRB
CHECKED
BAD

TYPICAL SECTIONS

LOR-2-3.50



SUPERELEVATED RAMP SECTION RIGHT S.R. 58

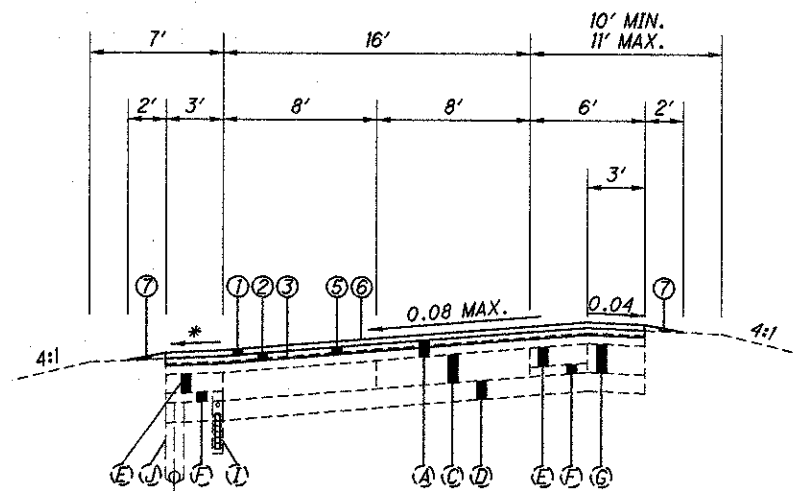
REVERSE TYPICAL FOR RAMP C

* 0.04 (OR PAVEMENT SLOPE IF GREATER THAN 0.04)

RAMP C STA. 84+50 TO STA. 88+92.3 = 442.3 L.F.
 RAMP C STA. 92+25 TO STA. 93+41.58 = 116.58 L.F.
 RAMP F STA. 95+31.65 TO STA. 105+25 = 993.35 L.F.

NOTE: NO WORK TO BE PERFORMED ON S.R. 58 RAMP D OR S.R. 58 RAMP E. WORK TO BE DONE BY A SEPARATE CONTRACT.

NOTE: NO WORK TO BE PERFORMED ON BAUMHART ROAD RAMPS (ONLY WB DECELERATION AND EB ACCELERATION LANES)



SUPERELEVATED RAMP SECTION LEFT S.R. 58

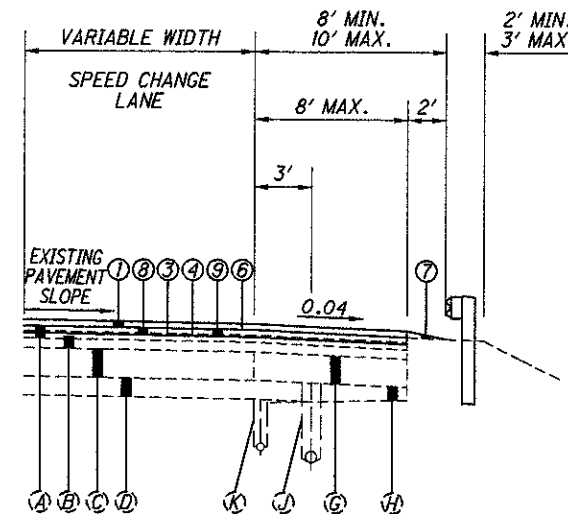
REVERSE TYPICAL FOR RAMP C

* 0.04 (OR PAVEMENT SLOPE IF GREATER THAN 0.04)

RAMP C STA. 88+92.3 TO STA. 92+25 = 332.7 L.F.
 RAMP F STA. 92+43.73 TO STA. 95+31.65 = 287.92 L.F.

LEGEND - PROPOSED

- ① 1.5" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
- ② 1.75" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448) (AVERAGE DEPTH)
- ③ ITEM 407 TACK COAT
- ④ NOT USED
- ⑤ 1.75" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE
- ⑥ ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
- ⑦ ITEM 617, COMPACTED AGGREGATE, AS PER PLAN
- ⑧ 1.5" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448)
- ⑨ 1.5" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE

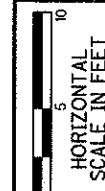


SPEED CHANGE LANE DETAIL BAUMHART ROAD, OAK POINT ROAD, & S.R. 58

STA. 186+00 TO STA. 195+00 WB = 900 L.F.
 STA. 185+00 TO STA. 202+00 EB = 1650 L.F.
 STA. 284+00 TO STA. W300+00 WB = 1600 L.F.
 STA. 291+54.31 TO STA. X299+53.07 EB = 798.76 L.F.
 STA. Y320+07.21 TO STA. 328+03.49 WB = 796.28 L.F.
 STA. Z319+00 TO STA. 335+00 EB = 1600 L.F.
 STA. 368+00 TO STA. C84+50 WB = 1650 L.F.
 STA. 374+00 TO STA. D82+50 EB = 853.07 L.F.
 STA. E102+50 TO STA. 411+00 WB = 851.26 L.F.
 STA. F105+25 TO STA. 421+75 EB = 1650 L.F.

LEGEND - EXISTING

- Ⓐ EXISTING ASPHALT CONCRETE (APPROXIMATELY 4" FOR RAMPS, VARIES AT SPEED CHANGE LANE)
- Ⓑ EXISTING 3" BITUMINOUS AGGREGATE BASE
- Ⓒ EXISTING 9" REINFORCED CONCRETE
- Ⓓ EXISTING 6" SUBBASE
- Ⓔ EXISTING 6" ASPHALT BERM
- Ⓕ EXISTING VARIABLE AGGREGATE BASE
- Ⓖ EXISTING 9" BITUMINOUS AGGREGATE BASE
- Ⓗ EXISTING VARIABLE SUBBASE
- Ⓘ EXISTING SHALLOW UNDERDRAIN
- Ⓝ EXISTING 6" UNDERDRAIN
- Ⓞ EXISTING 4" UNDERDRAIN



CALCULATED KRB
 CHECKED BAD

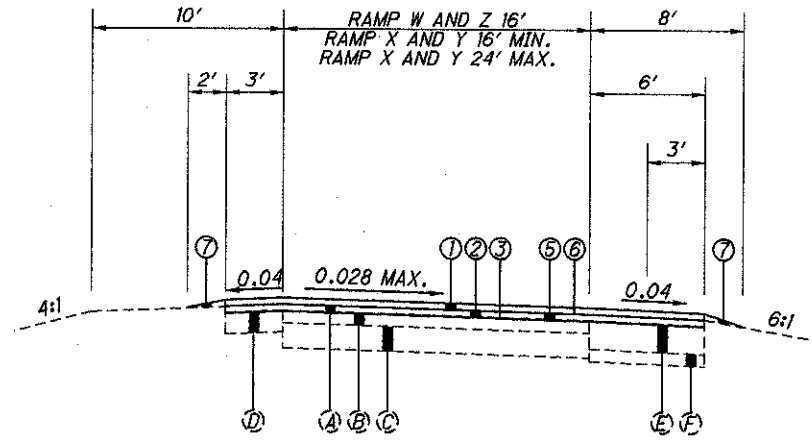
TYPICAL SECTIONS

LOR-2-3.50

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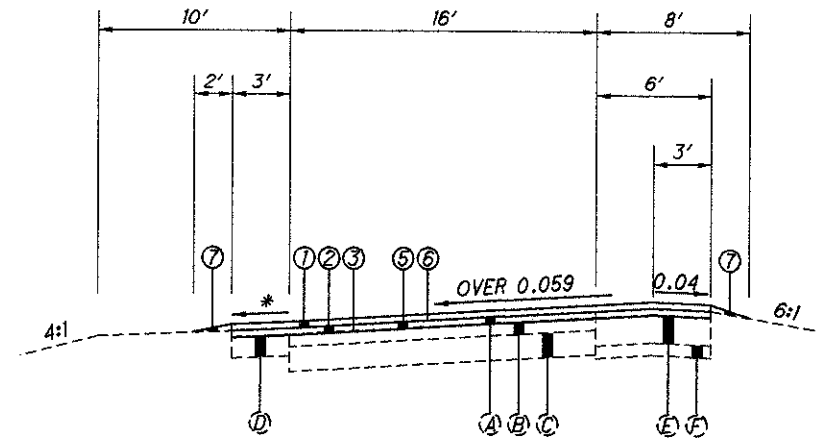
REVISED: 1/9/09 BY: KRB

DESIGN FILE: I:\projects\23799\Roadway\sheets\Addendums\23799GY001.dgn
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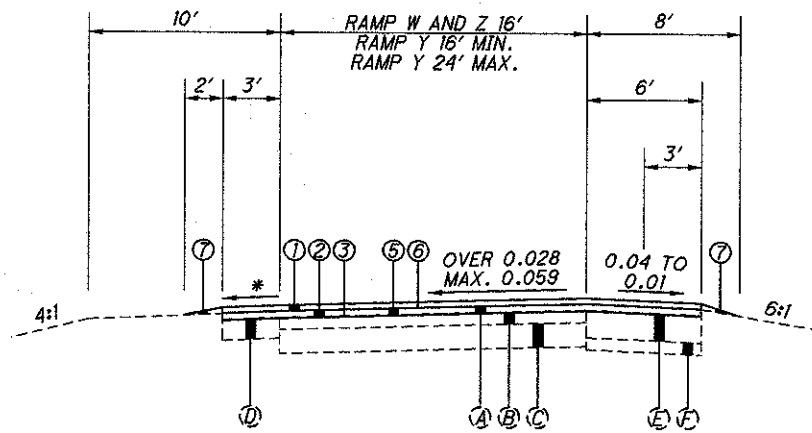
NORMAL RAMP SECTION OAK POINT ROAD
 ** VIEW REVERSED FROM DIRECTION OF STATIONING

RAMP W STA. 302+96 TO STA. 305+75 = 279 L.F.
 RAMP W STA. 307+80 TO STA. 309+73 = 193 L.F.
 ** RAMP X STA. 303+00 TO STA. 309+59 = 659 L.F.
 RAMP Y STA. 309+57 TO STA. 317+50 = 793 L.F.
 ** RAMP Z STA. 309+38 TO STA. 311+25 = 187 L.F.
 ** RAMP Z STA. 313+17 TO STA. 315+81 = 264 L.F.



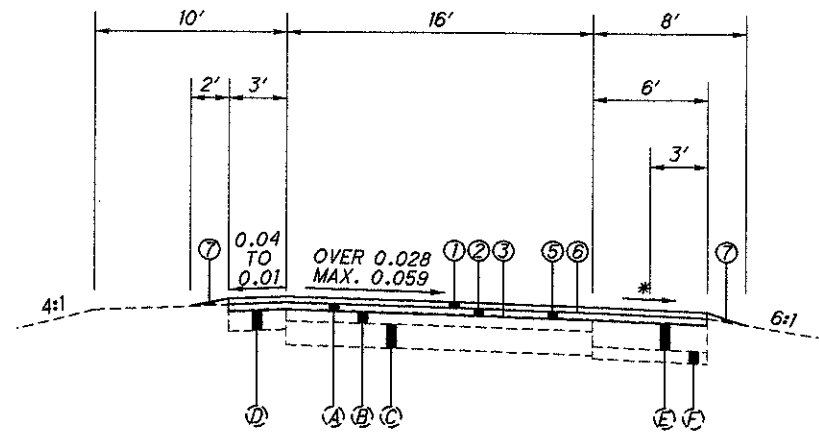
SUPERELEVATED RAMP SECTION OAK POINT ROAD
 * SAME SLOPE AS PAVEMENT
 ** VIEW REVERSED FROM DIRECTION OF STATIONING

RAMP W STA. 300+00 TO STA. 301+88 = 188 L.F.
 ** RAMP Z STA. 317+25 TO STA. 319+00 = 175 L.F.



SUPERELEVATED RAMP SECTION OAK POINT ROAD
 * 0.04 (OR PAVEMENT SLOPE IF GREATER THAN 0.04)
 *** SHOULDER WIDTHS TRANSPOSED

RAMP W STA. 301+88 TO STA. 302+96 = 108 L.F.
 RAMP W STA. 309+73 TO STA. 309+85.59 = 12.59 L.F.
 RAMP Y STA. 309+39.21 TO STA. 309+57 = 17.79 L.F.
 RAMP Y STA. 317+50 TO STA. 320+07.21 = 257.21 L.F.
 *** RAMP Z STA. 311+25 TO STA. 313+17 = 192 L.F.



SUPERELEVATED RAMP SECTION OAK POINT ROAD
 * 0.04 (OR PAVEMENT SLOPE IF GREATER THAN 0.04)
 *** SHOULDER WIDTHS TRANSPOSED

RAMP W STA. 305+75 TO STA. 307+80 = 205 L.F.
 *** RAMP X STA. 299+53.07 TO STA. 303+00 = 346.93 L.F.
 RAMP X STA. 309+59 TO STA. 309+74.75 = 15.75 L.F.
 *** RAMP Z STA. 309+27.12 TO STA. 309+38 = 10.88 L.F.
 *** RAMP Z STA. 315+81 TO STA. 317+25 = 144 L.F.

LEGEND - PROPOSED

- ① 1.5" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
- ② 1.75" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448) (AVERAGE DEPTH)
- ③ ITEM 407 TACK COAT
- ④ 1.75" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE
- ⑤ ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
- ⑥ ITEM 617, COMPACTED AGGREGATE, AS PER PLAN

LEGEND - EXISTING

- Ⓐ EXISTING ASPHALT CONCRETE (APPROXIMATELY 1")
- Ⓑ EXISTING 3" ASPHALT CONCRETE
- Ⓒ EXISTING 7" BITUMINOUS AGGREGATE BASE
- Ⓓ EXISTING 6" BITUMINOUS AGGREGATE BASE
- Ⓔ EXISTING 8" BITUMINOUS AGGREGATE BASE
- Ⓕ EXISTING 3" SUBBASE

UTILITY OWNERSHIP

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

CABLE
GLW BROADBAND
993 COMMERCE DRIVE
P.O. BOX 67
GRAFTON, OHIO 44044
440-343-4290

CABLE
TIME WARNER CABLE
576 TERNES AVENUE
ELYRIA, OHIO 44035
440-366-0417 X642

ELECTRIC
OHIO EDISON COMPANY
6326 LAKE AVENUE
ELYRIA, OHIO 44035
440-326-3268

GAS
COLUMBIA GAS OF OHIO
7080 FRY ROAD
MIDDLEBURG HEIGHTS, OHIO 44130
440-891-2428

GAS
NORTHEAST OHIO NATURAL GAS
9081 US 250 NW
STRASBURG, OHIO 44680
330-878-5589

TELEPHONE
CENTURY TELEPHONE OF OHIO
1730 WEST 19TH STREET
LORAIN, OHIO 44052
440-244-8330

TELEPHONE
QWEST COMMUNICATIONS
4650 LAKEHURST COURT
DUBLIN, OHIO 43016
614-215-5606

TELEPHONE
VERIZON BUSINESS
120 RAVINE STREET
AKRON, OHIO 44303
330-253-8267

WATER
NORTHERN OHIO RURAL WATER
P.O. BOX 96
COLLINS, OHIO 44826
419-668-7213

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

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 2008 CONSTRUCTION AND MATERIAL SPECIFICATIONS. CONVERSIONS SHALL BE APPROPRIATELY PRECISE AND SHALL REFLECT STANDARD INDUSTRY ENGLISH VALUES WHERE SUITABLE.

ELEVATION DATUM

ALL ELEVATIONS ARE BASED ON U.S.G.S. DATUM (NGVD 1927).

CONSTRUCTION EQUIPMENT MEDIAN CROSSINGS

CONSTRUCTION EQUIPMENT SHALL CROSS THE MEDIAN ONLY AT U-TURN CROSSOVERS AND AT OTHER ADDITIONAL LOCATIONS APPROVED BY THE ENGINEER. A MAXIMUM OF TWO (2) ADDITIONAL EQUIPMENT CROSSINGS MAY BE ALLOWED.

THE CONTRACTOR SHALL BE RESPONSIBLE, AT THEIR EXPENSE, FOR THE RESTORATION OF THE ADDITIONAL EQUIPMENT CROSSINGS TO A CONDITION AT LEAST EQUAL TO THAT EXISTING PRIOR TO THEIR WORK OPERATIONS.

WHEN THE MEDIAN CROSSINGS ARE BEING USED IN THE AREA OF ONE-LANE TRAFFIC OPERATION, THE CONTRACTOR SHALL PROVIDE AT THEIR EXPENSE THE SERVICES OF A LAW ENFORCEMENT OFFICER WITH PATROL CAR TO CONTROL TRAFFIC FLOW.

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.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

ITEM 442. ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448) (AVERAGE DEPTH)

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

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W8-1-36) SHALL BE ERRECTED 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 ITEM 614 MAINTAINING TRAFFIC.

ITEM 442. ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W-8-1-36) SHALL BE ERRECTED 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 ITEM 614 MAINTAINING TRAFFIC.

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

THE RATE OF APPLICATION OF THE 407 TACK COAT AND 407 TACK COAT FOR INTERMEDIATE COURSE SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. FOR ESTIMATING PURPOSES ONLY, THE PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.08 GAL PER SQ YD FOR ITEM 407 TACK COAT PRIOR TO PLACING THE INTERMEDIATE COURSE ON TOP OF THE CHIP SEAL AND AN AVERAGE APPLICATION RATE OF 0.10 GAL PER SQ YD FOR ITEM 407 TACK COAT ON TOP OF THE PLANED SURFACE AND NON-PPLANED SHOULDERS. THE PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.05 GAL PER SY FOR ITEM 407 TACK COAT FOR INTERMEDIATE COURSE PRIOR TO PLACING THE SURFACE COURSE.

ITEM 254. PAVEMENT PLANING, ASPHALT CONCRETE (1.75")

THE INTENT OF THE PLANING IS TO MILL 1.75" AT THE WIDTH SPECIFIED IN THE PLANS. THE PAVEMENT COSS SLOPE SHALL BE 0.016 PREFERRED, 0.01 MINIMUM, AND 0.02 MAXIMUM AS PER THE TYPICAL SECTIONS (NORMAL SECTIONS).

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. IF THERE IS NO INFORMATION IN THE PLANS TO CHANGE THE SUPERELEVATION, THE INTENT IS TO MAINTAIN THE EXISTING SUPERELEVATION.

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE.

IF RAIN IS IN THE FORECAST AND THE PLANED MAINLINE IS GOING TO GET WET, DRAINAGE SLOTS SHALL BE CUT INTO THE PAVED SHOULDERS AT THE LOW POINT OF EACH PLANED SECTION TO PREVENT TRAPPED WATER PUDDLES, AND THE DRAINAGE SLOTS REFILLED DURING RESURFACING. CUTTING AND FILLING DRAINAGE SLOTS SHALL BE INCLUDED IN PAYMENT WITH ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE.

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 TWO (2) CALENDAR DAYS. THE 2 CALENDAR DAYS SHALL BE CONSIDERED AN INTERIM COMPLETION DATE (SECTION 108) AND FOR EACH CALENDAR DAY BEYOND THE 2 DAYS THAT NORMAL TRAFFIC IS RUNNING OVER THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED LIQUIDATED DAMAGES AS PER 108.07.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT PLANING, ASPHALT CONCRETE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF PAVEMENT PLANING, ASPHALT CONCRETE.

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 617. COMPACTED AGGREGATE, 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 BE PROPER COMPACTION. 100% OF THIS MATERIAL SHALL PASS A 1.5 INCH SIEVE. THE CONTRACTOR SHALL TAKE SPECIAL CARE TO MEET THE TYPICAL SECTIONS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS REQUIRED TO APPLY THE ITEM 408 PRIME COAT WITHIN 5 CALENDAR DAYS OF PLACING THE COMPACTED AGGREGATE, AS PER PLAN.

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

ITEM 626 - BARRIER REFLECTOR

ALTHOUGH THERE IS NO GUARDRAIL WORK ON THIS PROJECT, A QUANTITY OF ITEM 626 BARRIER REFLECTOR IS SETUP TO BE PLACED AT EXISTING GUARDRAIL RUNS, CONCRETE PARAPET WALLS, AND CONCRETE BARRIER RUNS.

ITEM 604 - CASTINGS ADJUSTED TO GRADE

THE CASTING TO BE ADJUSTED MAY OR MAY NOT HAVE AN EXISTING FRAME. THE WORK SHALL CONSIST OF ADJUSTING THE EXISTING CASTING TO THE SATISFACTION OF THE ENGINEER. IT IS NOT INTENDED TO PLACE NEW FRAMES WHERE NONE CURRENTLY EXIST. 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.

ITEM 604 CATCH BASIN ADJUSTED TO GRADE 1 EACH

QUANTITY CARRIED TO THE GENERAL SUMMARY

PAVEMENT CORING INFORMATION

ASPHALT CONCRETE DEPTH INCLUDES 3" OF EXISTING BITUMINOUS AGGREGATE BASE.

CO/ROUTE/SLM	ASPHALT DEPTH	CONCRETE DEPTH	BRICK DEPTH	WHEEL TRACK/ SHOULDER	DIRECTION
LOR-2-4.00	7.25"	9.00"		INSIDE	EB
LOR-2-4.00	6.50"	8.50"		OUTSIDE	EB
LOR-2-4.00	9.00"			SHOULDER	EB
LOR-2-5.00	6.50"	9.00"		INSIDE	EB
LOR-2-5.00	5.50"	9.00"		OUTSIDE	EB
LOR-2-5.00	8.00"			SHOULDER	EB
LOR-2-6.65	6.25"	9.50"		OUTSIDE	EB

CALCULATED
KRB
CHECKED
BAD

GENERAL NOTES

LOR-2-3.50

10
40

DESIGN FILE: i:\projects\23799\Roadway\sheets\23799GN001.dgn
WORKSTATION:ksalay
DATE: 10/17/2008

ITEM SPECIAL - BERM REPAIR, FLEXIBLE

THIS ITEM OF WORK SHALL CONSIST OF PARTIAL DEPTH REPAIR OF THE EXISTING ASPHALT PAVED BERM IN AREAS EXHIBITING SEVERE CRACKING, DETERIORATION, AND SURFACE DISTORTIONS. THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED.

THE MATERIAL WITHIN THE DESIGNATED AREAS SHALL BE REMOVED BY METHODS WHICH WILL NOT DAMAGE THE ADJACENT BERM. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL BROKEN AND LOOSE ASPHALT OR PRIMED AGGREGATE, BUT TO A MINIMUM OF 3 INCHES BELOW THE ADJACENT BERM THROUGHOUT THE REPAIR AREA.

AFTER REMOVAL OF THE DETERIORATED MATERIALS, ITEM 407 TACK COAT SHALL BE APPLIED IN SUFFICIENT QUANTITY TO THOROUGHLY COAT ALL ASPHALT SURFACES AND PENETRATE CRACKS. ITEM 301 ASPHALT CONCRETE BASE THEN SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT BERM SURFACE. THE LENGTH OF EXCAVATION OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO THE APPROVAL OF THE ENGINEER. NO EXCAVATION SHALL BE LEFT OPEN OVERNIGHT.

THE NUMBER OF CUBIC YARDS TO BE PAID SHALL BE FOR ACCEPTED QUANTITIES, COMPLETE IN PLACE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE WORK, INCLUDING THE TACK COAT AND ASPHALT CONCRETE BASE. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED TO BE USED AS DIRECTED BY THE ENGINEER TO MAKE REPAIRS ON THE PAVED BERM.

ITEM SPECIAL - BERM REPAIR, FLEXIBLE	50	CU YD
ITEM 407 - TACK COAT	60	GALLON

**ITEM 253. PAVEMENT REPAIR, AS PER PLAN
ITEM 253. PAVEMENT REPAIR, MISC.: PARTIAL DEPTH**

THESE ITEMS OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING ASPHALT CONCRETE PAVEMENT, IN AREAS OF EXISTING PAVEMENT FAILURE. PAVEMENT CORING HAS BEEN PERFORMED TO HELP DETERMINE THE DEPTH OF ASPHALT CONCRETE. THE PAVEMENT CORING INFORMATION IS SHOWN ON SHEET 10.

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. PAVEMENT REPAIR ON RAMPS SHALL BE PERFORMED AFTER PAVEMENT PLANING AND BEFORE PLACEMENT OF THE INTERMEDIATE AND SURFACE COURSE. PAVEMENT REPAIR ON THE MAINLINE SHALL BE PERFORMED BEFORE PAVEMENT PLANING. THE REPAIR AREAS SHALL BE SAW CUT AND EXCAVATED TO PROVIDE STRAIGHT AND VERTICAL SURFACES AROUND THE PERIMETER OF THE REPAIR AREA. PAVEMENT PLANING MAY BE USED AS AN ALTERNATIVE TO SAW CUTTING AND EXCAVATING. THE PAVEMENT SHALL BE REMOVED WITHIN THE DESIGNATED AREAS BY METHODS WHICH WILL NOT DAMAGE ADJACENT PAVEMENT. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH AN AVERAGE DEPTH OF 6.5" ON THE MAINLINE (REMOVING ASPHALT CONCRETE DOWN TO THE CONCRETE), AN AVERAGE DEPTH OF 4" ON THE SR58 RAMPS (REMOVING ASPHALT CONCRETE DOWN TO THE CONCRETE) AND AN AVERAGE DEPTH OF 4" ON OAK POINT RD RAMPS (11" OF EXISTING FULL DEPTH ASPHALT CONCRETE ON RAMPS). THE MATERIALS REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 105.16 AND 105.17.

THE CONTRACTOR SHALL BE CAPABLE OF PERFORMING PAVEMENT REPAIRS 2 FEET WIDE.

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. ITEM 301 CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 3" AND 12" WITH A MAXIMUM PAVEMENT LIFT OF 6". ITEM 448 TYPE 2 CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 0" AND 5" WITH A MAXIMUM PAVEMENT LIFT OF 3". ALL EXISTING PAVEMENT AREAS WHICH WILL BE IN CONTACT WITH THE PAVEMENT REPAIR SHALL BE CLEANED AND COATED PER CMS 401.14, USING AN ASPHALT MATERIAL COMPLYING WITH 407.02. ALL COMPACTION SHALL BE ACHIEVED BY MECHANICAL METHODS TO THE SATISFACTION OF THE ENGINEER.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES ITEM 253 PAVEMENT REPAIR, MISC.: PARTIAL DEPTH IS TO BE A MAXIMUM OF 4" DEEP AND ITEM 253 PAVEMENT REPAIR, AS PER PLAN IS FOR DEPTHS GREATER THAN 4". PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 253, PAVEMENT REPAIR, AS PER PLAN OR ITEM 253 PAVEMENT REPAIR, MISC.: PARTIAL DEPTH. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

SR 2 ITEM 253 PAVEMENT REPAIR, MISC.: PARTIAL DEPTH	275	CU. YD.
SR 2 ITEM 253 PAVEMENT REPAIR, AS PER PLAN	950	CU. YD.

**ITEM 253 PAVEMENT REPAIR, AS PER PLAN CALCULATIONS
(FOR INFORMATION ONLY)**

MAINLINE EASTBOUND: 446 TRANSVERSE JOINTS X 4 FT WIDE X 12 FT LONG X 6.5" DEEP (DOWN TO THE CONCRETE) = 430 CU YDS

MAINLINE WESTBOUND: 342 TRANSVERSE JOINTS X 4 FT WIDE X 12 FT LONG X 6.5" DEEP (DOWN TO THE CONCRETE) = 330 CU YDS

EASTBOUND ACCELERATION LANE AT BAUMHART RD: 9 JOINTS X 4 FT WIDE X 12 FT LONG X 6.5" DEEP (DOWN TO CONCRETE) = 9 CU YDS

EASTBOUND DECELERATION LANE AT OAK POINT RD: 8 JOINTS X 4 FT WIDE X 12 FT LONG X 6.5" DEEP (DOWN TO CONCRETE) = 8 CU YDS

EASTBOUND DECELERATION LANE AT SR58: 8 JOINTS X 4 FT WIDE X 12 FT LONG X 6.5" DEEP (DOWN TO CONCRETE) = 8 CU YDS

EASTBOUND DECELERATION LANE AT SR58: 2 FT WIDE X 120 FT LONGITUDINAL JOINT X 6.5" DEEP (DOWN TO CONCRETE) = 5 CU YDS

EASTBOUND ACCELERATION LANE AT SR58: 19 JOINTS X 4 FT WIDE X 12 FT LONG X 6.5" DEEP (DOWN TO CONCRETE) = 19 CU YDS

WESTBOUND DECELERATION LANE AT SR58: 2 FT WIDE X 120 FT LONGITUDINAL JOINT X 6.5" DEEP (DOWN TO CONCRETE) = 5 CU YDS

WESTBOUND DECELERATION LANE AT SR58: 10 JOINTS X 4 FT WIDE X 12 FT LONG X 6.5" DEEP (DOWN TO CONCRETE) = 10 CU YDS

WESTBOUND ACCELERATION LANE AT SR58: 18 JOINTS X 4 FT WIDE X 12 FT LONG X 6.5" DEEP (DOWN TO CONCRETE) = 18 CU YDS

WESTBOUND DECELERATION LANE AT OAK POINT RD: 15 JOINTS X 4 FT WIDE X 12 FT LONG X 6.5" DEEP (DOWN TO CONCRETE) = 15 CU YDS

WESTBOUND ACCELERATION LANE AT OAK POINT RD: 20 JOINTS X 4 FT WIDE X 12 FT LONG X 6.5" DEEP (DOWN TO CONCRETE) = 20 CU YDS

WESTBOUND DECELERATION LANE AT BAUMHART RD: 14 JOINTS X 4 FT WIDE X 12 FT LONG X 6.5" DEEP (DOWN TO CONCRETE) = 14 CU YDS

OTHER MISCELLANEOUS AREAS: 59 CU YDS

**ITEM 253. PAVEMENT REPAIR, MISC.: PARTIAL DEPTH
CALCULATIONS (FOR INFORMATION ONLY)**

EASTBOUND EXIT RAMP AT OAK POINT RD: 0 JOINTS = 0 CU YDS

EASTBOUND ENTRANCE RAMP AT OAK POINT RD: 2 FT WIDE X 2000 FT LONGITUDINAL JOINT X 4" DEEP = 50 CU YDS

EASTBOUND ENTRANCE RAMP AT SR58: 2 FT WIDE X 60 FT LONGITUDINAL JOINT X 3 X 2.25" DEEP (DOWN TO CONCRETE) = 3 CU YDS

EASTBOUND ENTRANCE RAMP AT SR58: 20 JOINTS X 4 FT WIDE X 16 FT LONG X 2.25" DEEP (DOWN TO CONCRETE) = 9 CU YDS

WESTBOUND ENTRANCE RAMP AT SR58: 2 FT WIDE X 60 FT LONGITUDINAL JOINT X 3 X 2.25" DEEP (DOWN TO CONCRETE) = 3 CU YDS

WESTBOUND ENTRANCE RAMP AT SR58: 20 JOINTS X 4 FT WIDE X 16 FT LONG X 2.25" DEEP (DOWN TO CONCRETE) = 9 CU YDS

WESTBOUND ENTRANCE RAMP AT SR58: 2 FT WIDE X 1892 FT LONGITUDINAL JOINT X 2.25" DEEP (DOWN TO CONCRETE) = 27 CU YDS

WESTBOUND EXIT RAMP AT OAK POINT RD: 28 JOINTS X 4 FT WIDE X 16 FT LONG X 4" DEEP = 22 CU YDS

WESTBOUND EXIT RAMP AT OAK POINT RD (END OF RAMP): 8 JOINTS X 4 FT WIDE X 12 FT LONG X 4" DEEP = 5 CU YDS

WESTBOUND EXIT RAMP AT OAK POINT RD: 2 FT WIDE X 1650 FT LONGITUDINAL JOINT X 4" DEEP = 41 CU YDS

WESTBOUND ENTRANCE RAMP AT OAK POINT RD: 24 JOINTS X 4 FT WIDE X 16 FT LONG X 4" DEEP = 19 CU YDS

WESTBOUND ENTRANCE RAMP AT OAK POINT RD: 2 FT WIDE X 1916 FT LONGITUDINAL JOINT X 4" DEEP = 48 CU YDS

OTHER MISCELLANEOUS AREAS: 39 CU YDS

ITEM 614. MAINTAINING TRAFFIC: GENERAL

ONE 11' LANE OF TRAFFIC IN EACH DIRECTION ON SR 2 SHALL BE MAINTAINED AT ALL TIMES EXCEPT AS INDICATED IN THE PLANS. ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH ITEM 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, PLAN DETAILS, STANDARD DRAWINGS, AND AS OUTLINED IN THE CONSTRUCTION AND MAINTENANCE SECTION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES CURRENT EDITION WITH THE LATEST REVISIONS. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED ON THIS PLAN.

THE FOLLOWING REQUIREMENTS SHALL ALSO APPLY:
THE CONTRACTOR SHALL SUBMIT, IN WRITING, A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT. PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL COORDINATE THE MAINTENANCE OF TRAFFIC OPERATIONS WITH THE LOCAL STATE HIGHWAY PATROL.

NIGHT WORK IS PERMITTED.

THE CONTRACTOR IS REQUIRED TO MAINTAIN ALL PAVEMENT THROUGHOUT THE PROJECT UNDER ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC DURING THE PERIOD FROM THE START OF WORK TO THE COMPLETION OF ALL WORK.

ESTIMATED QUANTITIES - MAINTENANCE OF TRAFFIC

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR MAINTENANCE OF TRAFFIC.

ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 100 CU YD

ALTERNATE METHODS

IF THE CONTRACTOR SO ELECTS, THE CONTRACTOR MAY SUBMIT ALTERNATE METHODS FOR THE MAINTENANCE OF TRAFFIC, PROVIDED THE INTENT OF THE ABOVE PROVISIONS IS FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO THE TRAVELING PUBLIC RESULTS THEREFROM. NO ALTERNATE PLAN SHALL BE PUT INTO EFFECT UNTIL THE APPROVAL HAS BEEN GRANTED, IN WRITING, BY THE ENGINEER.

ITEM 614. MAINTAINING TRAFFIC

ALL ADVANCE WARNING SIGNS FOR ANY CONDITION WHICH RESTRICTS TRAFFIC SHALL BE ERRECTED BEFORE ANY SUCH RESTRICTION IS PUT INTO EFFECT. ALL SUCH SIGNS SHALL BE COVERED OR REMOVED FROM THE VIEW OF TRAFFIC WHEN THEY ARE NOT APPLICABLE, WITH THE APPROVAL OF THE ENGINEER.

IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL AS SET FORTH IN THESE PLANS OR WITH PROVISIONS OF THE OMUTCD, AND SUCH FAILURE RESULTS IN A CONDITION AT THE WORK SITE WHICH IS UNSAFE FOR TRAFFIC, THE ENGINEER SHALL SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS.

ALL MAINTENANCE OF TRAFFIC SIGNS ARE PAID UNDER ITEM 614 MAINTAINING TRAFFIC.

HOLIDAY WORK RESTRICTIONS

THERE WILL BE WORK RESTRICTIONS FOR THE HOLIDAYS LISTED BELOW. ALL WORK ON SR-2, RAMPS, AND US ROUTE AND STATE ROUTE STRUCTURE WORK SHALL NOT BE UNDER CONSTRUCTION DURING THE FOLLOWING HOLIDAYS OR SPECIAL EVENTS: (LANE CLOSURES MAY NOT BE MAINTAINED; NO WORK IS PERMITTED ON THESE DAYS)

EASTER	FOURTH OF JULY
MOTHER'S DAY	LABOR DAY
MEMORIAL DAY	THANKSGIVING

THE PERIOD OF TIME THAT THE "NO WORK" APPLIES DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THE PERIOD OF TIME THAT "NO WORK" SHALL APPLY: (LANE CLOSURE CANNOT BE MAINTAINED; NO WORK IS PERMITTED ON THESE DAYS)

DAY OF THE WEEK

WEEKENDS	12:00N FRIDAY THRU 6:00AM MONDAY
MONDAY	12:00N FRIDAY THRU 6:00AM TUESDAY
TUESDAY	12:00N MONDAY THRU 6:00AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THRU 6:00AM THURSDAY
THURSDAY	12:00N WEDNESDAY THRU 6:00AM MONDAY
FRIDAY	12:00N THURSDAY THRU 6:00AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN ACCORDANCE WITH CMS 108.07.

WORK OPERATIONS

IN ADDITION TO THE REQUIREMENTS OF SECTION 614 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS THE FOLLOWING SHALL APPLY:

THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAVEL WHERE PRACTICAL. A FLAGGER SHALL BE USED WHERE THE CONTRACTOR'S EQUIPMENT MUST MERGE WITH THE TRAFFIC STREAM. THE CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE EQUIPPED WITH AT LEAST ONE AMBER FLASHING LIGHT. AMBER LIGHT SHALL BE VISIBLE TO ALL DIRECTIONS OF TRAFFIC A MINIMUM OF 0.25 MILE.

THE CONTRACTOR SHALL ARRANGE CONSTRUCTION OPERATIONS SO AS TO PREVENT ANY INTERFERENCE TO THE CONTINUOUS FLOW OF TRAFFIC. ALL VEHICLES, EQUIPMENT, WORKERS AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO THE CLOSED LANES UNLESS OTHERWISE APPROVED BY THE ENGINEER.

THE CONTRACTOR IS ALLOWED TO WORK AT NIGHT. FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHT TIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE HIGHWAY. TO INSURE THE ADEQUACY OF THE FLOODLIGHTING PLACEMENT PRIOR TO COMMENCING ANY WORK, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

EQUIPMENT MAY BE PARKED IN AREAS ALONG THE HIGHWAY A MIN. OF 6 FT BEHIND GUARDRAIL OR 30 FT FROM THE NEAREST EDGE OF PAVEMENT WHEN VARIOUS OPERATIONS ARE SCHEDULED TO CONTINUE THE NEXT WORKDAY. ON WEEKENDS OR AT OTHER TIMES OF SUSPENSION OF WORK, THE EQUIPMENT SHALL BE STORED AT A STORAGE AREA OUTSIDE OF THE ROADWAY RIGHT-OF-WAY. THE LOCATION SHALL HAVE PRIOR APPROVAL OF THE ENGINEER. ADEQUATE BARRICADES AND LIGHTS SHALL BE PLACED ON THE PAVEMENT SIDE OF THE EQUIPMENT TO IDENTIFY THE LIMITS OF THE EQUIPMENT. ALL OTHER EQUIPMENT, INCLUDING PRIVATE VEHICLES, SHALL BE STORED AT THE APPROVED CONTRACTOR'S STORAGE AREA.

WHEN WORKING IN THE VICINITY OF THE OAK POINT ROAD AND SR 58 INTERCHANGE RAMPS, THE CONTRACTOR SHALL EXERCISE CARE TO MAKE SURE PLACEMENT OF EQUIPMENT, WORKERS, AND MATERIALS MINIMIZES INTERSECTION SIGHT DISTANCE RESTRICTIONS. EQUIPMENT NOT BEING USED ACTIVELY SHALL BE REMOVED FROM THE INTERSECTION.

ITEM 614. LAW ENFORCEMENT OFFICER WITH PATROL CAR

IN ADDITION TO THE REQUIREMENTS OF 614 AND THE LATEST EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD), A UNIFORMED MOUNTED EMERGENCY FLASHING LIGHTS SHOULD BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS AS DIRECTED BY THE ENGINEER:

>> FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED.

LAW ENFORCEMENT OFFICERS (L.E.O.'S) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED. THE LEO'S ARE CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR ACTIONS. ALTHOUGH THEY ARE EMPLOYED BY THE CONTRACTOR, THE PROJECT ENGINEER SHALL HAVE CONTROL OVER THEIR PLACEMENT. THE OFFICIAL PATROL CAR SHALL BE A PUBLIC SAFETY VEHICLE AS REQUIRED BY THE OHIO REVISED CODE.

THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THESE SERVICES AND PROVIDE 72 HOURS ADVANCE NOTICE AS REQUIRED BY THE HIGHWAY PATROL LISTED BELOW:

HIGHWAY PATROL
3800 CLETUS DR.
ELYRIA, OHIO 44035
440 365-5066

LAW ENFORCEMENT OFFICERS WITH PATROL CAR REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614-LAW ENFORCEMENT OFFICER WITH PATROL CAR. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR 80 HOURS

THE HOURS PAID SHALL INCLUDE MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

IF THE CONTRACTOR WISHES TO UTILIZE LEO'S FOR FLAGGING AND TRAFFIC CONTROL OTHER THAN FOR THAT REQUIRED IN THESE PLANS, THEY MAY DO SO AT THEIR OWN EXPENSE.

MAINTENANCE OF TRAFFIC SCHEME

THE CONTRACTOR SHALL SCHEDULE THEIR WORK AND METHODS IN ORDER TO MEET THE INTENT OF THE PLANS. THE PAVEMENT SURFACES TO BE USED BY THE TRAVELING PUBLIC SHALL BE ABLE TO DRAIN FREELY. ALL COSTS TO MAINTAIN THE ROADWAY AS PER THE CONSTRUCTION AND MATERIALS SPECIFICATIONS AND THE PLANS SHALL BE INCLUDED IN ITEM 614 LUMP SUM MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

GENERAL LANE CLOSURE LIMITATIONS (SR2 MAINLINE)

THE INTENT OF THE LANE CLOSURE LIMITATIONS IN THIS PLAN NOTE IS TO SUPPLEMENT OTHER TIME LIMITATIONS WHICH APPEAR IN THIS CONTRACT.

THE FOLLOWING LANE CLOSURE RESTRICTIONS APPLY TO SR 2 FROM SLM 3.50 TO SLM 6.04 (THE GORE AREA OF THE EASTBOUND ENTRANCE RAMP OF OAK POINT INTERCHANGE):

1. BETWEEN DECEMBER, 2008 THRU MARCH, 2009 NO LANES MAY BE CLOSED WITHOUT WRITTEN PERMISSION BY THE ENGINEER DUE TO POTENTIAL SNOW AND ICE OPERATIONS.
2. BETWEEN APRIL 2009 THRU NOVEMBER 2009, ONE LANE MAY BE CLOSED IN EACH DIRECTION.

THE FOLLOWING LANE CLOSURE RESTRICTIONS APPLY TO SR 2 FROM SLM 6.04 (THE GORE AREA OF THE EASTBOUND ENTRANCE RAMP OF OAK POINT INTERCHANGE) TO SLM 7.65 (THE GORE AREA OF THE EASTBOUND ENTRANCE RAMP OF SR58):

1. BETWEEN DECEMBER 2008 THRU MARCH 2009 NO LANES MAY BE CLOSED WITHOUT WRITTEN PERMISSION BY THE ENGINEER DUE TO POTENTIAL SNOW AND ICE OPERATIONS.
2. BETWEEN APRIL 2009 THRU MAY 2009, AND BETWEEN SEPTEMBER 2009 THRU NOVEMBER 2009, MONDAY:
 - A. FROM 4:00 PM TO 6:00 PM, NO LANE CLOSURES PERMITTED.
3. BETWEEN APRIL 2009 THRU MAY 2009, AND BETWEEN SEPTEMBER 2009 THRU NOVEMBER 2009, TUESDAY THRU THURSDAY:
 - A. FROM 7:00 AM TO 8:00 AM, NO LANE CLOSURES PERMITTED.
 - B. FROM 4:00 PM TO 6:00 PM, NO LANE CLOSURES PERMITTED.
4. BETWEEN APRIL 2009 THRU MAY 2009, AND BETWEEN SEPTEMBER 2009 THRU NOVEMBER 2009, FRIDAY:
 - A. FROM 7:00 AM TO 8:00 AM, NO LANE CLOSURES PERMITTED.
 - B. FROM 3:00 PM TO 6:00 PM, NO LANE CLOSURES PERMITTED.
5. BETWEEN MEMORIAL DAY 2009 THRU LABOR DAY 2009, MONDAY:
 - A. FROM 3:00 PM TO 6:00 PM, NO LANE CLOSURES PERMITTED.
6. BETWEEN MEMORIAL DAY 2009 THRU LABOR DAY 2009, TUESDAY THRU FRIDAY:
 - A. FROM 7:00 AM TO 8:00 AM, NO LANE CLOSURES PERMITTED.
 - B. FROM 3:00 PM TO 6:00 PM, NO LANE CLOSURES PERMITTED.

THE FOLLOWING LANE CLOSURE RESTRICTIONS APPLY TO SR 2 FROM SLM 7.65 (THE GORE AREA OF THE EASTBOUND ENTRANCE RAMP OF SR58) TO SLM 8.01:

1. BETWEEN DECEMBER 2008 THRU MARCH 2009 NO LANES MAY BE CLOSED WITHOUT WRITTEN PERMISSION BY THE ENGINEER DUE TO POTENTIAL SNOW AND ICE OPERATIONS.
2. BETWEEN APRIL 2009 THRU MAY 2009, AND BETWEEN SEPTEMBER 2009 THRU NOVEMBER 2009, MONDAY THRU FRIDAY:
 - A. FROM 7:00 AM TO 9:00 AM, NO LANE CLOSURES PERMITTED.
 - B. FROM 2:00 PM TO 7:00 PM, NO LANE CLOSURES PERMITTED.
3. BETWEEN APRIL 2009 THRU MAY 2009, AND BETWEEN SEPTEMBER 2009 THRU NOVEMBER 2009, SATURDAY THRU SUNDAY:
 - A. FROM 4:00 PM TO 6:00 PM, NO LANE CLOSURES PERMITTED.
4. BETWEEN MEMORIAL DAY 2009 THRU LABOR DAY 2009, MONDAY THRU FRIDAY:
 - A. FROM 7:00 AM TO 9:00 AM, NO LANE CLOSURES PERMITTED.
 - B. FROM 2:00 PM TO 7:00 PM, NO LANE CLOSURES PERMITTED.
5. BETWEEN MEMORIAL DAY 2009 THRU LABOR DAY 2009, SATURDAY THRU SUNDAY:
 - A. FROM 4:00 PM TO 6:00 PM, NO LANE CLOSURES PERMITTED.

THE CONTRACTOR SHALL ALSO SCHEDULE THEIR WORK SUCH THAT NO TRAFFIC RUNS OVER THE CHIP SEAL.

FAILURE OF THE CONTRACTOR TO MEET ANY OF THE ABOVE REQUIREMENTS ARE SUBJECT TO LIQUIDATED DAMAGES AS PER CMS 108.07.

RAMP WORK LIMITATIONS

ALL WORK ON THE OAK POINT RD RAMPS AND THE SR58 ENTRANCE RAMPS SHALL BE NIGHT TIME WORK ONLY USING DETOURS AS SETUP IN THIS PLAN. THE TIME LIMITATIONS FOR THE RAMPS SHALL BE NIGHT TIME WORK ONLY BETWEEN THE HOURS OF 9:00PM TO 6:00AM. OUTSIDE OF THESE TIME LIMITS, THE RAMPS SHALL BE OPEN TO TRAFFIC.

FAILURE OF THE CONTRACTOR TO MEET ANY OF THE ABOVE REQUIREMENTS ARE SUBJECT TO LIQUIDATED DAMAGES AS PER CMS 108.07.

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.

WORK ZONE MARKING SIGN: (OW-167-36) NO EDGE LINE = 18 EACH

614 WORK ZONE INCREASED PENALTIES SIGN

R11-H5a SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR.

THE SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE.

THE SIGNS SHALL BE DUAL MOUNTED.

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE REFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF CMS 614.03.

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK AND REMOVAL OF THE SIGN AND SUPPORT.

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN 17 EACH

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. 4 MONTHS HAS BEEN PROVIDED FOR THIS USE.

ITEM 614. REPLACEMENT SIGN

FLAT SHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE USED BUT GOOD CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER SQUARE FOOT FOR ITEM 614 REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 32 SQ FT HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614. REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS, AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614 REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

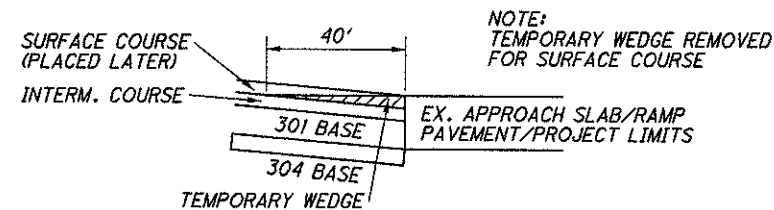
AN ESTIMATED QUANTITY OF 25 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

BUTT JOINTS

MILLED AREAS FOR BUTT JOINTS SHALL NOT BE LEFT OPEN TO TRAFFIC. BEFORE OPENING TO TRAFFIC, A TEMPORARY ASPHALT CONCRETE WEDGE AS DETAILED BELOW SHALL BE CONSTRUCTED. WHEN PLACING THE INTERMEDIATE COURSE (BUTTING) UP TO THE APPROACH SLAB/RAMP PAVEMENT SURFACES, THIS WILL RESULT IN A 1.5 INCH "BUMP" BECAUSE THE SURFACE COURSE, WHEN PLACED, WILL BE FLUSH TO THE APPROACH SLAB/RAMP PAVEMENT SURFACES. A WEDGE OF ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL BE PLACED AS A TEMPORARY FEATHER AND WILL SUBSEQUENTLY BE REMOVED (PLANED) IN ORDER TO COMPLETE THE PLACEMENT OF THE SURFACE COURSE.

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	48 CU YD
ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE (0" TO 1.5")	1995 SQ YD



"BUMP" (OW-62) AND "ADVISORY SPEED" (OW-143) SIGNS AND SUPPORTS SHALL BE ERECTED AND MAINTAINED AT THE BUTT JOINT UNTIL THE SURFACE COURSE IS COMPLETED. THE COSTS FOR PROVIDING, ERECTING, MAINTAINING AND SUBSEQUENTLY REMOVING THESE SIGNS AND SUPPORTS SHALL BE INCLUDED IN THE LUMP SUM BID OF ITEM 614 MAINTAINING TRAFFIC.

SEQUENCE OF CONSTRUCTION (SR 2 MAINLINE)

THE INTENT IS TO MINIMIZE TRAFFIC BACKUPS AND PERFORM THE WORK AS QUICKLY AS POSSIBLE. ADDITIONAL NOTES ARE LOCATED IN THE STRUCTURE GENERAL NOTES AND MAINTENANCE OF TRAFFIC NOTE DETAIL SHEET. THE SEQUENCE OF CONSTRUCTION SHALL BE AS FOLLOWS:

PHASE 1:

1. MILL AND FILL THE 4 FOOT WIDE MEDIAN SIDE SHOULDER. ALSO CONSTRUCT THE TEMPORARY PAVEMENT AT STRUCTURE LOR-2-0742 L&R.
2. APPLY A TEMPORARY EDGE LINE 2 FEET OUTSIDE THE NORMAL LOCATION OF THE EDGE LINE (PLACE IN THE MIDDLE OF THE 4 FOOT MEDIAN SIDE SHOULDER) UNLESS OTHERWISE SPECIFIED IN THE PLANS.
3. CLOSE THE RIGHT LANE AND DIVERT TRAFFIC INTO THE PASSING LANE AND MEDIAN SIDE SHOULDER AND BEGIN WORK IN THE DRIVING LANE AND RIGHT SHOULDER.

PHASE 2:

1. PERFORM PAVEMENT REPAIRS.
2. PERFORM PLANING.
3. PLANE/PAVE RIGHT SHOULDER AT STRUCTURE LOR-2-0742 L&R.
4. PLACE THE SINGLE CHIP SEAL.
5. TACK COAT AND PLACE THE INTERMEDIATE COURSE.
6. PLACE APPROPRIATE WORK ZONE PAVEMENT MARKINGS.

PHASE 3:

1. SHIFT TRAFFIC ONTO THE DRIVING LANE AND SHOULDER.
2. PERFORM PAVEMENT REPAIRS IN THE PASSING LANE.
3. PERFORM PLANING.
4. PLACE THE SINGLE CHIP SEAL.
5. TACK COAT AND PLACE THE INTERMEDIATE COURSE.

PHASE 4:

1. WHILE TRAFFIC IS STILL IN THE DRIVING LANE SIDE, TACK COAT AND PLACE THE SURFACE COURSE IN THE MEDIAN SHOULDER AND PASSING LANE SIDE, INCLUDING THE COMPACTED AGGREGATE.
2. PLACE APPROPRIATE WORK ZONE PAVEMENT MARKINGS.
3. SHIFT TRAFFIC ONTO THE PASSING LANE SIDE.
4. TACK COAT AND PLACE THE SURFACE COURSE IN THE DRIVING LANE AND RIGHT SHOULDER SIDE, INCLUDING THE COMPACTED AGGREGATE.
5. PLACE FINAL PAVEMENT MARKINGS, RPM'S, BARRIER REFLECTORS AND RUMBLE STRIPS.

SEQUENCE OF CONSTRUCTION (SR 2 RAMPS)

THE DEFINITION OF THE RAMP LIMITS ARE FROM THE INTERSECTION WITH THE SIDE ROAD AT THE SIDE ROAD'S EDGE LINE AND DOWN THE RAMP TO THE GORE AREA WHERE THE COMMON PAVEMENT BETWEEN THE RAMP AND THE MAINLINE ENDS IN THE GRASSY AREA. THE SEQUENCE OF CONSTRUCTION FOLLOWS:

PHASE 1:

1. AFTER CLOSURE OF THE RAMP, PERFORM THE FOLLOWING WORK:
1. MILL THE ASPHALT CONCRETE FOR THE FULL WIDTH OF THE RAMP.
2. PERFORM THE PARTIAL AND FULL DEPTH PAVEMENT REPAIRS IF APPLICABLE.
3. TACK COAT AND PLACE THE INTERMEDIATE COURSE.
4. TACK COAT AND PLACE THE SURFACE COURSE.

WITH THE UNDERSTANDING THAT NOT ALL THIS WORK CAN BE DONE IN ONE NIGHT, THE CONTRACTOR WILL BE RESPONSIBLE FOR OPENING UP THE RAMP IN THE MORNING AND MEETING THE DROPOFFS IN WORK ZONES REQUIREMENTS.

MAINLINE SR 2 STRUCTURE WORK

THE LANE CLOSURE LIMITATIONS IN THE VARIOUS PLAN NOTES APPLY.

OVERHEAD STRUCTURE WORK

THE STRUCTURE INFORMATION PLAN SHEET OUTLINES THE PROPOSED WORK ON ALL OF THE STRUCTURES ON THIS PROJECT. WORK AFFECTING SR 2 TRAFFIC, SUCH AS SEALING THE PARAPETS, IS GOVERNED BY THE SR 2 LIMITATIONS. SEALING THE WINGWALLS, ABUTMENTS AND PIERS ON THE OVERHEAD STRUCTURES SHOULD NOT AFFECT SR 2 TRAFFIC EXCEPT DURING HOLIDAYS. THE HOLIDAY AND SPECIAL EVENT TIME LIMITATIONS APPLIES TO ALL WORK ON THE PROJECT DUE TO THE RUBBERNECKING PROBLEMS. THIS NOTE IS NOT INTENDED TO CONFLICT WITH LIMITATIONS OF OTHER PLAN NOTES. IF SUCH CONFLICT IN NOTES IS DISCOVERED, THE MORE RESTRICTIVE PLAN NOTE APPLIES.

WORK AFFECTING THE TRAFFIC ON STRUCTURES ON COUNTY AND TOWNSHIP ROADS SHALL MAINTAIN AT LEAST ONE LANE OF TRAFFIC AT ALL TIMES, USING FLAGGERS AS NECESSARY. THE CONTRACTOR IS NOT ALLOWED TO DETOUR TRAFFIC.

THE CONTRACTOR MAY SUBMIT TO THE ENGINEER IN WRITING, AT LEAST 14 CALENDAR DAYS IN ADVANCE, AN ALTERNATIVE PLAN ADDRESSING MAINTAINING TRAFFIC FOR THE WORK ON THE OVERHEAD STRUCTURES. ANY ALTERNATIVE PLAN WORK IS NOT TO COMMENCE WITHOUT WRITTEN PERMISSION BY THE ENGINEER.

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ITEM 614. PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN, ON SITE, FOR THE DURATION OF THE PROJECT. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR (OFFICE OF MATERIALS MANAGEMENT). THIS LIST IS AVAILABLE ON THE ODOT WEBSITE AT [HTTP://WWW.DOT.STATE.OH.US/TESTLAB/](http://www.dot.state.oh.us/testlab/). THE LIST CURRENTLY CONTAINS APPLISTS/MISC/PCMS.HTMCLASS I, II, AND III UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 1250 FT., 850 FT. AND 650 FT., 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. PCMS TRAILERS SHOULD BE DELINEATED ON A PERMANENT BASIS BY AFFIXING RETROREFLECTIVE MATERIAL, IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

THE PCMS LOCATIONS SHALL BE LOCATED IN ADVANCE OF THE BEGINNING AND END OF THE PROJECT TO NOTIFY THE TRAVELLING PUBLIC OF CONSTRUCTION WORK BEING DONE. A PCMS SHALL ALSO BE LOCATED AT THE CLOSURE POINT OF THE EXIT RAMP OF OAK POINT RD. THESE TWO SIGNS WILL ONLY BE NEEDED DURING THE OAK POINT EXIT RAMP CLOSURES. 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, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE HIGH-INTENSITY YELLOW REFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING 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.

(THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 6 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.)

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PREPROGRAMMED 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 PREPROGRAMMED 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 ONCE.

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 SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.) THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF CMS 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 TO 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 8 SIGN-MONTH

614 WORK ZONE SPEED LIMIT SIGN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, COVER DURING SUSPENSION OF WORK, AND SUBSEQUENTLY REMOVE WORK ZONE SPEED LIMIT SIGNS AND SUPPORTS (R2-1) (55 MPH) WITHIN THE WORK LIMITS IN ACCORDANCE WITH STANDARD DRAWING MT-95.50 AND THE FOLLOWING REQUIREMENTS.

THE CONTRACTOR SHALL COVER OR REMOVE ANY EXISTING SPEED LIMIT OR MINIMUM SPEED LIMIT SIGNS WITHIN THE REDUCED SPEED ZONE. THESE SIGNS SHALL BE RESTORED DURING SUSPENSION OR TERMINATION OF THE REDUCED SPEED LIMIT. THE EXPENSE OF COVERING OR REMOVAL AND RESTORATION OF EXISTING SPEED LIMIT OR MINIMUM SPEED LIMIT SIGNS SHALL BE INCLUDED IN THE PAY ITEM FOR THE WORK ZONE SPEED LIMIT SIGNS.

THE WORK ZONE SPEED LIMIT SIGNS SHALL BE MOUNTED ON BOTH SIDES OF THE DIVIDED HIGHWAY AND BE MOUNTED ON TWO (2) ITEM 630 GROUND MOUNTED SUPPORTS, NO. 3 POSTS.

WORK ZONE SPEED LIMIT SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGNS AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION WITHIN THE PROJECT DUE TO CHANGES IN THE SPEED ZONE DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE IN PLACE, WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVING OF THE SIGNS AND SUPPORTS.

614 WORK ZONE SPEED LIMIT SIGN 17 EACH

OAK POINT ROAD RAMP CLOSURES AND SR58 ENTRANCE RAMP CLOSURES

TRAFFIC ON OAK POINT RD RAMPS AND SR58 ENTRANCE RAMPS WILL BE DETOURED AS SHOWN ON SHEETS 15-16. A RAMP MAY BE CLOSED FOR ONE NIGHT, REOPENED IN THE MORNING AND THEN CLOSED AGAIN THE FOLLOWING NIGHT. THE CONTRACTOR SHALL ONLY CLOSE ONE RAMP AT A TIME. DETOUR SIGNING WILL BE INSTALLED, MAINTAINED, AND REMOVED BY THE STATE OF OHIO. THE CONTRACTOR SHALL NOTIFY THE ROADWAY SERVICES MANAGER IN WRITING A MINIMUM OF 14 DAYS IN ADVANCE OF THE DETOUR BEING PLACED.

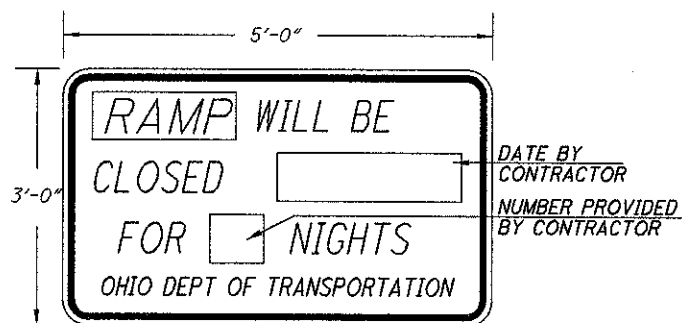
THE CONTRACTOR SHALL ALSO NOTIFY, IN WRITING, THE FOLLOWING AGENCIES AT LEAST TEN (10) DAYS PRIOR TO THE TIME WHEN THE DETOUR WILL BE IMPLEMENTED:

- LOCAL FIRE DEPARTMENTS(S)
- LOCAL SCHOOL DISTRICT(S)
- COUNTY SHERIFF

THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE GATES AND BARRICADES AT THE END OF THE WORK AREA AND THE ADVANCE WARNING SIGNS AS SHOWN ON STANDARD CONSTRUCTION DRAWING MT-101.60.

NOTICE OF CLOSURE SIGNS

THESE SIGNS SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED RAMP CLOSURE FOR OAK POINT RD ENTRANCE RAMPS AND SR58 ENTRANCE RAMPS. THESE NOTICE OF CLOSURE SIGNS ARE ONLY FOR TRAFFIC TRAVELING ON SR58 AND OAK POINT RD, NOT FOR THE SR2 TRAFFIC. SR2 TRAFFIC WILL HAVE PORTABLE CHANGEABLE MESSAGE SIGNS FOR NOTICE OF CLOSURE. THE SIGNS SHALL BE ERECTED ON THE RIGHT HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE LOCATED IN THE FIELD SO AS NOT TO INTERFERE WITH ANY PERMANENT SIGNS. ON THIS PROJECT THEY SHOULD BE ERECTED AT THE POINT OF CLOSURE. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC AND SHALL INCLUDE FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE SIGNS INCLUDING SUPPORTS.



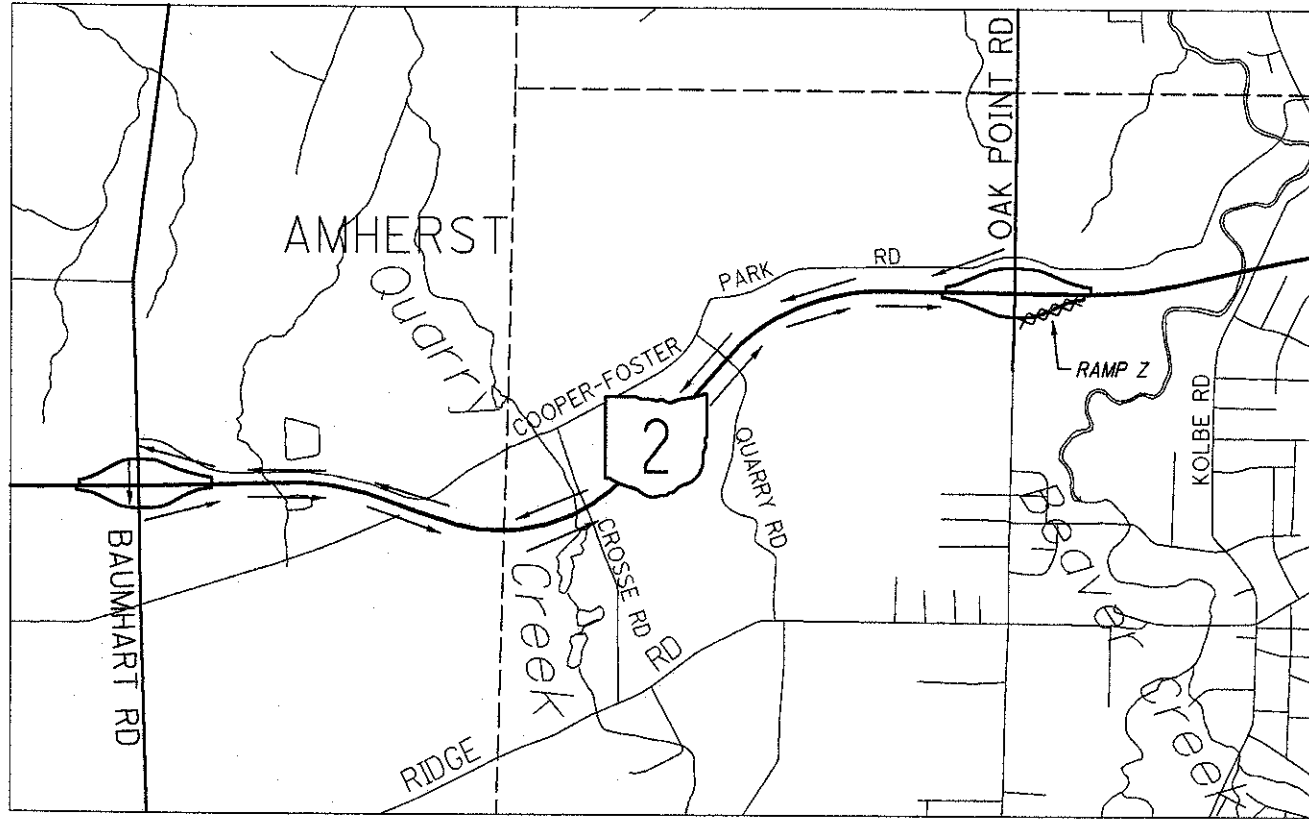
W20-H14

DESIGN FILE: I:\projects\23799\Roadway\sheets\23799 MOT NOTES.dgn
WORKSTATION:ksalay DATE: 10/17/2008

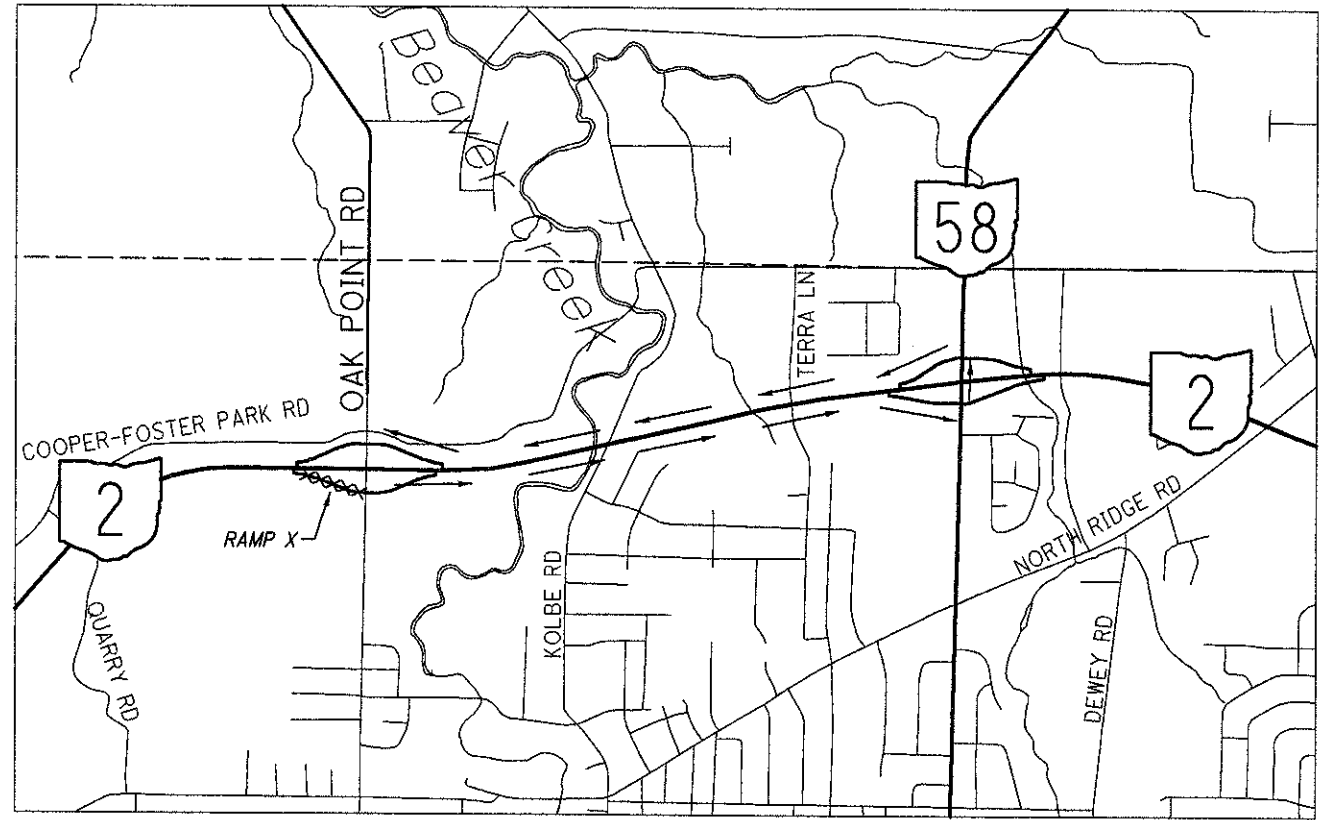
CALCULATED
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MAINTENANCE OF TRAFFIC

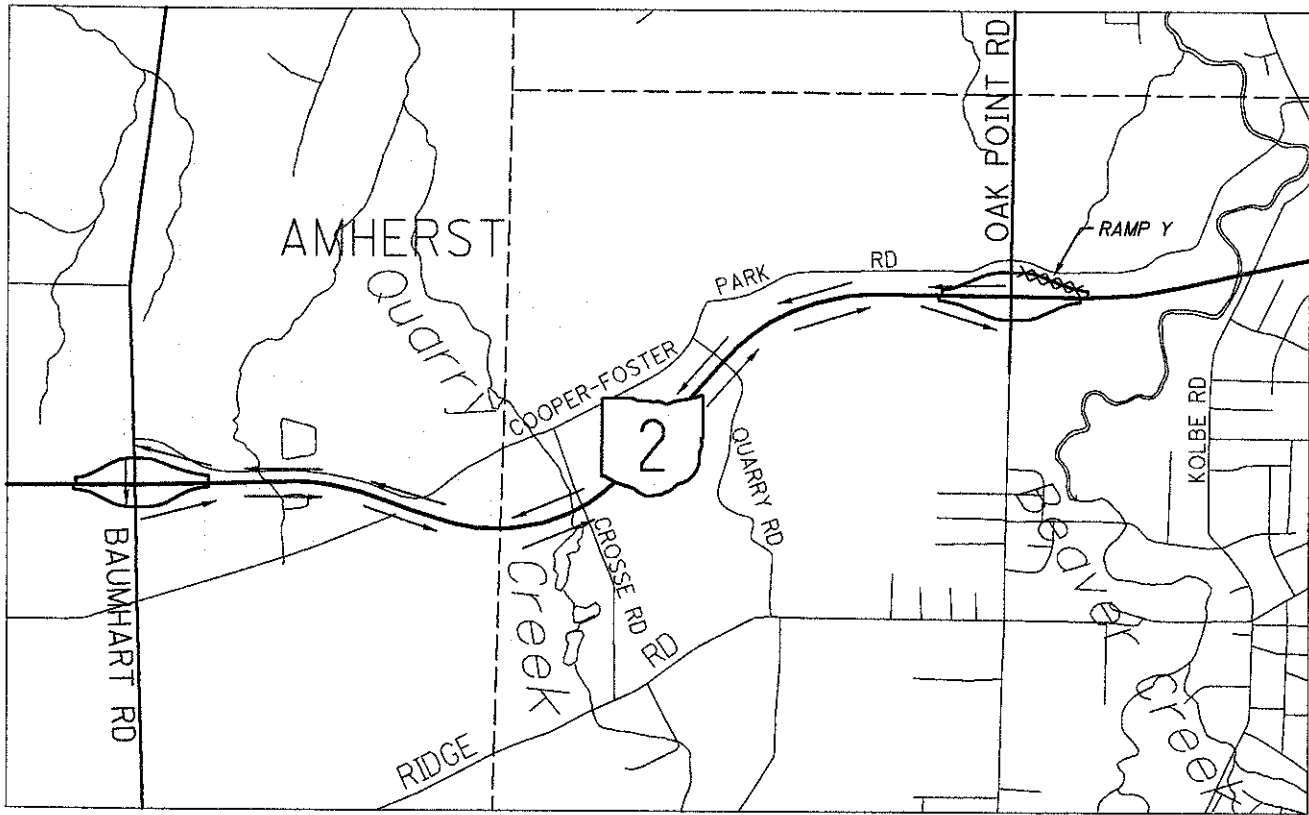
LOR-2-3.50



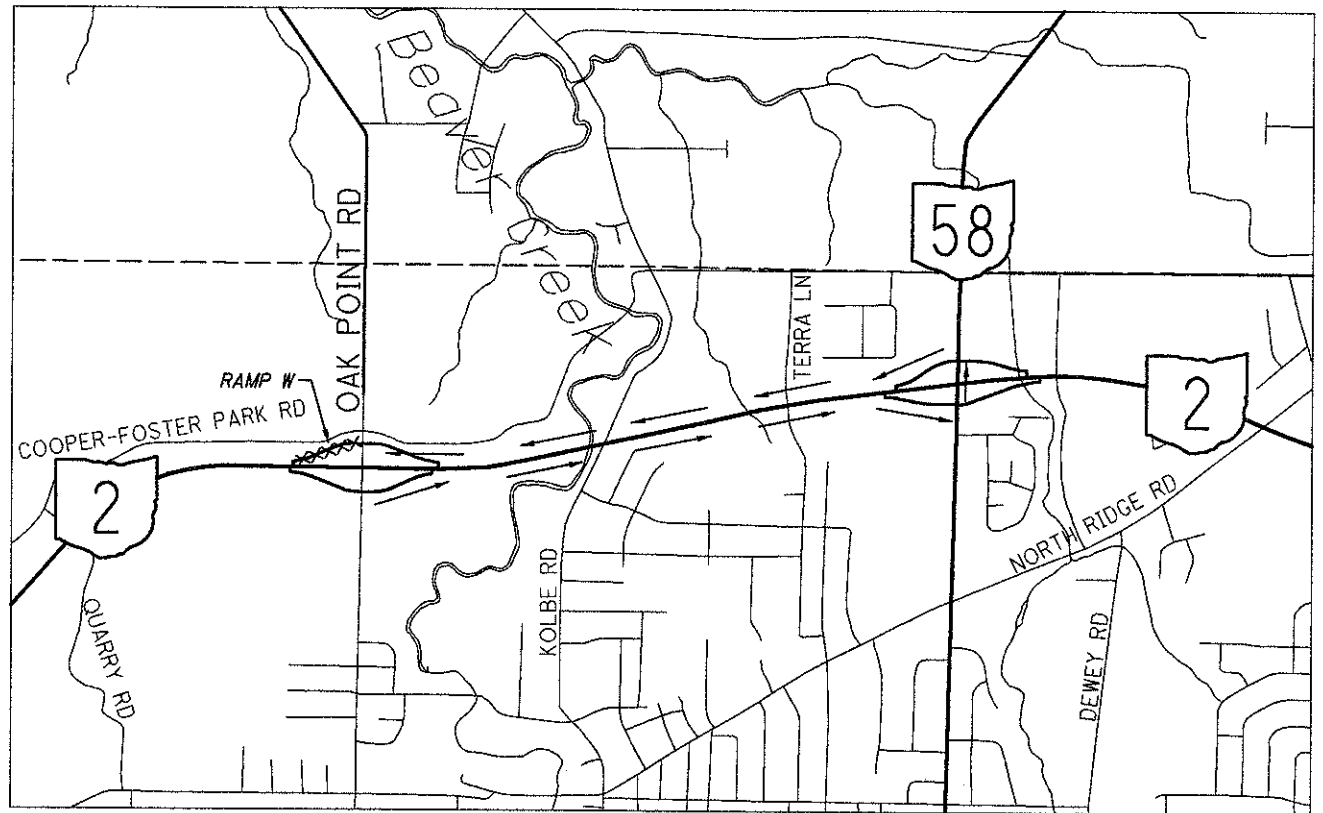
RAMP CLOSURE
@ OAK POINT ROAD RAMP Z



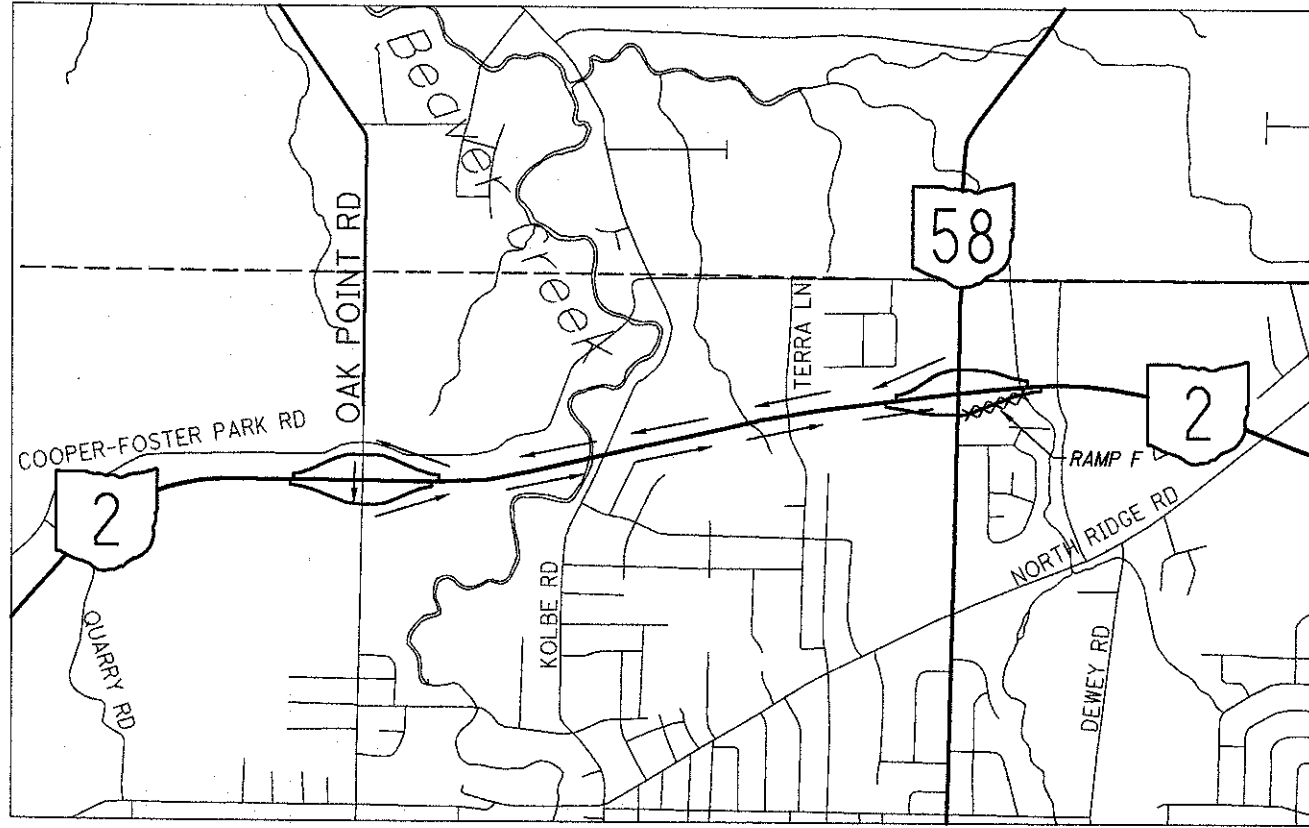
RAMP CLOSURE
@ OAK POINT ROAD RAMP X



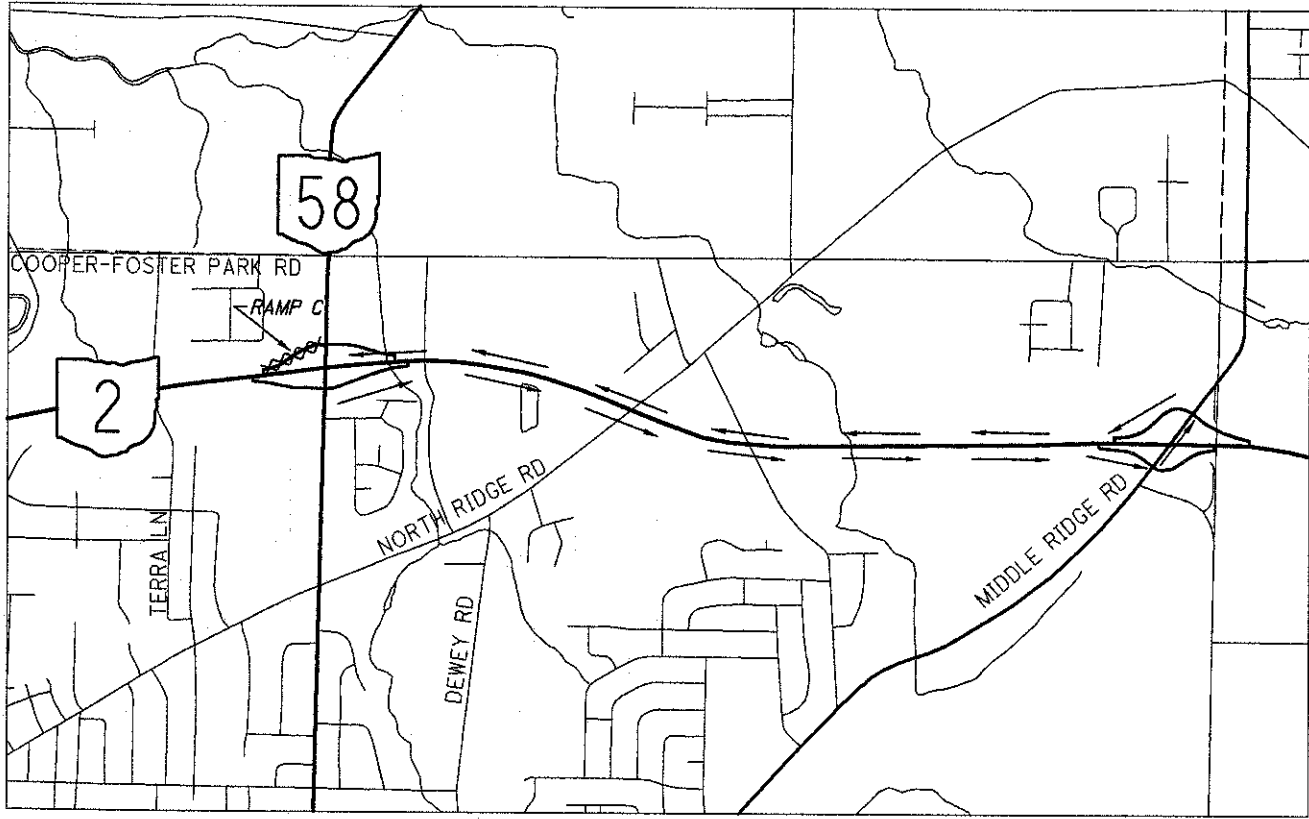
RAMP CLOSURE
@ OAK POINT ROAD RAMP Y



RAMP CLOSURE
@ OAK POINT ROAD RAMP W



RAMP CLOSURE
@ SR 58 RAMP F



RAMP CLOSURE
@ SR 58 RAMP C

CALCULATED
KRB
CHECKED
BAD

RAMP DETOUR MAPS

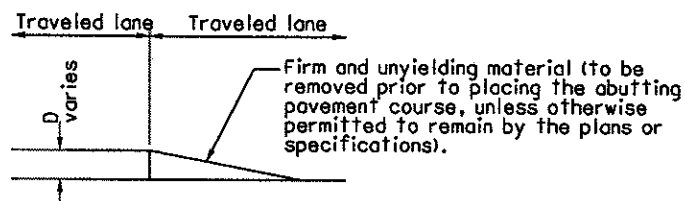
LOR-2-3.50

GENERAL NOTES

- It is intended that this drawing be used for treatment of drop-offs that develop during construction operations, and that are not otherwise provided for in the construction plans. The suggested treatments are intended for high volume projects that will last at least seven days and have an active work zone 1 mile [1.6 km] or less in length. For guidance on the use of this sheet, see L&D Manual Volume One, Section 500. Where the plans do not provide specific items for labor, equipment, or materials to implement the drop-off treatments specified hereon, they shall be included for payment in the lump sum bid for Item 614 - Maintaining Traffic.
- While the need for certain advisory signing is noted hereon, it is not intended that this be indicative of all signing that may be required to advise or warn motorists, and all requirements of the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) must be fulfilled.
- In urban or otherwise heavily developed areas where pedestrians and/or bicyclists may be present in significant numbers, additional signing and protective measures other than those shown hereon may be required.
- The drop-off treatment selected for use at any given location shall be as appropriate for the prevailing conditions at the site.
- Where concrete barrier is specified, it shall be in accordance with Standard Construction Drawing RM-4.2 and Item 622.
- When drums are specified for a drop-off condition, a minimum number of four drums shall be used. Spacing shall be as indicated in the plans or as specified in the OMUTCD.
- When W8-9 (Low Shoulder) signs or W8-9a (Shoulder Drop-Off) signs or W8-11 (Uneven Lanes) signs are required, they shall be placed 750 feet [230 m] in advance of the condition, on all intersecting entrance ramps within the limits of the condition and immediately beyond all intersecting roadways within the limits of the condition. When the drop-off condition extends more than 0.5 mile [800 m], additional signs should be erected at intervals of 1.0 mile [1600 m] or less.
- For locations, such as at ramps, lane shifts, lane closures, etc., where traffic is required to negotiate a difference in elevation between pavements, a 3:1 slope treatment similar to the Optional Wedge Treatment shall be provided.
- Portable concrete barrier shall be placed on the same level as the traffic surface and shall not encroach on lane widths designated as the minimum required for traffic use. Where drums are used, and their presence would reduce traveled lane widths to less than 10 feet [3.0 m], drums may be placed on the opposite level from that of traffic provided the dropoff depth does not exceed 5 inches [125] and approval is granted by the Project Engineer.
- Pavement Repairs (or similar work):
 - Lengths greater than 60 feet [18 m] - utilize appropriate treatment from Condition I.
 - Lengths of 60 feet [18 m] or less - repairs shall be effected in accordance with CMS 255.08. Drums may be used as a separator adjacent to the traveled lane.

**OPTIONAL WEDGE TREATMENT
(MILLING OR RESURFACING)**

- This treatment may be used when permitted for Condition I only.
- W8-11 sign required.



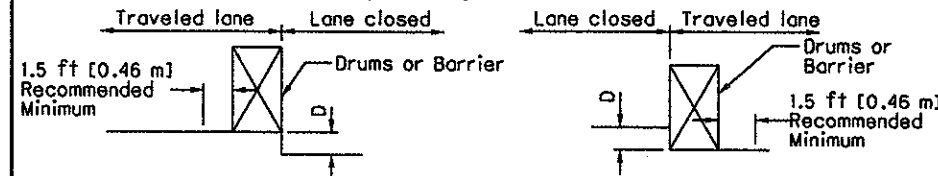
CONDITION I

DROP-OFFS BETWEEN TRAVELED LANES

- These treatments are to be used for resurfacing, pavement planing, excavation, etc. between or within traveled lanes.

D - inches (mm)	Treatment
< 1-1/2 [≤ 40]	Erect W8-11 sign.
1-1/2 - 3 [40-75]	1) Lane closure utilizing drums* as shown below OR 2) Optional Wedge Treatment
> 3 - 5 [> 75 -125]	Lane closure utilizing drums as shown below.
> 5 [> 125]	Lane closure utilizing portable concrete barrier as shown below.

* Cones may be used for daytime only conditions.



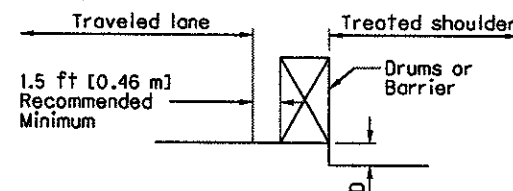
CONDITION II

DROP-OFFS WITHIN GRADED SHOULDER AREA

- The treatments indicated below are for use in conjunction with resurfacing, planing, or excavations within the graded shoulder area.
- The graded shoulder area is that flat or gradually sloping area between the edge of a normally traveled lane and the more steeply sloping ditch foreslope or embankment slope. Its surface may be soil or turf, and/or it may be inclusive of a "treated" area (improved with aggregates, asphaltic materials or concrete). For the purpose herein, its maximum width shall be considered to be 12 feet [3.6 m].

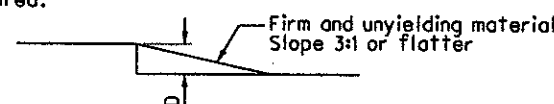
D - inches (mm)	Treatment
< 1-1/2 [< 40]	1) Erect W8-9a signs.
> 1-1/2 - 5 [> 40 -125]	1) If minimum lane width* requirements can be met, maintain lanes utilizing drums as shown below OR 2) If minimum lane width* requirements cannot be met, close adjacent lane utilizing drums OR 3) Optional Shoulder Treatment.
> 5 - 12 [125-305] Daylight only	If minimum lane width* requirements can be met, maintain lanes utilizing drums as shown below.
> 5 - 24 [> 125 -610]	1) If minimum lane width* requirements can be met, maintain lanes utilizing portable concrete barrier as shown below. OR 2) If minimum lane width* requirements cannot be met, close adjacent lane utilizing drums.
> 24 [> 610]	Lane closure utilizing portable concrete barrier as shown below.

* Minimum lane widths shall be 10 ft [3.0 m] unless otherwise specified in the plans.



OPTIONAL SHOULDER TREATMENT

- This treatment may not be used within a bituminous shoulder where a hot longitudinal joint per CMS 401.15 is required.
- W8-9 signs required.



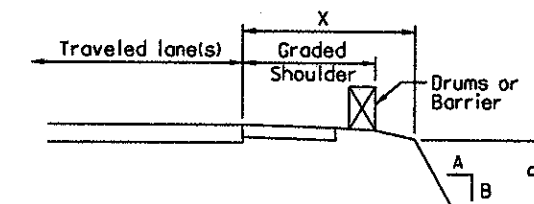
CONDITION III

DROP-OFFS BEYOND GRADED SHOULDER OR BACK OF CURB

- See Note 2 under Condition II.
- Use Chart A or B below, as applicable.

CHART A

- USE FOR:
- Uncurbed Facilities
 - Curbed Facilities, where:
 - Curbs are less than 6 inch [150] in height
 - Curbs are 6 inch [150] or greater in height and the legal speed is greater than 40 mph [70 km/hr].

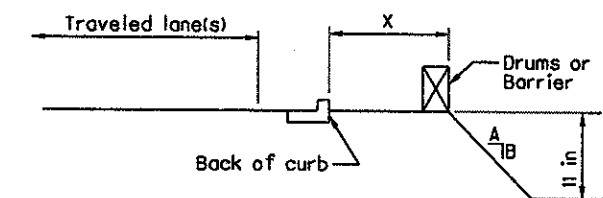


X feet (m)	D inch (mm)	A/B	Treatment Required	
			Day	Night
0 - 4 [0 - 1.2]	Any	Any	(a)	(a)
4 - 30 [1.2 - 9.1]	Any	3:1 or Flatter	None	None
4 - 12 [1.2 - 3.6]	< 3 [≤ 75]	Steeper than 3:1	None	None
4 - 12 [1.2 - 3.6]	> 3 - < 12 [> 75 - < 305]	Steeper than 3:1	Drums	Drums
4 - 12 [1.2 - 3.6]	> 12 [> 305]	Steeper than 3:1	Drums	Barrier
> 12 - 20 [> 3.6 - 6.1]	< 12 [< 305]	Steeper than 3:1	None	None
> 12 - 20 [> 3.6 - 6.1]	> 12 - 24 [> 305 - < 610]	Steeper than 3:1	Drums	Drums
> 12 - 20 [> 3.6 - 6.1]	> 24 [> 610]	Steeper than 3:1	Drums	Barrier
> 20 - 30 [> 6.1 - 9.1]	< 24 [< 610]	Steeper than 3:1	None	None
> 20 - 30 [> 6.1 - 9.1]	> 24 [> 610]	Steeper than 3:1	Drums	Barrier
> 30 [> 9.1 m]	Any	Any	None	None

(a) Use treatment specified under Condition II.

CHART B

- USE FOR: Curbed facilities, where the curb is 6 inches [150 mm] or greater in height and the legal speed is 40 mph [70 km/h] or less.



X feet (m)	D inch (mm)	A/B	Treatment Required	
			Day	Night
0 - 10 [0-3.0 m]	< 12 [< 305]	Any	None	Drums
0 - 10 [0-3.0 m]	> 12 [> 305]	Any	Drums	Drums
> 10 [> 3.0 m]	Any	Any	None	None

OFFICE OF
TRAFFIC
ENGINEERING

DESIGNED
11/27/06
CHECKED
LAM
FILE NUMBER
201019 0

PLAN INSERT SHEET
DROP OFFS IN WORK ZONES

LOR-2-3.50

1/1

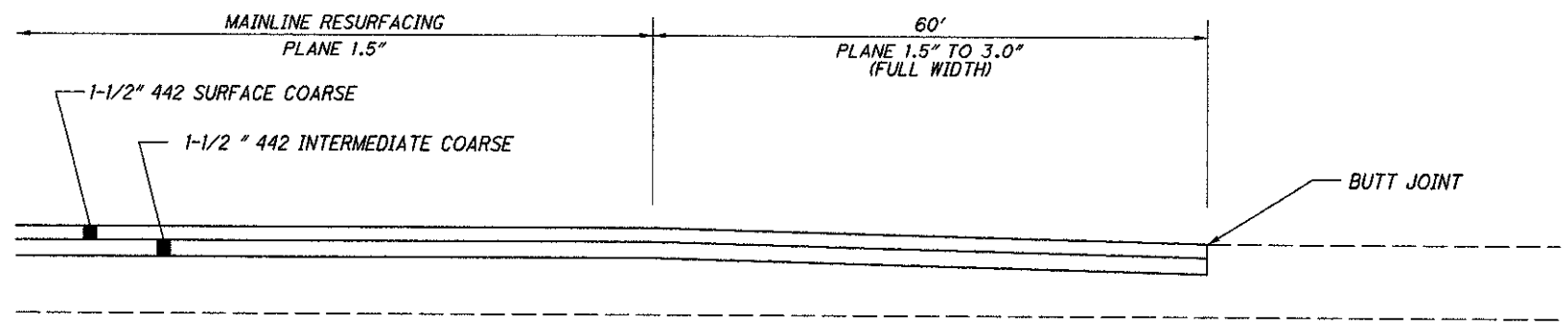
17
40

REVISED: 1/9/09 BY: BAD

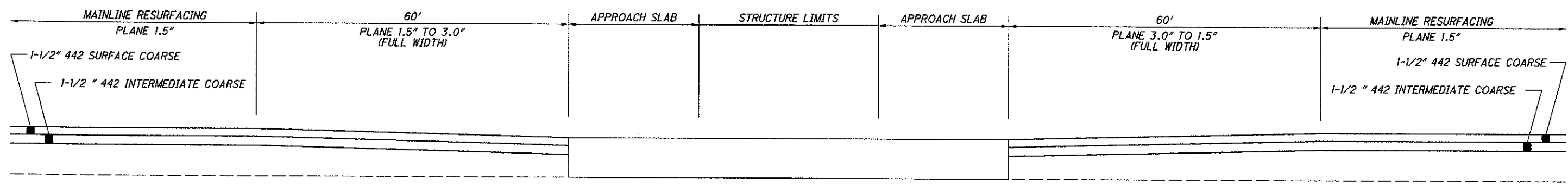
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PAVEMENT TRANSITIONING DETAILS

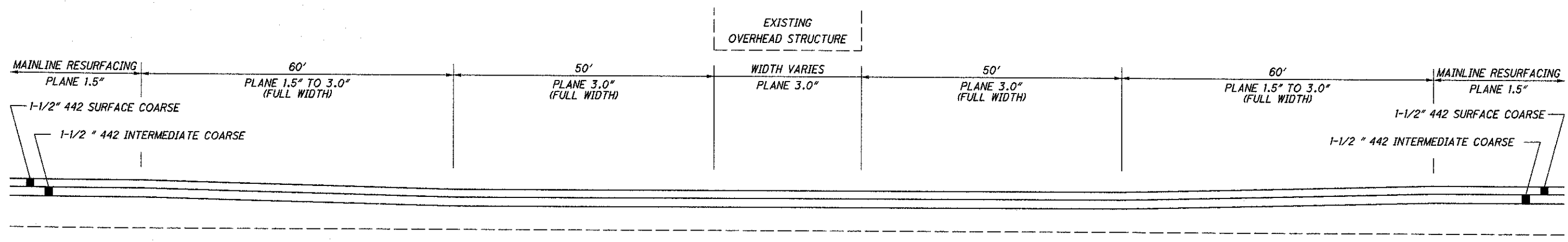
LOR-2-3.50



TRANSITIONING RESURFACING TO EXISTING PAVEMENT ON MAINLINE



TRANSITIONING RESURFACING TO MAINLINE STRUCTURES



TRANSITIONING RESURFACING TO MAINLINE PAVEMENT UNDER OVERHEAD STRUCTURES

DESIGN FILE: I:\projects\23799\roadway\sheet\Addendums\23799 PVMT TRANSITIONS.dgn
WORKSTATION:kalay DATE: 1/8/2009

REVISED: 1/9/09 BY: KRB

SHEET NUMBER												ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	REF. SHEET
10	11	13	21	22	23	24	25	26									
PAVEMENT																	
	950											253	02001	950	CU YD	PAVEMENT REPAIR, AS PER PLAN	11
	275											253	90000	275	CU YD	PAVEMENT REPAIR, MISC.: PARTIAL DEPTH	11
		1995										254	01000	1995	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE (0" TO 1.5")	
			130615	15737	10029							254	01000	156381	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE (1.5")	
			20609	10012	4800							254	01000	35421	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE (1.75")	
			3432									254	01000	3432	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE (3.00")	
				2275	1216							254	01000	3491	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE (3.25")	
			2880									254	01000	2880	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE (1.50" TO 3.00")	
			1533									254	01600	1533	SQ YD	PATCHING PLANED SURFACE	
	110											255	10150	110	SQ YD	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS MS	
	440											255	20000	440	FT	FULL DEPTH PAVEMENT SAWING	
	60		16315	2242	1281							407	10000	19898	GAL	TACK COAT	
			7038	1384	801							407	14000	9223	GAL	TACK COAT FOR INTERMEDIATE COURSE	
			8243	719	364							408	10000	9326	GAL	PRIME COAT	
			7768	1167	668							442	10000	9603	CU YD	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446)	
	7		7156	1239	710							442	20200	9112	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448)	
			1145	100	51							617	10101	1296	CU YD	COMPACTED AGGREGATE, AS PER PLAN	10
			20609	1799	910							617	20000	23318	SQ YD	SHOULDER PREPARATION	
			92739									618	40100	92739	FT	RUMBLE STRIPS, (ASPHALT CONCRETE)	
	50											SPECIAL	69060000	50	CU YD	BERM REPAIR, FLEXIBLE	
DRAINAGE																	
	1											604	09000	1	EACH	CATCH BASIN ADJUSTED TO GRADE	
TRAFFIC CONTROL																	
								486				621	00100	486	EACH	RPM	
								486				621	54000	486	EACH	RAISED PAVEMENT MARKER REMOVED	
						244						626	00100	244	EACH	BARRIER REFLECTOR	
								20.46				644	00100	20.46	MILE	EDGE LINE	
								11.40				644	00200	11.4	MILE	LANE LINE	
								333				644	00400	333	FT	CHANNELIZING LINE	
								105				644	00500	105	FT	STOP LINE	
								96				644	00600	96	FT	CROSSWALK LINE	
								1035				644	00700	1035	FT	TRANSVERSE/DIAGONAL LINE	
								6				644	01300	6	EACH	LANE ARROW	

GENERAL SUMMARY

LOR-2-3-50

REVISED: 1/15/09 By: BAD
 REVISED: 1/9/09 By: BAD
 REVISED: 10-30-08 By: BAD

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MAINLINE PAVEMENT QUANTITIES					407	407	442	442																																
BEGIN STATION	END STATION	PAVEMENT WIDTH	PAVEMENT LENGTH	PAVEMENT AREA	TACK COAT, AT 0.08 GAL PER SQ. YD.	TACK COAT FOR INTERMEDIATE COURSE, AT 0.05 GAL PER SQ. YD.	THICKNESS	ASPHALT CONC. INTERMEDIATE COURSE, 19MM, TYPE A (448)	THICKNESS	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446)	PAVED SHOULDER WIDTH (BEYOND 27 FT WIDTH)	PAVED SHOULDER AREA	TACK COAT, AT 0.08 GALLON PER SQ. YD.	THICKNESS	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446)	PAVEMENT PLANING, ASPHALT CONCRETE (3.0")	PAVEMENT PLANING, ASPHALT CONCRETE (1.5" to 3.0") SEE NOTE 2	PAVEMENT PLANING, ASPHALT CONCRETE (1.5")	RUMBLE STRIPS, (ASPHALT CONCRETE)	PATCHING PLANED SURFACES	SHOULDER PREP WIDTH AND AVERAGE THICKNESS	PRIME COAT AT 0.40 GALLON PER SQ. YD.	SHOULDER PREPARATION, 2' UNPAVED SHOULDER	COMPACTED AGGREGATE, AS PER PLAN	PAVEMENT PLANING, ASPHALT CONCRETE (1.75")															
		FT	FT	SY	GAL	GAL	IN	CY	IN	CY	FT	SY	GAL	IN	CY	SY	SY	SY	FT	SY	FT	GAL	SY	CY	SY															
EASTBOUND																																								
185+00.	423+00.	27	23800	71400	5712	3570	1.50	2975	1.50	2975	9	23800	1904	1.50	992			71400	47600		2'x 2"	4231	10578	588																
184+40.	423+60.	4	23920	10631	850		1.75	517																																
184+40	185+00	27	60	180	14	9	1.50	8	1.50	8	9	60	5	1.50	3			180	120		2'x 2"	11	27	1																
423+00	423+60	27	60	180	14	9	1.50	8	1.50	8	9	60	5	1.50	3			180	120		2'x 2"	11	27	1																
	OH STRUCT. LOR-2-0586			152		8	1.50	57			9						608	480	-1088	<CORRECTION																				
	OH STRUCT. LOR-2-0649			135		7	1.50	51			9						540	480	-1020	<CORRECTION																				
	OH STRUCT. LOR-2-0699			142		7	1.50	53			9						568	480	-1048	<CORRECTION																				
DEDUCT FOR STRUCTURES:																																								
	STRUCT. LOR-2-4.59R	4		156	12		1.75	8																																
		27	350	1050	84	53	1.50	44	1.50	44	9	350	28	1.50	15			120	1050	700	2'x 2"	62	156	9																
	STRUCT. LOR-2-6.46R	4		69	6		1.75	3																																
		27	156	467	37	23	1.50	19	1.50	19	9	156	12	1.50	6			120	467	311	2'x 2"	28	69	4																
	STRUCT. LOR-2-7.42R	4		101	8		1.75	5																																
		27	228	683	55	34	1.50	28	1.50	28	9	228	18	1.50	9			120	683	455	2'x 2"	40	101	6																
TOTAL DEDUCT STRUCTURES				-2525	-202	-110		-107		-91		-733	-58		-30		-360	-2199	-1466				-130	-326	-18	-326														
TOTAL EASTBOUND																																								
WESTBOUND																																								
185+00.	423+00.	27	23800	71400	5712	3570	1.50	2975	1.50	2975	9	23800	1904	1.50	992			71400	47600		2'x 2"	4231	10578	588																
184+40.	423+60.	4	23920	10631	850		1.75	517																																
184+40	185+00	27	60	180	14	9	1.50	8	1.50	8	9	60	5	1.50	3			180	120		2'x 2"	11	27	1																
423+00	423+60	27	60	180	14	9	1.50	8	1.50	8	9	60	5	1.50	3			180	120		2'x 2"	11	27	1																
	OH STRUCT. LOR-2-0586			152		8	1.50	57			9						608	480	-1088	<CORRECTION																				
	OH STRUCT. LOR-2-0649			135		7	1.50	51			9						540	480	-1020	<CORRECTION																				
	OH STRUCT. LOR-2-0699			142		7	1.50	53			9						568	480	-1048	<CORRECTION																				
DEDUCT FOR STRUCTURES:																																								
	STRUCT. LOR-2-4.59L	4		157	13		1.75	8																																
		27	354	1063	85	53	1.50	44	1.50	44	9	354	28	1.50	15			120	1063	709	2'x 2"	63	157	9																
	STRUCT. LOR-2-6.46L	4		69	6		1.75	3																																
		27	156	467	37	23	1.50	19	1.50	19	9	156	12	1.50	6			120	467	311	2'x 2"	28	69	4																
	STRUCT. LOR-2-7.42L	4		101	8		1.75	5																																
		27	228	683	55	34	1.50	28	1.50	28	9	228	18	1.50	9			120	683	455	2'x 2"	40	101	6																
TOTAL DEDUCT STRUCTURES				-2540	-204	-110		-107		-91		-737	-58		-30		-360	-2212	-1475				-131	-328	-18	-328														
TOTAL WESTBOUND																																								
DEDUCT TEMP PAVT AT LOR-2-0742					-247																																			
MEDIAN CROSSOVERS																																								
SLM 4.00				378	38	19	1.50	16	1.50	16																														
SLM 6.88				378	38	19	1.50	16	1.50	16																														
Totals Carried to Gen. Sum.				161,331	12,603	7,038		7,156		5,832		46,370	3,712		1,936	3,432	2,880	130,615	92,739	1,321		8,243	20,609	1,145	20,609															
NOTE: 1) THE 1.75" TO 3.25" PLANING LISTED WITH THE DEDUCT FOR STRUCTURES IS NOT A DEDUCT. SEE NOTE 2. 2) Butt joints required at beginning and end of the project and at the concrete approach slabs at structures																																								
Revised: 1/15/09 By: BAD																																								
Revised: 1/9/09 By: BAD																																								

PAVEMENT & SHOULDER DATA

LOR-2-3.50

CALC BY: KRB
CHK'D BY: BAD

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RAMP PAVEMENT QUANTITIES AT SR 58 INTERCHANGE						407	407	442	442	254	254	254	408	617	617							
BEGIN STATION	END STATION	DESCRIPTION	AVG. PAVEMENT WIDTH	PAVEMENT LENGTH	PAVEMENT AREA	TACK COAT, AT 0.08 GALLON PER SQ. YD.	TACK COAT FOR INTERMEDIATE COURSE, AT 0.05 GALLON PER SQ. YD.	THICKNESS	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446)	THICKNESS	ASPHALT CONC. INTERMEDIATE COURSE, 19MM, TYPE A (448)	PAVEMENT PLANING, ASPHALT CONCRETE (1.75")	PAVEMENT PLANING, ASPHALT CONCRETE (1.50")	PAVEMENT PLANING, ASPHALT CONCRETE (3.25")	SHOULDER PREP AREA	PRIME COAT AT 0.40 GALLON PER SQ YD	SHOULDER PREPERATION, 2' UNPAVED SHOULDER	COMPACTED AGGREGATE, AS PER PLAN				
FT	FT		FT	FT	SY	GAL	GAL	IN	CY	IN	CY	SY	SY	SY	SY	GAL	SY	CY				
SR 58 INTERCHANGE																						
EXIT	RAMP "D"	EASTBOUND																				
378+00	D82+50	RAMP "D"	VAR.	450	1118	89	56	1.50	47	1.50	47		1118									
374+00	378+00	RAMP "D" DECEL. LANE	VAR.	400	467	37	23	1.50	19	1.50	19		467									
ENTRY	RAMP "F"	EASTBOUND																				
F92+44	F93+44	FEATHER AREA	VAR.	100	441	35	22	1.50	18	1.75	21			441	44.4	18	44	2				
F93+44	F94+04	60' TRANSITION 16' LANE	25	60	167	13	8	1.50	7	1.75	8			167	26.7	11	27	1				
F94+04	F104+00	RAMP "F" 16' LANE	25	996	2767	221	138	1.50	115	1.75	135	2767		442.7	177	443	25					
F104+00	409+75	VAR 38' TO 25'	31.5	575	2013	161	101	1.50	84	1.50	84		2013									
409+75	421+75	ACCEL. TAPER 25' TO 0'	12.5	1200	1667	133	83	1.50	69	1.50	69		1667									
ENTRY	RAMP "C"	WESTBOUND																				
92+42	93+42	FEATHER AREA	VAR.	100	441	35	22	1.50	18	1.75	21			441	44.4	18	44	2				
C91+82	C92+42	60' TRANSITION 16' LANE	25	60	167	13	8	1.50	7	1.75	8			167	26.7	11	27	1				
C84+50	C91+82	RAMP "C" 16' LANE	25	732	2033	163	102	1.50	85	1.75	99	2033		325.3	130	325	18					
380+00	384+50	VAR 38' TO 25'	30.5	450	1525	122	76	1.50	64	1.50	64		1525									
368+00	380+00	ACCEL. TAPER 25' TO 0'	12.5	1200	1667	133	83	1.50	69	1.50	69		1667									
EXIT	RAMP "E"	WESTBOUND																				
402+50	406+00	RAMP "E"	VAR.	350	972	78	49	1.50	41	1.50	41		972									
406+00	411+00	RAMP "E" DECEL. LANE	VAR.	500	600	48	30	1.50	25	1.50	25		600									
NOTE: THE EXIT RAMPS "D" AND "E" FROM THE GORE AREAS TO SR 58 WILL BE RECONSTRUCTED BY A FUTURE PROJECT.																						
NOTE: THE SHOULDER PREPARATION FOR THE SHOULDERS THAT IS CALCULATED WITH THE MAINLINE IS NOT INCLUDED IN THE RAMPS.																						
Total Carried to General Summary						1,281	801		668		710		4,800	10,029	1,216		364	910	51			

CALC BY: KRB
 CHK'D BY: BAD
PAVEMENT & SHOULDER DATA
LOR-2-3.50
 Revised: 1/9/09 By: BAD
 23/40

LOCATION				626															
DIRECTION		FROM	TO	BARRIER REFLECTOR															
				TYPE A	TYPE B	TYPE A2													
				EACH	EACH	EACH													
MAINLINE																			
EB	OUTSIDE	194+00	197+00	5															
EB	OUTSIDE	202+00	205+00	5															
EB	OUTSIDE	233+00	242+00	11															
EB	INSIDE	240+50	242+00	4															
EB	OUTSIDE	245+00	254+00	10															
EB	INSIDE	308+00	310+00	4															
EB	OUTSIDE	336+50	341+00	6															
EB	INSIDE	339+50	341+00	4															
EB	INSIDE	342+00	343+50	3															
EB	OUTSIDE	367+50	369+00	3															
EB	INSIDE	367+50	369+00	4															
EB	OUTSIDE	384+00	392+00	9															
EB	INSIDE	390+00	392+00	4															
EB	OUTSIDE	393+50	400+00	7															
MAINLINE STRUCTURES																			
EB	0459R				8														
EB	0646R				4														
EB	0742R				6														
OAK POINT ROAD INTERCHANGE																			
EB	INSIDE	X308+00	X310+00			2													
SR 58 INTERCHANGE																			
EB	OUTSIDE	379+00	D82+50			5													
EB	OUTSIDE	F95+00	F106+00			12													
MAINLINE																			
WB	OUTSIDE	194+50	198+00	5															
WB	OUTSIDE	203+00	206+00	4															
WB	OUTSIDE	235+00	242+00	8															
WB	INSIDE	245+00	246+50	4															
WB	OUTSIDE	244+50	254+00	11															
WB	INSIDE	309+00	311+00	4															
WB	OUTSIDE	312+00	315+00	4															
WB	OUTSIDE	336+00	341+00	7															
WB	OUTSIDE	342+00	343+00	3															
WB	INSIDE	342+00	344+50	5															
WB	OUTSIDE	344+00	345+00	3															
WB	INSIDE	368+00	370+00	4															
WB	OUTSIDE	369+00	370+00	3															
WB	OUTSIDE	386+00	392+00	7															
WB	INSIDE	390+00	392+00	4															
WB	OUTSIDE	393+50	400+00	8															
MAINLINE STRUCTURES																			
WB	0459L				8														
WB	0646L				4														
WB	0742L				6														
OAK POINT ROAD INTERCHANGE																			
WB	OUTSIDE	Y309+50	Y311+00			2													
WB	INSIDE	Y309+50	Y311+00			2													
SR 58 INTERCHANGE																			
WB	OUTSIDE	382+00	C91+50			11													
WB	INSIDE	C86+50	C91+50			6													
WB	OUTSIDE	E102+50	E106+00			5													
TOTALS				163	36	45													
TOTAL CARRIED TO GENERAL SUMMARY					244														

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CALC BY: KRB
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BARRIER REFLECTOR SUB-SUMMARY

LOR-2-3.50

MAINLINE & INTERCHANGES				621		644						644 AUXILIARY MARKINGS (740.04)										614												
		FROM	TO	RAISED PAVEMENT MARKER REMOVED	LANE WIDTH	YELLOW EDGE LINE		LANE LINE	WHITE EDGE LINE		YELLOW CENTER LINE		CHANNELIZING LINE	STOP LINE	CROSSWALK LINE	TRANSVERSE LINE	RAILROAD SYMBOL MARKING	SCHOOL SYMBOL MARKING		PARKING LOT STALL MARKING	LANE ARROW			WORK ZONE LANE LINE, CLASS I, 642 PAINT	WORK ZONE LANE LINE, CLASS III, 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 642 PAINT	WORK ZONE EDGE LINE, CLASS III, 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	WORK ZONE ARROW, CLASS I, 642 PAINT	WORK ZONE ARROW, CLASS III, 642 PAINT	
						HIGHWAY MILES	TOTAL (PAY QUANTITY)		HIGHWAY MILES	TOTAL (PAY QUANTITY)	HIGHWAY MILES	TOTAL (PAY QUANTITY)						72"	96"		LEFT	RIGHT	THRU											
				EACH	FT	MILE	MILE	MILE	MILE	MILE	MILE	FT	FT	FT	FT	EACH	EACH	FT	FT	FT	EACH	MILE	MILE	MILE	MILE	FT	FT	FT	FT	EACH	EACH			
EB	ML	185+00	423+00	243	12	4.53	4.53	4.53	4.53	4.53													9.06	4.53	9.06	4.53								
WB	ML	185+00	423+00	243	12	4.53	4.53	4.53	4.53	4.53												9.06	4.53	9.06	4.53									
BAUMHART ROAD INTERCHANGE																																		
EB	ACCEL.	185+00	202+00					0.32														0.64	0.32											
WB	DECEL.	186+00	195+00					0.17						207								0.34	0.17											
OAK POINT ROAD INTERCHANGE																																		
EB	RAMP "X"	X299+53.07	X303+00			0.07	0.07		0.07	0.07																								
EB	RAMP "X"	X303+00	X309+59			0.12	0.12		0.12	0.12		175									3					350	175			6	3			
EB	RAMP "X"	X309+59	X309+74.75			0.00	0.00		0.00	0.00		16	73												32	16	146	73						
EB	DECEL.	291+54.31	X299+53.07					0.15						207								0.30	0.15											
EB	RAMP "Z"	Z309+27.12	Z319+00			0.18	0.18		0.18	0.18																								
EB	ACCEL.	Z319+00	335+00					0.30														0.61	0.30											
WB	RAMP "W"	W300+00	W309+85.59			0.19	0.19		0.19	0.19																								
WB	ACCEL.	284+00	W300+00					0.30														0.61	0.30											
WB	RAMP "Y"	Y309+39.21	Y320+07.21			0.20	0.20		0.20	0.20		142	32	96							3				284	142	64	32	6	3				
WB	DECEL.	Y320+07.21	328+03.49					0.15						207								0.30	0.15											
SR 58 INTERCHANGE																																		
EB	DECEL.	374+00	D82+50					0.16						207								0.32	0.16											
EB	RAMP "F"	F92+43.73	F105+25			0.24	0.24		0.24	0.24																								
EB	ACCEL.	F105+25	421+75					0.31														0.63	0.31											
WB	RAMP "C"	C84+50	C93+41.58			0.17	0.17		0.17	0.17																								
WB	ACCEL.	368+00	C84+50					0.31														0.63	0.31											
WB	DECEL.	E102+50	411+00					0.16						207								0.32	0.16											
TOTALS CARRIED TO GENERAL SUMMARY				486	24	10.23	10.23	11.40	10.23	10.23	0.00	0.00	333	105	96	1,035	0	0	0	0	6	0	0	0	22.81	11.40	18.11	9.06	666	333	210	105	12	6
NOTE: 1) WORK ZONE CLASS III MARKINGS ARE TO BE PLACED ONLY ON THE SURFACE COURSE.																																		

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CALC BY: KRB
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PAVEMENT MARKING SUB-SUMMARY

LOR-2-3-50

LOCATION				D E T A I L	621		PRISMATIC RETRO-REFLECTOR TYPES					REMARKS
DIR.	LANE	FROM	TO		RPM (EACH)	ONE-WAY		TWO-WAY				
						WHITE	YELLOW	YELLOW/ YELLOW	WHITE/ RED	YELLOW/ RED		
EB	ML	185+00	227+76.8	5	54	54						4-LANE DIVIDED
EB	ML	227+76.8	405+70.4	2 / 3 / 5	174	148				26		
EB	ML	405+70.4	423+00	5	15	15						4-LANE DIVIDED
WB	ML	185+00	227+76.8	5	54	54						4-LANE DIVIDED
WB	ML	227+76.8	405+70.4	2 / 3 / 5	174	148				26		
WB	ML	405+70.4	423+00	5	15	15						4-LANE DIVIDED
TOTALS CARRIED TO GENERAL SUMMARY					486	434	0	0	52	0		

DETAIL	
1	MULTILANE UNDIVIDED TYPICAL SPACING
2	TAPERED ACCEL. LANE
3	DECELERATION LANE
4	PARALLEL ACCEL. LANE
5	MULTILANE DIVIDED/ EXPRESSWAY
6	STOP APPROACH
7	2 LANE APPR. WITH TURN LANE
8	THROUGH APPROACH
9	3 LANE APPR. WITH TURN LANE
10	3 LANE DIVIDED TO 2 LANE TRANSITION
11	3 LANE UNDIVIDED TO 2 LANE TRANSITION
12	2 LANE NARROW BRIDGE
13	TWO WAY LEFT TURN LANE
14	ONE LANE BRIDGE
15	HORIZONTAL CURVE
16	HORIZONTAL CURVE ALT.
17	STOP APPROACH ALT.
18	FIRE HYDRANT
GAP	CENTER LINE AT 80 FT. TYP.

CALC BY: KRB
CHKD BY: BAD

RAISED PAVEMENT MARKER SUB-SUMMARY

LOR-2-3-50

26
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LOR-2-0459L SFN 4700031

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	221	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
512	10300	1272	SQ YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	

LOR-2-0459R SFN 4700066

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	218	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
512	10300	1254	SQ YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	

LOR-2-0586 SFN 4700082

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	114	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
512	10300	1089	SQ YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	

LOR-2-0646L SFN 4700090

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	76	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
512	10300	446	SQ YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	

LOR-2-0646R SFN 4700120

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	76	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
512	10300	446	SQ YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	

DESIGN FILE: I:\projects\23799\Struct\strsum.dgn
 WORKSTATION:ksalay DATE:10/17/2008

STRUCTURE SUMMARY

LOR-2-3.50

DESIGN AGENCY
 DISTRICT THREE
 OFFICE OF PRODUCTION

DATE
 9/08
 REVIEWED
 RDN

DRAWN
 DCM
 DESIGNED
 DCM
 CHECKED
 DUJ

LOR-2-0649 SFN 4700155

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10300	875	SQ YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	

LOR-2-0699 SFN 4700244

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10300	1074	SQ YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	

LOR-2-0742L SFN 4700279

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
254	01000	1284	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE	
407	10000	153	GALLON	TACK COAT	
442	20200	75	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448)	
615	10000	LUMP		ROADS FOR MAINTAINING TRAFFIC	
615	20001	243	SQ YD	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	
847	10201	580	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2 1/2 INCH THICK)	26, 27
847	20201	16	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN	26, 27
847	30000	LUMP		TEST SLAB	
847	30401	580	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2 1/2 INCH NOMINAL THICKNESS)	26

LOR-2-0742R SFN 4700309

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
254	01000	934	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE	
407	10000	94	GALLON	TACK COAT	
442	20200	46	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448)	
847	10201	290	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2 1/2 INCH THICK)	26, 27
847	20201	8	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN	26, 27
847	30000	LUMP		TEST SLAB	
847	30401	290	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2 1/2 INCH NOMINAL THICKNESS)	26

DESIGN FILE: I:\projects\23799\Struct\strsum.dgn
 WORKSTATION:ksalay DATE:10/17/2008

DESIGN AGENCY: DISTRICT THREE OFFICE OF PRODUCTION
 DATE: 9/08
 REVIEWED: RDN
 DRAWN: DCM
 DESIGNED: DCM
 CHECKED: DJV
STRUCTURE SUMMARY
LOR-2-3.50
 28
 40

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION:

847 DATED 4/15/05

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.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURES. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATION FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002, INCLUDING THE 2003, 2004, 2005 AND 2006 SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL.

DECK PROTECTION METHOD:

SUPERPLASTICIZED DENSE CONCRETE OVERLAY

HMWM RESIN SEALING

EXISTING PLANS:

THE ORIGINAL CONSTRUCTION PLANS OF THE EXISTING BRIDGES ARE AVAILABLE UPON REQUEST AT THE DISTRICT 3 OFFICE OF THE OHIO DEPARTMENT OF TRANSPORTATION, ASHLAND, OH.

STRUCTURE #	PLAN NAME	DATE
LOR-2-0459 L&R	LOR-2-3.31	1964
	LOR-2-3.50	1994
LOR-2-0586	LOR-2-5.86	1976
	LOR-2-3.50	1994
LOR-2-0646 L&R	LOR-2-3.31	1964
	LOR-2-3.50	1994
LOR-2-0649	LOR-2-3.31	1964
	LOR-2-3.50	1994
LOR-2-0699	LOR-2-3.31	1964
	LOR-2-3.50	1994
LOR-2-0742 L&R	LOR-2-3.31	1964
	LOR-2-3.50	1994

PLACING ASPHALT CONCRETE FEATHERING ON APPROACHES TO BRIDGES:

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

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN:

THE PAVEMENT FOR MAINTAINING TRAFFIC SHALL BE LEFT IN PLACE. THE PLANING AND RESURFACING OF THE EXISTING BERM ARE INCIDENTAL TO THIS ITEM.

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

ITEM 847 - EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2 1/2" NOMINAL THICKNESS):

THIS ITEM SHALL BE USED TO REMOVE THE EXISTING OVERLAY AS PER DETAILS IN THE PLAN.

THE THICKNESS OF THE EXISTING CONCRETE OVERLAY TO BE REMOVED SHALL BE AS SPECIFIED IN THE PLANS.

THE EXISTING OVERLAY SHALL BE SAW CUT 1/2" DEEP AT THE LOCATIONS SHOWN IN THE PLAN.

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

ITEM 847 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2 1/2" THICK):

ITEM 847 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN:

THESE ITEMS SHALL BE APPLIED TO THE PASSING LANE OF THE DECK AT STRUCTURE LOR-2-0742R AND THE DRIVING AND PASSING LANES OF THE DECK AT STRUCTURE LOR-2-0742L.

THESE ITEMS SHALL BE PERFORMED PER SUPPLEMENTAL SPECIFICATION " BRIDGE DECK REPAIR AND OVERLAY WITH CONCRETE USING SCARIFICATION AND CHIPPING" WITH THE FOLLOWING REVISIONS:

THE THICKNESS OF THE EXISTING CONCRETE OVERLAY REMOVED AND PROPOSED OVERLAY SHALL BE AS SPECIFIED IN THE PLANS.

ALL COARSE AGGREGATE SHALL HAVE AN ABSORPTION OF 1.00% OR GREATER AS DEFINED BY ASTM C-127.

(CONTINUED)

DESIGN FILE: I:\projects\23799\Structure\strnotes.dgn
 WORKSTATION: kcaloy DATE: 10/17/2008

DESIGN AGENCY
 DISTRICT THREE
 OFFICE OF PRODUCTION

DATE
 9/08
 RDN
 STRUCTURAL FILE NUMBER
 DCM
 DCM
 DCM
 DJV

GENERAL NOTES

LOR-2-3.50

(CONTINUED)

ITEM 847 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2 1/2" THICK):

ITEM 847 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN:

IN ADDITION TO THE ABOVE REQUIREMENTS, THE FOLLOWING REVISIONS SHALL APPLY:

(SEE 847.17) THE REMOVAL OPERATIONS SHALL NOT BEGIN IF SUSTAINED RAINS (5 HOURS OR MORE WITH BREAKS BETWEEN SHOWERS LESS THAN 1/2 HOURS) ARE PREDICTED WITHIN 48 HOURS OF COMMENCEMENT.

(SEE 847.18) THE FINAL DECK SOUNDING MAY TAKE PLACE WITHIN 24 HOURS OF A RAIN, AND THE DECK DOES NOT HAVE TO BE COMPLETELY DRY.

(SEE 847.19) FULL DEPTH REPAIR IS NOT REQUIRED IF LESS THAN ONE HALF OF THE ORIGINAL DECK CONCRETE THICKNESS IS SOUND.

(SEE 847.25) THE WET CURE TIME IS REDUCED FROM 72 HOURS TO 24 HOURS OR UNTIL A BEAM BREAK OF 600 PSI IS ACHIEVED, WHICHEVER IS GREATER. AFTER THE 24 HOUR WET CURE, THE FINISHED OVERLAY SURFACE SHALL BE CURED BY SPRAYING A UNIFORM APPLICATION OF CURING MATERIAL OF 705.07, TYPE 1 OR 1D, AS PER CMS 511.17 METHOD (B) MEMBRANE CURING. IF THE CURING COMPOUND CAN NOT BE PLACED WITHIN THE SAME SHORT TERM CLOSURE PERIOD AS THE OVERLAY, THE CONTRACTOR MAY ALLOW TRAFFIC ONTO THE OVERLAY, AND SHALL AT THE NEXT AVAILABLE SHORT TERM CLOSURE PERIOD, APPLY THE MEMBRANE CURING COMPOUND.

(SEE 847.25) TRAFFIC WILL NOT BE PERMITTED ON THE FINISHED OVERLAY SURFACE UNTIL AFTER THE COMPLETION OF THE 24 HOUR WET CURE, AND AFTER TWO TEST BEAMS HAVE ATTAINED AN AVERAGE MODULUS OF RUPTURE OF 600 PSI (4.2 Mpa).

(SEE 847.26) THE OVERLAY SURFACE EVAPORATION RATE REQUIREMENTS ARE IN EFFECT FROM 9:30 AM TO 11:00 PM. THEY ARE NOT IN EFFECT FROM 11:00 PM TO 9:30 AM.

(SEE 847.27) FOR EACH PHASE THE CONTRACTOR SHALL PROVIDE ENOUGH MATERIAL FOR TWO BEAM BREAKS EACH AT 12 HOURS, 24 HOURS, 36 HOURS, AND 48 HOURS. THE DEPARTMENT WILL PERFORM THE BEAM BREAK TESTS AND DOCUMENT THE TIME OF THE POUR, THE TIME OF THE BEAM BREAK TESTS, AND THE MODULUS OF RUPTURE FOR EACH BEAM UNTIL THE MODULUS OF RUPTURE OF THE TWO TESTS IS NOT LESS THAN 650 PSI (4.5 Mpa). TRAFFIC IS ALLOWED ON THE OVERLAY AT 600 PSI (4.2 Mpa).

ALL OTHER REQUIREMENTS OF THE SUPPLEMENTAL SPECIFICATION SHALL REMAIN IN EFFECT.

- 614 - MAINTAINING TRAFFIC FOR STRUCTURE LOR-2-0459L:**
- 614 - MAINTAINING TRAFFIC FOR STRUCTURE LOR-2-0459R:**
- 614 - MAINTAINING TRAFFIC FOR STRUCTURE LOR-2-0646L:**
- 614 - MAINTAINING TRAFFIC FOR STRUCTURE LOR-2-0646R:**

TWO LANES OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT DURING WORKING HOURS WHEN A LANE MAY BE CLOSED AS PER STANDARD CONSTRUCTION DRAWING MT-95.30.

NO EQUIPMENT OR MATERIAL SHALL BE LOCATED OTHER THAN BEHIND THE DRUMS.

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

- 614 - MAINTAINING TRAFFIC FOR STRUCTURE LOR-2-0742R:**
- 614 - MAINTAINING TRAFFIC FOR STRUCTURE LOR-2-0742L:**

TWO LANES OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT THROUGH TRAFFIC ON THIS STRUCTURE SHALL HAVE A LANE CLOSURE AS PER STANDARD CONSTRUCTION DRAWING MT-95.30, FOR A MAXIMUM OF 59 CONSECUTIVE HOURS. THE 59 CONSECUTIVE HOURS SHALL BE CONSIDERED AS AN INTERIM COMPLETION DATE (SECTION 108) AND FOR EACH HOUR BEYOND THE 59 CONSECUTIVE HOURS THAT THE HIGHWAY REMAINS IN A SINGLE LANE, THE CONTRACTOR WILL BE ASSESSED LIQUIDATED DAMAGES IN THE AMOUNT OF \$960 PER HOUR.

THE CLOSURE SHALL ONLY OCCUR FROM 6:00 P.M. FRIDAY TO 5:00 A.M. MONDAY. NO WEEKEND CLOSURE SHALL OCCUR WHEN THE CLEVELAND BROWNS PLAY A HOME GAME.

NO EQUIPMENT OR MATERIAL SHALL BE LOCATED OTHER THAN BEHIND THE DRUMS.

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

- 614 - MAINTAINING TRAFFIC FOR STRUCTURE LOR-2-0586:**

TWO WAY TRAFFIC ON TOP OF THE STRUCTURE SHALL BE MAINTAINED AT ALL TIMES EXCEPT DURING WORKING HOURS WHEN ONE LANE MAY BE CLOSED USING FLAGGERS, AS PER STANDARD DRAWING MT-97.10.

TWO LANES OF TRAFFIC UNDER THE STRUCTURE SHALL BE MAINTAINED AT ALL TIMES EXCEPT DURING WORKING HOURS WHEN A LANE MAY BE CLOSED AS PER STANDARD CONSTRUCTION DRAWING MT-95.30.

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

- 614 - MAINTAINING TRAFFIC FOR STRUCTURE LOR-2-0649:**
- 614 - MAINTAINING TRAFFIC FOR STRUCTURE LOR-2-0699:**

TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT DURING WORKING HOURS WHEN ONE LANE MAY BE CLOSED USING FLAGGERS, AS PER STANDARD DRAWING MT-97.10.

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

DESIGN FILE: i:\projects\237998\Structure\strnotes.dgn
WORKSTATION: ksalay DATE: 10/20/2008

DESIGN SUBJECT
DISTRICT THREE
OFFICE OF PRODUCTION

DATE
9/08
REVIEWED
RDN

DRAWN
DCM

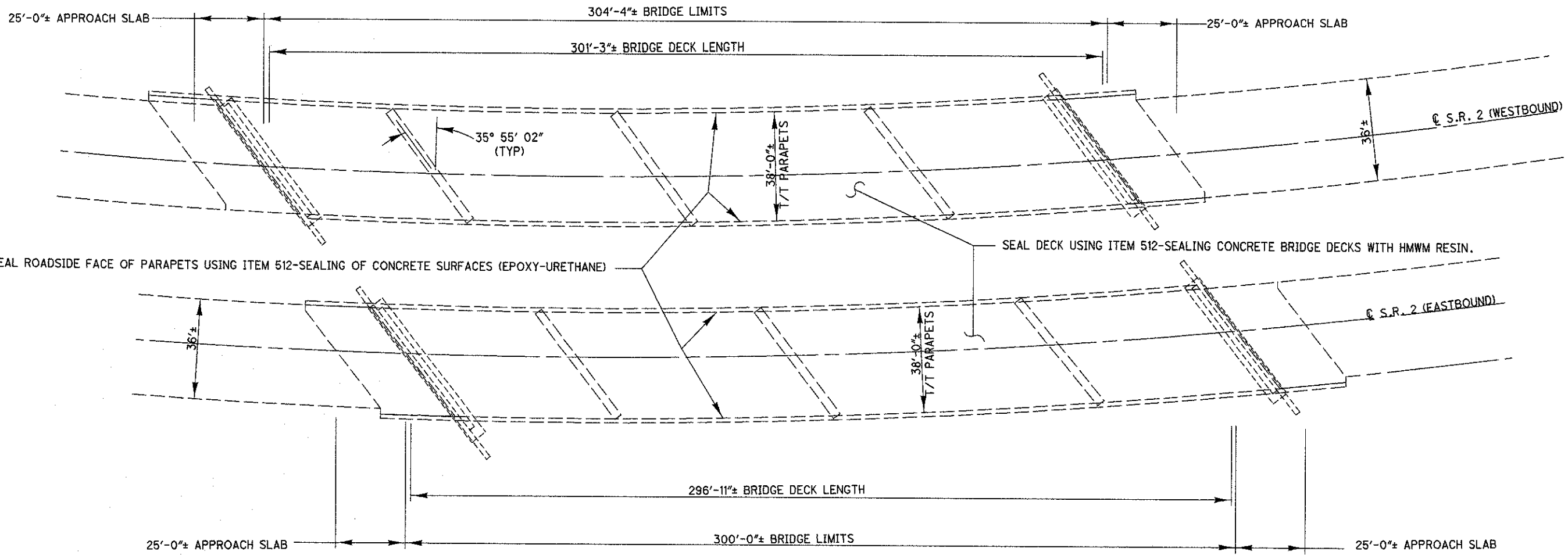
DESIGNED
DCM
CHECKED
DJV

GENERAL NOTES

LOR-2-3.50

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STRUCTURE FILE NO.	BRIDGE NO.	LOCATION	SKEW	BRIDGE LIMITS	DECK WIDTH	PROPOSED WORK
4700031	LOR-2-0459L	OVER RAILROAD & ROAD	35° 55' 02" R.F.	304'-4"±	38'-0"±	SEAL DECK & FACE OF PARAPETS
4700066	LOR-2-0459R	OVER RAILROAD & ROAD	35° 55' 02" R.F.	300'-0"±	38'-0"±	SEAL DECK & FACE OF PARAPETS
4700082	LOR-2-0586	UNDER OAK POINT ROAD	0°	174'-6"±	40'-0"±	SEAL DECK, SIDEWALK, PIER COLUMNS & PIER CAP
4700090	LOR-2-0646L	OVER BEAVER CREEK	20° 00' L.F.	105'-7"±	38'-0"±	SEAL DECK & FACE OF PARAPETS AND TOP OF WINGWALLS
4700120	LOR-2-0646R	OVER BEAVER CREEK	20° 00' L.F.	105'-7"±	38'-0"±	SEAL DECK & FACE OF PARAPETS AND TOP OF WINGWALLS
4700155	LOR-2-0649	UNDER KOLBE ROAD	36° 03' 45" R.F.	248'-7"±	32'-1"±	SEAL DECK
4700244	LOR-2-0699	UNDER TERRA LANE ROAD	6° 20' R.F.	219'-6"±	32'-0"±	SEAL DECK & SIDEWALK
4700279	LOR-2-0742L	OVER S.R. 58	8° 00' L.F.	177'-6"±	38'-2"±	CONCRETE OVERLAY
4700309	LOR-2-0742R	OVER S.R. 58	8° 00' L.F.	177'-6"±	38'-2"±	CONCRETE OVERLAY IN PASSING LANE ONLY
4700333	LOR-2-0761	OVER TRIB. OF BEAVER CREEK	9° 45' L.F.			NO WORK



SEAL ROADSIDE FACE OF PARAPETS USING ITEM 512-SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

SEAL DECK USING ITEM 512-SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN.

PLAN VIEW

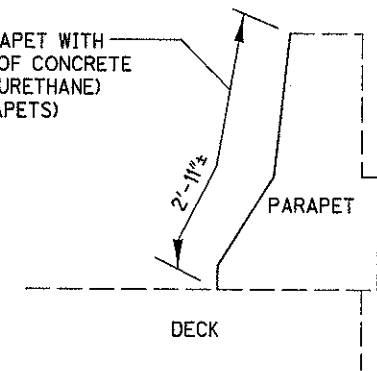
NOTES:

- 1) SEAL DECK USING ITEM 512-SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN.
- 2) SEAL FACE OF PARAPETS ON DECK AND APPROACH SLABS USING ITEM 512-SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), SEE DETAILS ABOVE.

ITEM	QUANTITY		UNIT	DESCRIPTION
	LOR-2-0459L	LOR-2-0459R		
512	221	218	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	1272	1254	SQ YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN

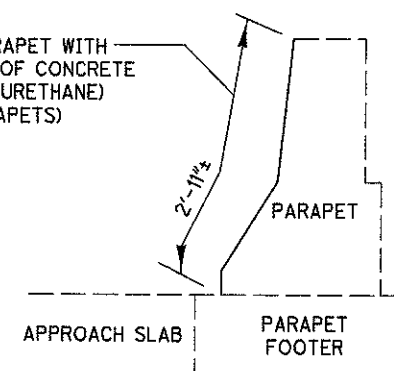
ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

SEAL FACE OF PARAPET WITH ITEM 512-SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) (TYPICAL ALL PARAPETS)



TYPICAL PARAPET SEALING ON DECK
(SEALING LENGTH = 303'-1"± LEFT STRUCTURE)
(SEALING LENGTH = 298'-10"± RIGHT STRUCTURE)

SEAL FACE OF PARAPET WITH ITEM 512-SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) (TYPICAL ALL PARAPETS)



TYPICAL PARAPET SEALING OFF DECK
(SEALING LENGTH = 75'± LEFT STRUCTURE)
(SEALING LENGTH = 75'± RIGHT STRUCTURE)

DESIGN FILE: I:\projects\23799\Struct\LOR20459.DGN
WORKSTATION:kslay DATE:10/17/2008

DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

DATE: 9/08
REVIEWED: RDN
STRUCTURE FILE NUMBER: 4700031 & 4700066

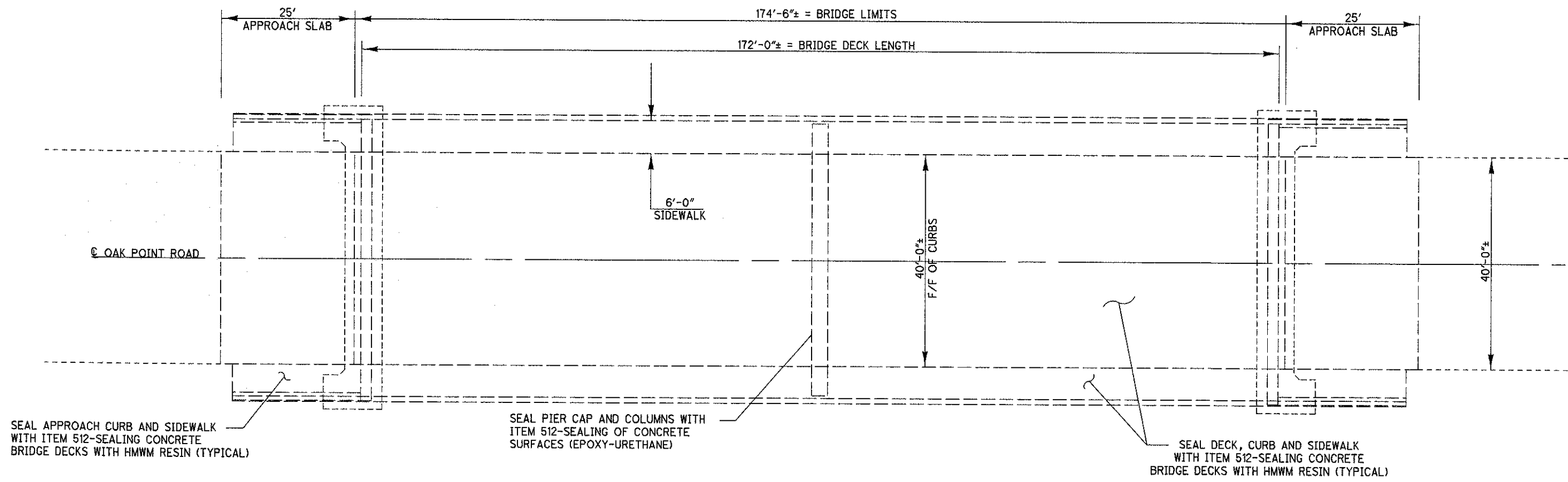
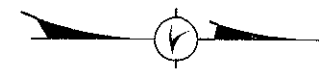
DESIGNED: DCM
CHECKED: DJV

PLAN VIEW
LOR-2-0459L&R OVER NORFOLK AND SOUTHERN RAILROAD AND CROSSE ROAD

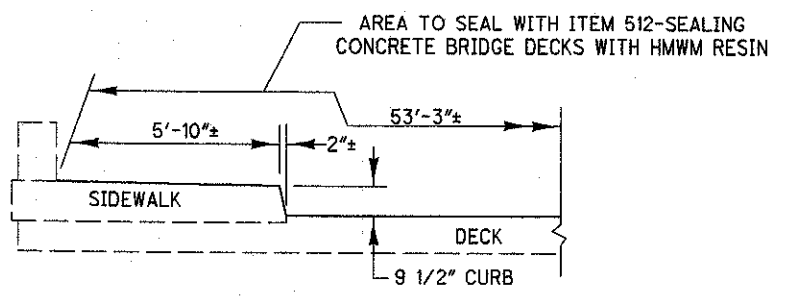
LOR-2-3.50

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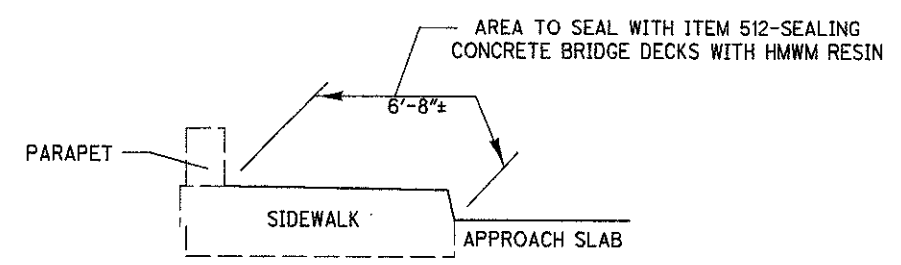
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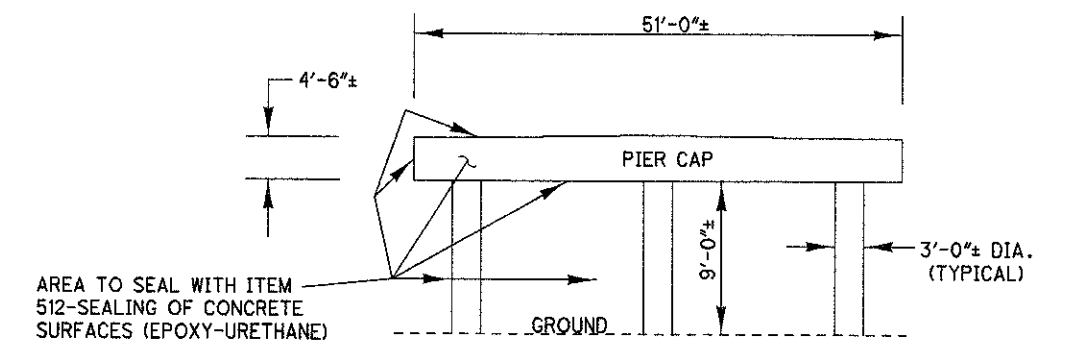
PLAN VIEW



PARTIAL TRANSVERSE SECTION ON DECK
(SEALING LENGTH = 172'±)



PARTIAL TRANSVERSE APPROACH SECTION
(SEALING LENGTH = 24'±)



PIER ELEVATION
(PIER CAP THICKNESS = 3'-0"±)

ITEM	QUANTITY	UNIT	DESCRIPTION
512	114	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	1089	SQ YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

NOTES:

- 1) SEAL DECK, CURB AND SIDEWALK ON BRIDGE, SEE DETAILS ABOVE.
- 2) SEAL CURB AND SIDEWALK AT APPROACHES TO BRIDGE, SEE DETAILS ABOVE.
- 3) SEAL PIER COLUMNS AND PIER CAP, SEE DETAILS ABOVE.

DESIGN FILE: I:\projects\23799\Struct\LOR20586.DGN
WORKSTATION:ksdloy DATE:10/17/2008

DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

DATE
9/08
REVIEWED
RDN
STRUCTURE FILE NUMBER
4700082

DRAWN
DCM
DESIGNED
DCM
CHECKED
DJV

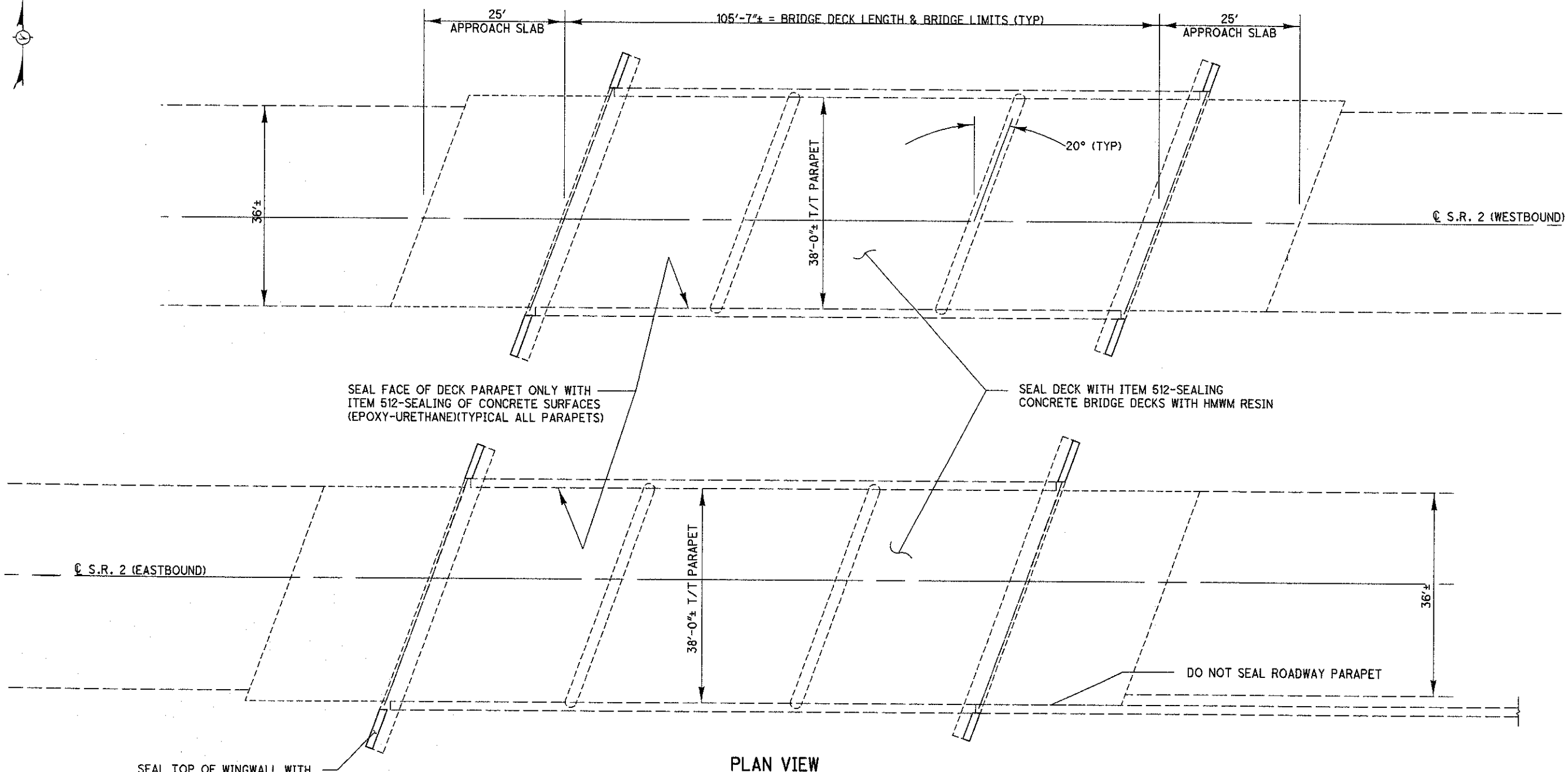
PLAN VIEW
LOR-2-0586 UNDER OAK POINT ROAD

LOR-2-3.50

1/1

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DESIGN FILE: I:\projects\23799\Struct\LOR20646.DGN
 WORKSTATION:klsjy DATE:10/17/2008



SEAL FACE OF DECK PARAPET ONLY WITH ITEM 512-SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)(TYPICAL ALL PARAPETS)

SEAL DECK WITH ITEM 512-SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN

SEAL TOP OF WINGWALL WITH ITEM 512-SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) (TYPICAL ALL WINGWALLS)

DO NOT SEAL ROADWAY PARAPET

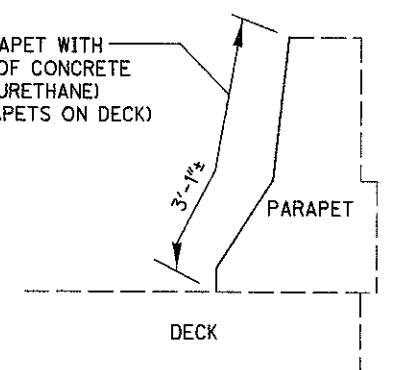
PLAN VIEW

- NOTES:
- 1) SEAL DECK USING ITEM 512-SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN.
 - 2) SEAL FACE OF PARAPETS ON STRUCTURE ONLY AND TOP OF WINGWALLS USING ITEM 512-SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), SEE DETAILS ABOVE.

ITEM	QUANTITY		UNIT	DESCRIPTION
	LOR-2-0646L	LOR-2-0646R		
512	76	76	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	446	446	SQ YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN

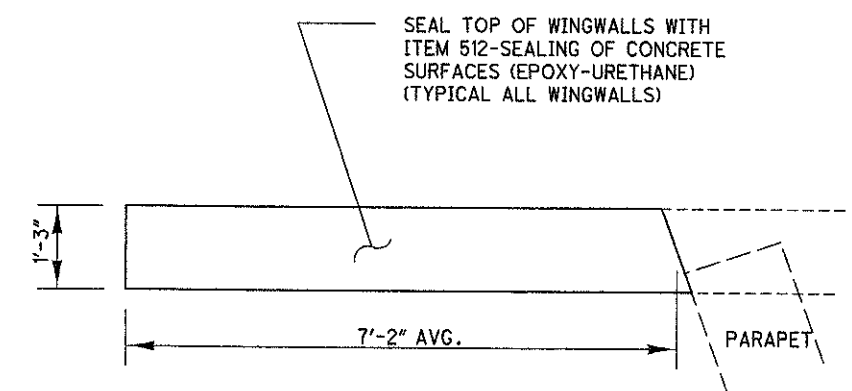
ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

SEAL FACE OF PARAPET WITH ITEM 512-SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) (TYPICAL ALL PARAPETS ON DECK)



TYPICAL PARAPET SEALING ON DECK
 (SEALING LENGTH = 104'-0"±)

SEAL TOP OF WINGWALLS WITH ITEM 512-SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) (TYPICAL ALL WINGWALLS)



TYPICAL WINGWALL SEALING

DESIGN AGENCY
 DISTRICT THREE
 OFFICE OF PRODUCTION

DATE
 9/08
 REVISIONS
 RDN
 STRUCTURE FILE NUMBER
 4700090 & 4700120

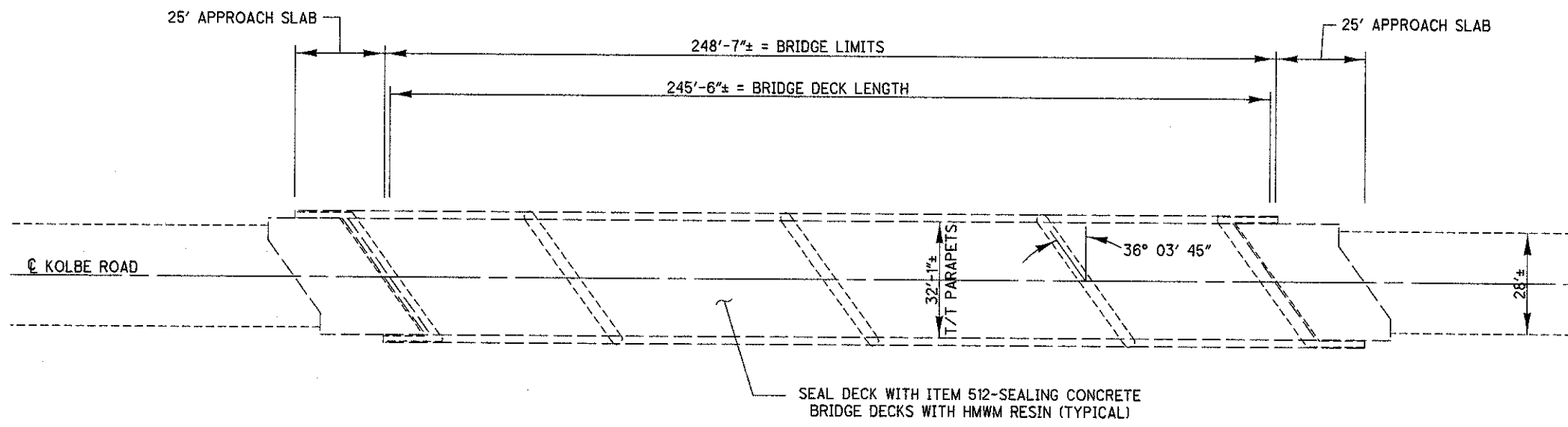
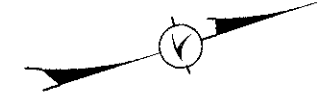
DESIGNED
 DCM
 CHECKED
 DJV

PLAN VIEW
 LOR-2-0646L & R OVER BEAVER CREEK

LOR-2-3.50

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PLAN VIEW

ITEM	QUANTITY	UNIT	DESCRIPTION
512	875	SQ YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN

NOTES:
 1) SEAL DECK WITH ITEM 512-SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

DESIGN FILE: i:\projects\23799\Struct\LOR20649.DGN
 WORKSTATION:kslay DATE:10/17/2008

DESIGN AGENCY
 DISTRICT THREE
 OFFICE OF PRODUCTION

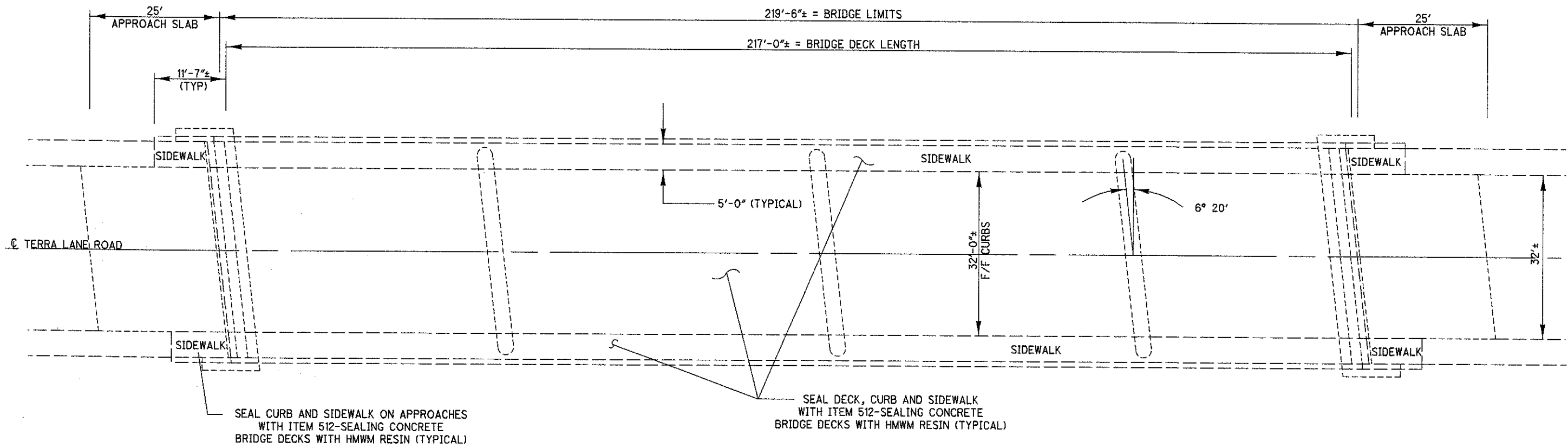
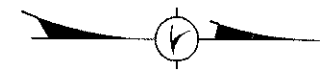
DATE 9/08
 REVISION RDN
 STRUCTURE FILE NUMBER 4700155

DRAWN DCM
 CHECKED DJV
 DESIGNED DCM

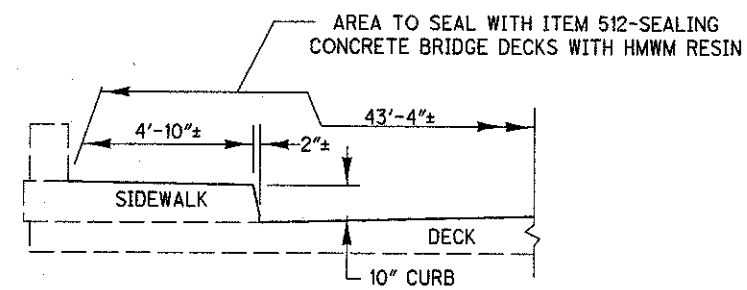
PLAN VIEW
 LOR-2-0649 UNDER KOLBE ROAD

LOR-2-3.50

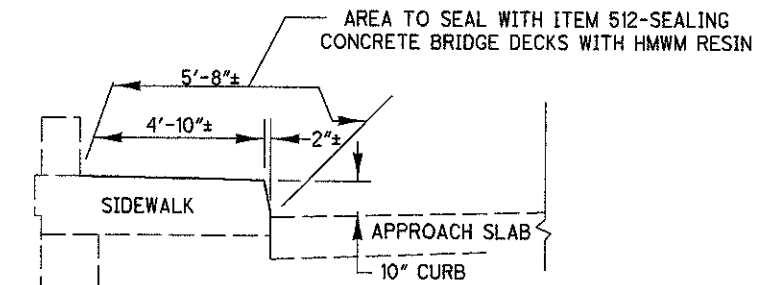
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PLAN VIEW



PARTIAL TRANSVERSE SECTION ON DECK
(SEALING LENGTH = 217'-0")



PARTIAL TRANSVERSE SECTION ON APPROACHES
(SEALING LENGTH = 11'-7")

ITEM	QUANTITY	UNIT	DESCRIPTION
512	1074	SQ YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN

NOTES:

- 1) SEAL DECK, CURB AND SIDEWALK ON BRIDGE, SEE DETAILS ABOVE.
- 2) SEAL CURB AND SIDEWALK ON APPROACHES TO END OF PARAPET ONLY.

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

DESIGN FILE: I:\projects\23799\Struct\LOR20699.DGN
WORKSTATION:ksalay DATE:10/17/2008

DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

REVIEWED DATE
RDN 9/08
STRUCTURE FILE NUMBER
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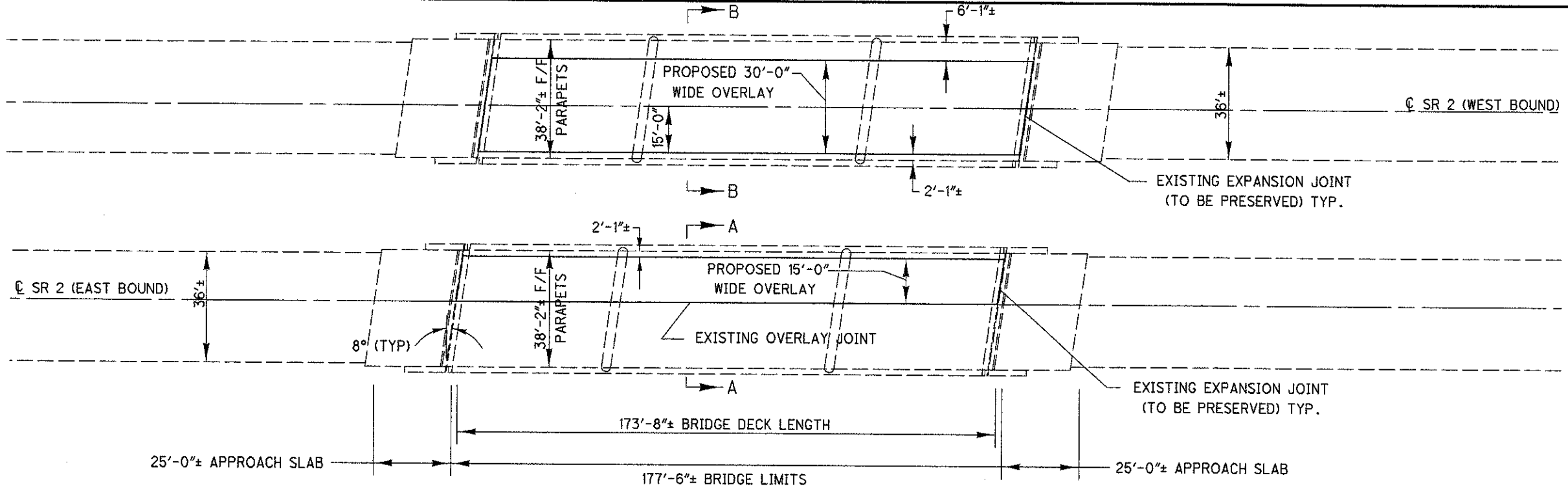
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PLAN VIEW
LOR-2-0699 UNDER TERRA LANE ROAD

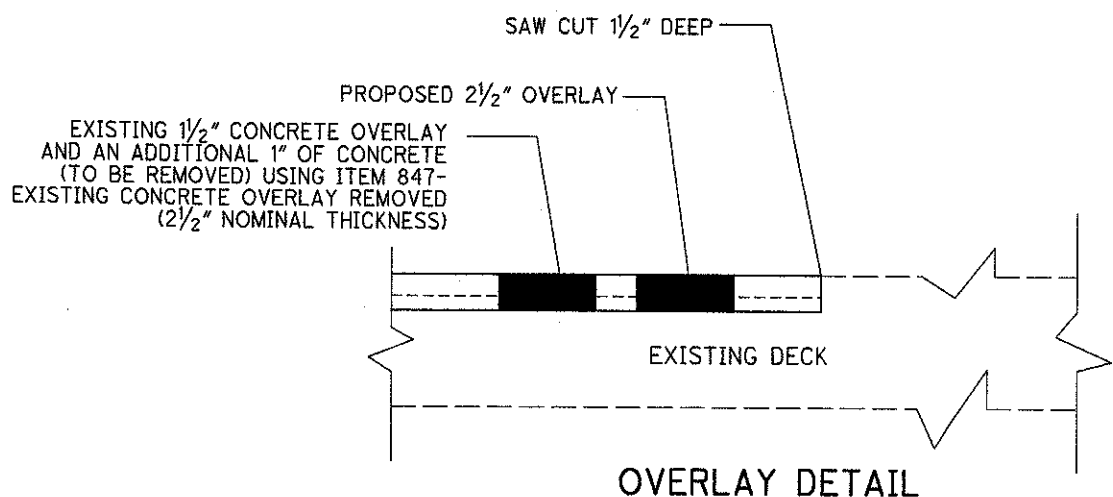
LOR-2-3.50

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PLAN VIEW



OVERLAY DETAIL

ITEM	QUANTITY		UNIT	DESCRIPTION
	LOR-2-0742L	LOR-2-0742R		
847	580	290	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2 1/2" THICK)
847	16	8	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN
847	LUMP	LUMP		TEST SLAB
847	580	290	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2 1/2" NOMINAL THICKNESS)

NOTES:

- 1) THE EXISTING APPROACH GUARDRAIL IS NOT SHOWN.
- 2) INSTALL PAVEMENT FOR MAINTAINING TRAFFIC AS SHOWN ON SHEET 3/4.
- 3) THE PROPOSED OVERLAY ELEVATION SHALL MATCH THE EXISTING OVERLAY ELEVATION AND CROSS SLOPE.
- 4) SAW CUT EXISTING OVERLAY 1/2" DEEP AS SHOWN IN SECTION A-A AND B-B ON SHEET 2/4. COST INCLUDED IN ITEM 847- EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2 1/2" NOMINAL THICKNESS). NEW OVERLAY SHALL BE PLACED BETWEEN THE SAW CUTS.
- 5) OVERLAY LENGTH SHALL BE FROM EXPANSION JOINT TO EXPANSION JOINT.

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

DESIGN FILES\PROJECTS\23799\STRUCT\LOR20742.DGN
WORKSTATE\INLAY DATE: 01/17/2008

DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

DATE
9/08
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STRUCTURE FILE NUMBER
4700279 & 4700309

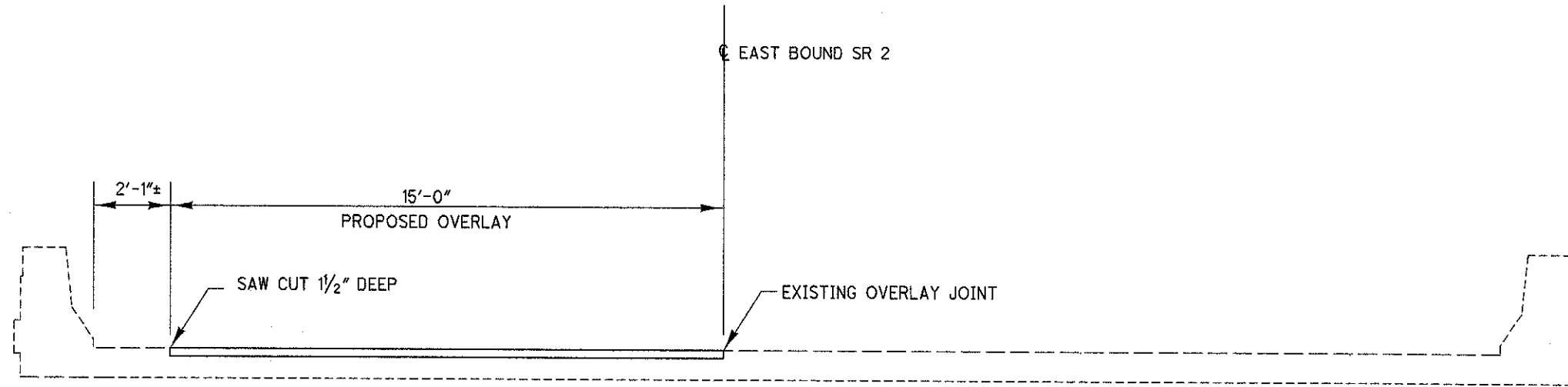
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PLAN VIEW
LOR-2-0742 L&R OVER S.R. 58

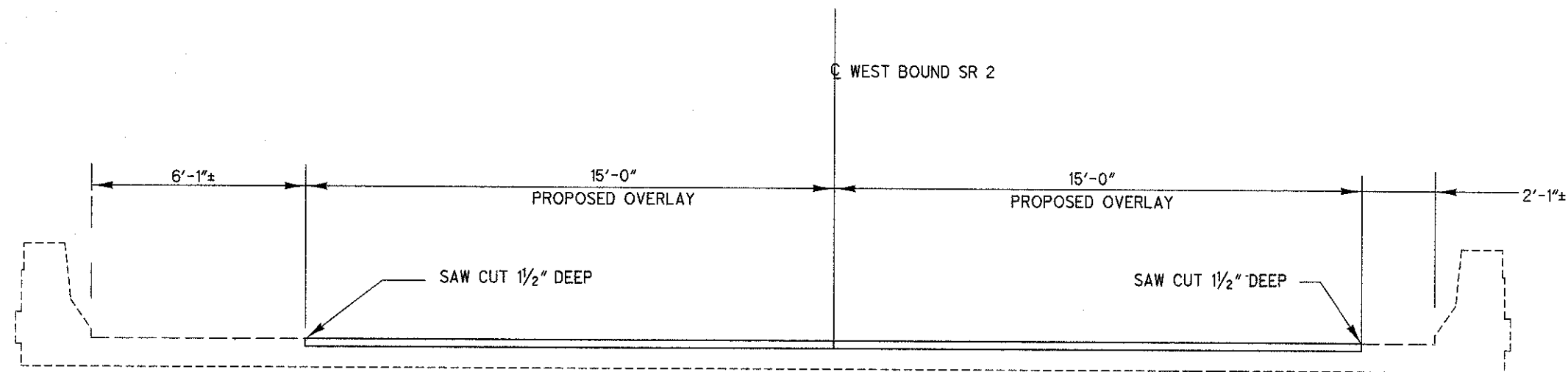
LOR-2-3.50

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SECTION A-A
 (RIGHT STRUCTURE ONLY)



SECTION B-B
 (LEFT STRUCTURE ONLY)

TRANSVERSE SECTION
 LOR-2-0742 L&R OVER S.R. 58

LOR-2-3.50

2 / 4

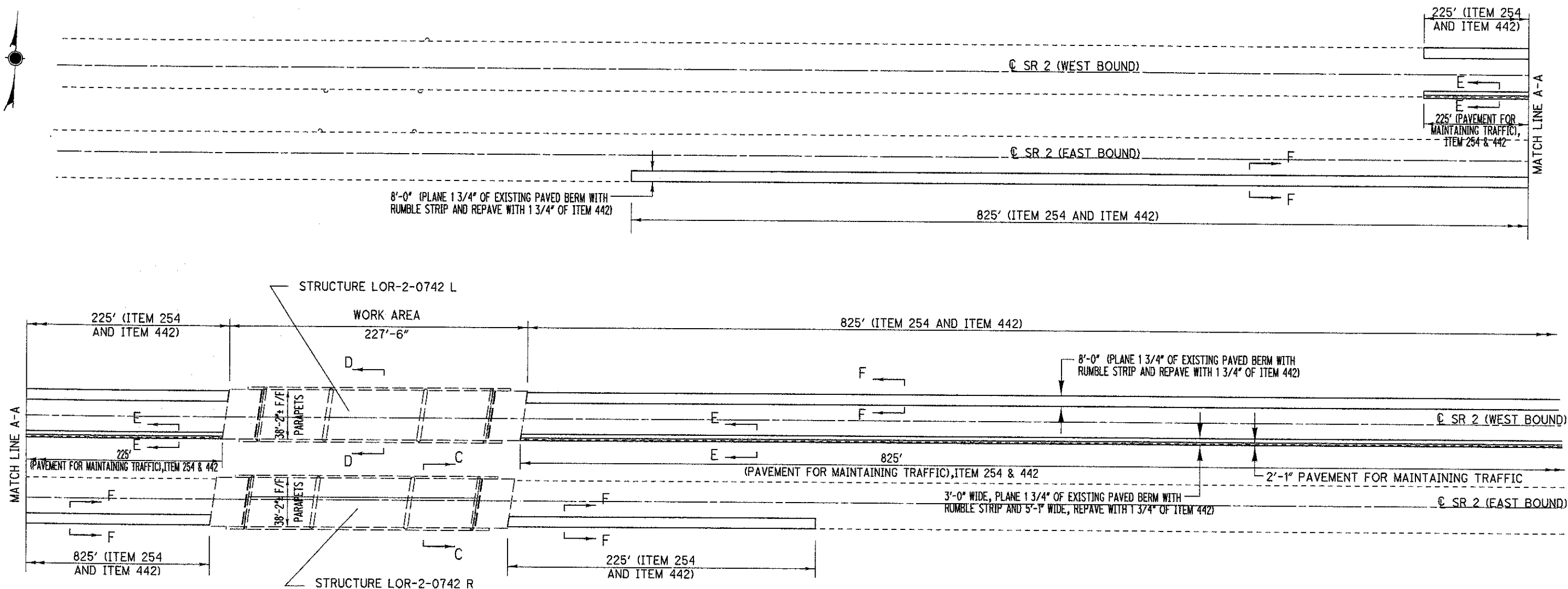
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DESIGN AGENCY
 DISTRICT THREE
 OFFICE OF PRODUCTION

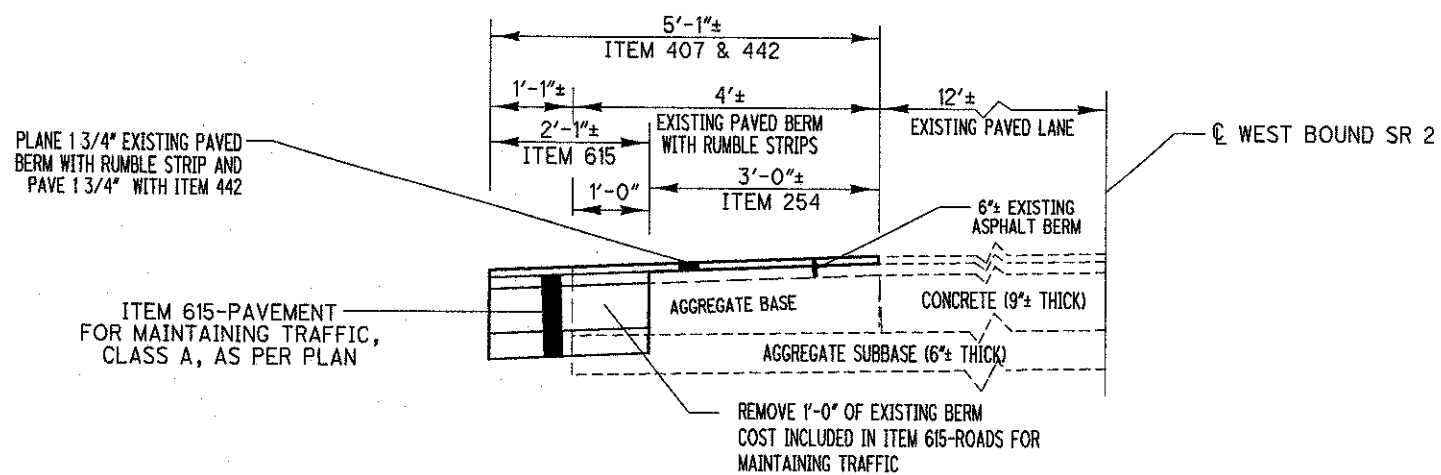
REVIEWED DATE
 RDN 9/08
 STRUCTURE FILE NUMBER
 4700279 & 4700309

DRAWN DCM
 CHECKED DJV

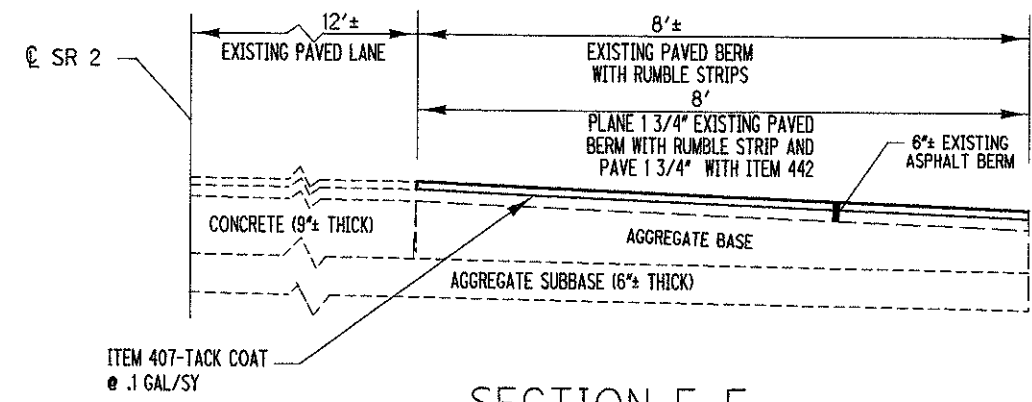
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WORKSTATION:AY DATE:01/17/2008



PLAN VIEW



SECTION E-E



SECTION F-F

ITEM	QUANTITY		UNIT	DESCRIPTION
	LOR-2-0742L	LOR-2-0742R		
254	1284	934	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE
407	153	94	GALLON	TACK COAT
442	75	46	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448)
615	LUMP			ROADS FOR MAINTAINING TRAFFIC
615	243		SQ YD	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN

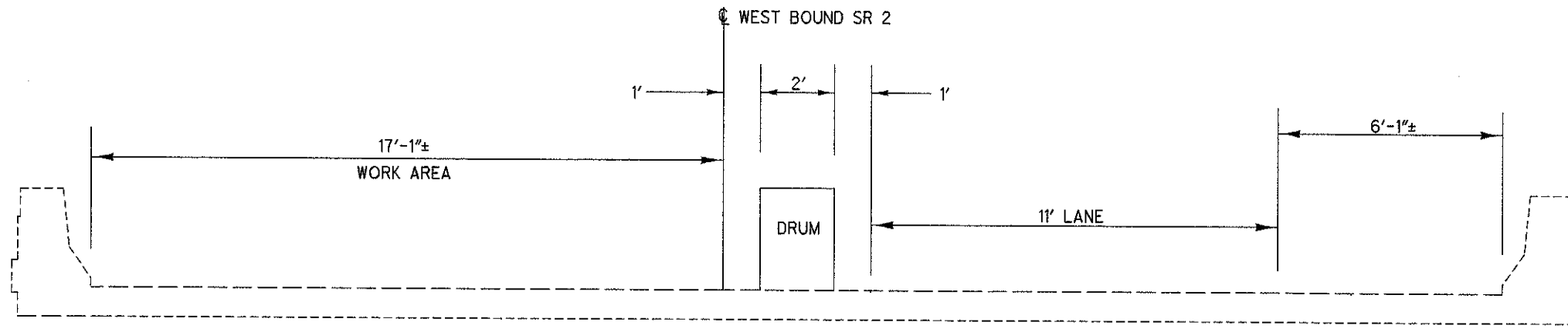
NOTES:

- 1) THE EXISTING APPROACH GUARDRAIL IS NOT SHOWN.
- 2) SEE STANDARD DRAWING MT-95.30 FOR DETAILS AND NOTES NOT SHOWN.
- 3) SEE SHEET 4/4 FOR SECTIONS C-C & D-D.

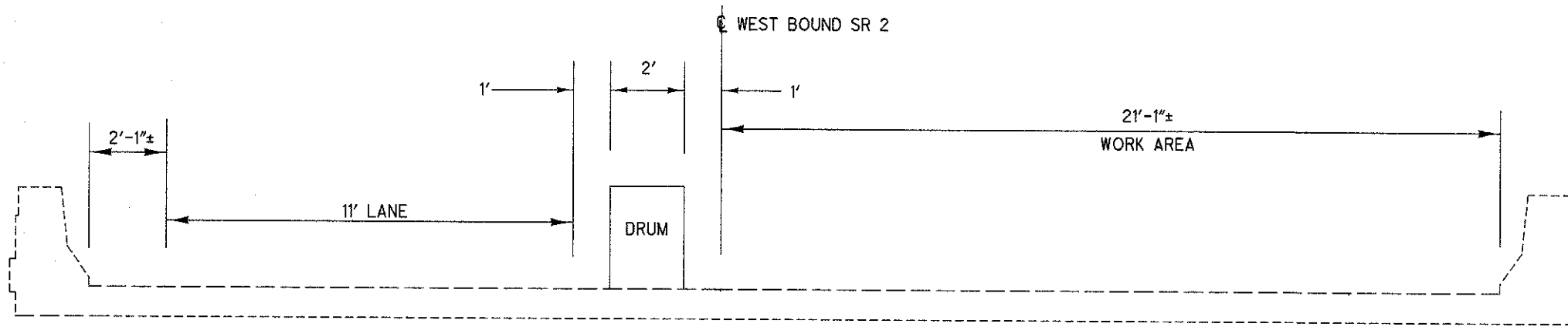
ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

DESIGN AGENCY: DISTRICT THREE OFFICE OF PRODUCTION
 DATE: 9/08
 REVIEWED: RDN
 DRAWN: DCM
 DESIGNED: DCM
 CHECKED: DJV
 STRUCTURE FILE NUMBER: 4700279 & 4700309
 MAINTENANCE OF TRAFFIC
 LOR-2-0742 L&R OVER S.R. 58
 LOR-2-3.50
 3 / 4
 39 / 40

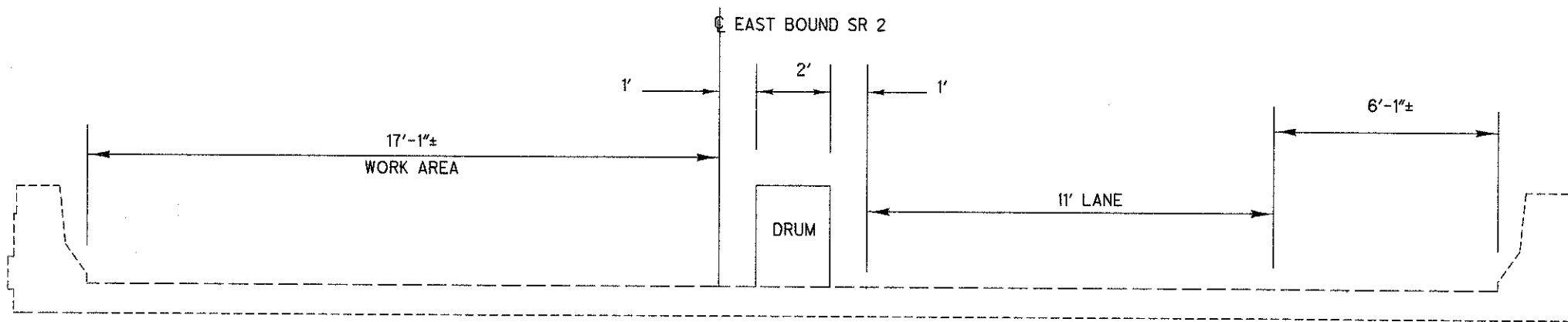
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WORKSTATION.LAY DATE: 09/17/2008



SECTION D-D
(LEFT STRUCTURE ONLY) (PHASE A)



SECTION D-D
(LEFT STRUCTURE ONLY) (PHASE B)



SECTION C-C
(RIGHT STRUCTURE ONLY) (PHASE A)

DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

REVIEWED
RDN
DATE
9/08
STRUCTURE FILE NUMBER
4700279 & 4700309

DRAWN
DCM
DESIGNED
DCM
CHECKED
DJV

MAINTENANCE OF TRAFFIC
LOR-2-0742 L&R OVER S.R. 58

LOR-2-3.50

4 / 4

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