

## GENERAL

### UTILITIES

(G102A)

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

CABLE  
ARMSTRONG UTILITIES  
1215 CLAREMONT AVENUE  
ASHLAND, OH 44805  
419.289.0161

COMMUNICATION  
BRIGHTSPEED  
203 W. 9TH STREET  
LORAIN, OH 44052  
440.244.8330

GAS  
COLUMBIA GAS OF OHIO  
1021 NORTH MAIN STREET  
MANSFIELD, OH 44903  
419.528.1134

ELECTRIC  
FIRELANDS ELECTRIC  
1 ENERGY PLACE  
NEW LONDON, OH 44851  
419.929.1571

GAS  
MARATHON PIPELINE  
539 SOUTH MAIN STREET  
FINDLAY, OH 45840  
419.884.0800

WATER  
AQUA OHIO, INC  
870 THIRD STREET NW  
MASSILLON, OHIO 44647  
330.832.7600

TRAFFIC  
ODOT DISTRICT THREE  
906 CLARK AVENUE  
ASHLAND, OH 44805  
419.207.2868

TRAFFIC  
ODOT OFFICE OF TRAFFIC OPERATIONS  
1980 W BROAD STREET  
COLUMBUS, OH 43223  
614.644.0270

ELECTRIC  
OHIO EDISON  
2508 WEST PERKINS AVENUE  
SANDUSKY, OH 44870  
419.627.6881

COUNTY  
RICHLAND COUNTY SANITARY ENGINEER  
50 PARK AVENUE EAST  
MANSFIELD, OH 44902  
419.774.3548

FIBER OPTIC  
SPRINT  
11370 ENTERPRISE PARK DRIVE  
SHARONVILLE, OH 45241  
513.612.4204

CABLE  
CHARTER COMMUNICATIONS  
5520 WHIPPLE AVENUE NW  
NORTH CANTON, OH 44720  
330.494.9200

GAS  
TC ENERGY  
P.O. BOX 85  
LAKEVILLE, OH 44638  
419.827.2620

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

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

### EXISTING PLANS

(G103)

EXISTING PLANS ENTITLED RIC-71-(6.39)(10.77), 2018 MAY BE INSPECTED IN THE ODOT DISTRICT THREE OFFICE IN ASHLAND.

### WORK LIMITS

(G106)

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

### PROGRESSION OF WORK

WIDENING SHALL BE DONE PRIOR TO RESURFACING. GUARDRAIL SHALL BE REMOVED PRIOR TO ANY EMBANKMENT WORK AT THE GUARDRAIL RUN. GUARDRAIL WORK SHALL BE DONE AFTER WIDENING, RESURFACING, AND BERM WORK SO AS TO ESTABLISH PROPER GRADES FROM WHICH TO CONSTRUCT THE RAIL.

### 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.

## ROADWAY

### ITEM 209 – LINEAR GRADING

THE CONTRACTOR IS REQUIRED TO PERFORM LINEAR GRADING ON THE GRADED SHOULDER. IT IS ANTICIPATED THAT THERE ARE AREAS WHERE THE GRADED SHOULDER IS AT A HIGHER ELEVATION THAN THE ADJACENT PROPOSED PAVEMENT. A 10:1 SLOPE SHALL BE ESTABLISHED, OR AS DIRECTED BY THE ENGINEER, WHEN PERFORMING ITEM 209 LINEAR GRADING. THE INTENT IS TO PROVIDE AN UNOBSTRUCTED AND POSITIVE FLOW OF STORM WATER FROM THE PAVEMENT TO THE DITCH. THE LINEAR GRADING SHALL BE PERFORMED AFTER THE INTERMEDIATE COURSE HAS BEEN COMPLETED AND BEFORE THE SURFACE COURSE IS PLACED. ALL LABOR AND EQUIPMENT NECESSARY TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER MILE FOR ITEM 209 - LINEAR GRADING.

## GUARDRAIL

### CONNECTING GUARDRAIL TO EXISTING RAIL

IN LOCATIONS WHERE TYPE 5 GUARDRAIL, TERMINAL ASSEMBLIES, ETC. ARE TO BE CONNECTED TO EXISTING RAIL SOME MODIFICATIONS MAY BE REQUIRED, INCLUDING EXTRA POSTS, DRILLING HOLES AND POSSIBLY PARTIAL SECTIONS OF ADDITIONAL RAIL ELEMENTS. THE COST OF THIS ADDITIONAL WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR TYPE 5 GUARDRAIL. IF ADDITIONAL PORTIONS OF RAIL ELEMENT ARE USED THE LINEAL MEASUREMENT OF THIS ADDITIONAL PORTION SHALL BE ADDED FOR PAYMENT.

### CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICER PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

### LOCATIONS OF GUARDRAIL

THE GUARDRAIL PROTECTION PROVIDED IN THIS PLAN SHALL BE LOCATED IN THE FIELD TO ASSURE THAT THE INSTALLATION WILL AFFORD THE MAXIMUM PROTECTION FOR TRAFFIC. THIS LOCATION SHALL BE POSITIONED AS FAR AS POSSIBLE FROM THE EDGE OF PAVEMENT WHILE MAINTAINING PROPER GRADE IN FRONT OF GUARDRAIL AS PER STANDARD DRAWINGS AND PLAN DETAILS.

### SUGGESTED SEQUENCE OF GUARDRAIL WORK

1. GUARDRAIL WORK IS TO BEGIN AFTER THE LINEAR GRADING IS COMPLETED AND THE 617 MATERIAL IS PLACED.
2. REMOVE THE GUARDRAIL.
3. PERFORM THE RESHAPING UNDER GUARDRAIL INCLUDING COMPLETING THE EMBANKMENT, AS PER PLAN IF APPLICABLE.
4. REBUILD/CONSTRUCT THE GUARDRAIL RUN.
5. INSTALL BARRIER REFLECTORS.

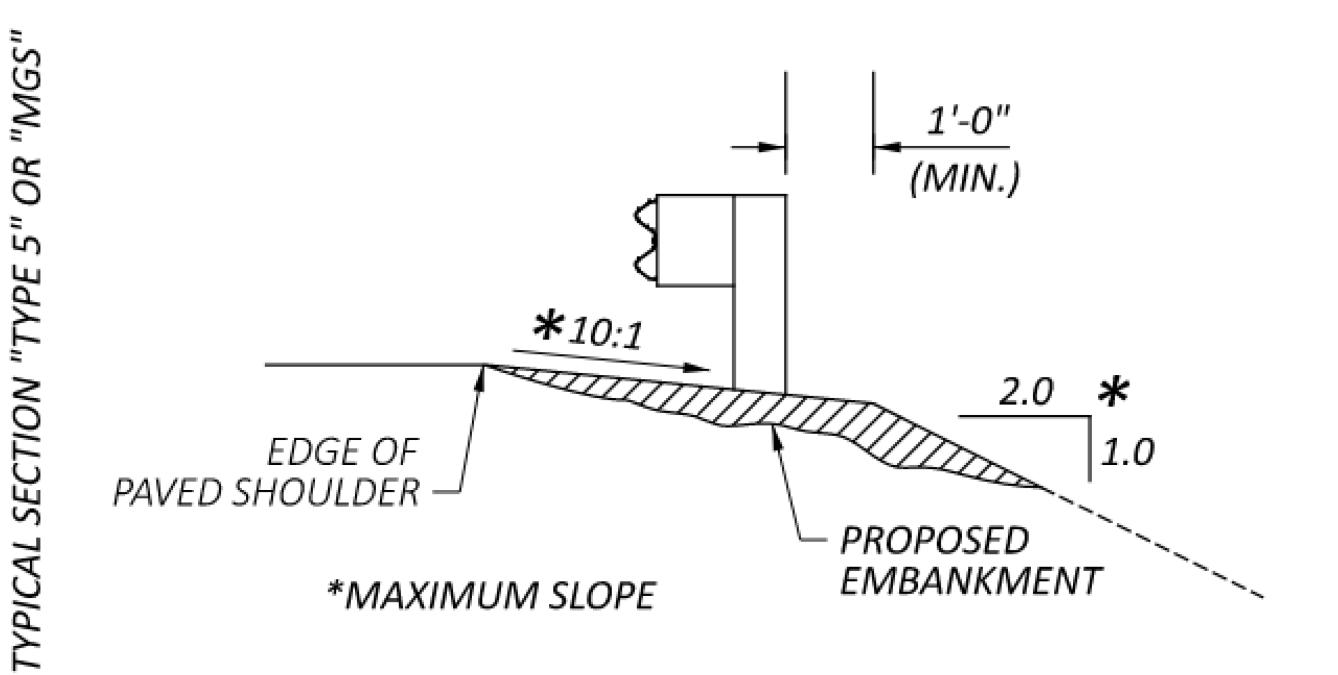
### ITEM 203 – EMBANKMENT, AS PER PLAN

AT SPECIFIED LOCATIONS AND LOCATIONS AS DIRECTED BY THE ENGINEER, EMBANKMENT SHALL BE PLACED AS TO PROVIDE A SUITABLE AREA TO CONSTRUCT GUARDRAIL AND TO PROVIDE STRUCTURAL INTEGRITY OF THE ROADWAY SHOULDER.

AREAS WHERE EMBANKMENT MATERIAL IS TO BE PLACED SHALL BE SCALPED. THE REQUIREMENTS FOR BENCHING SHALL BE WAIVED. THE DEPTH OF LAYERS IN WHICH THE EMBANKMENT IS PLACED SHALL BE LIMITED TO EIGHT (8) INCHES IN THICKNESS. THE METHOD OF COMPACTION AND EQUIPMENT USED SHALL BE PER C&MS 203.07 OR 98% MAXIMUM DRY DENSITY.

AFTER THE EMBANKMENT HAS BEEN PLACED, THE AREAS SHALL BE FERTILIZED, SEEDED, MULCHED, AND WATERED AS PER ITEM 659. THE COST SHALL BE INCLUDED IN THIS ITEM FOR PAYMENT.

THE METHOD OF MEASUREMENT FOR EMBANKMENT MATERIAL SHALL BE BY THE NUMBER OF CUBIC YARDS MEASURED BY LOOSE VOLUME IN THE CARRIER AT THE WORK SITE, IN LIEU OF THE REQUIREMENTS OF 203.09. PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT BID PRICE PER CUBIC YARD FOR ITEM 203 - EMBANKMENT, AS PER PLAN AND SHALL INCLUDE ALL WORK DESCRIBED ABOVE.



### ITEM 606 – ANCHOR ASSEMBLY, MGS TYPE B

(R112A)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE MASH 2016 GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND, THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE. THE FACE OF THE TYPE B IMPACT HEAD SHALL BE COVERED WITH TYPE J, ASTM D4956 TYPE XI REFLECTIVE SHEETING, PER CMS 730.193.

THE FACE OF THE TYPE B IMPACT HEAD SHALL BE COVERED WITH REROUNDABLE RETROREFLECTIVE SHEETING, PER CMS 730.191.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE B, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING REFLECTIVE SHEETING AND ALL RELATED HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

### ITEM 606 – ANCHOR ASSEMBLY, MGS TYPE E

(R113A)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE MASH 2016 GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH REROUNDABLE RETROREFLECTIVE SHEETING, PER CMS 730.191.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

### ITEM SPECIAL 606 – CABLE BARRIER

### ITEM SPECIAL 606 – CABLE BARRIER, ANCHOR ASSEMBLY

(R127)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY ONE OF THE HIGH TENSION FOUR CABLE GUARDRAIL SYSTEMS AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE. PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, CABLE BARRIER, AND ITEM 606 CABLE BARRIER, ANCHOR ASSEMBLY AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL HIGH TENSION CABLE GUARDRAIL SYSTEM NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER. THE LENGTH OF THE TENSIONED CABLE NECESSARY TO INSTALL A FUNCTIONAL ANCHOR SYSTEM SHALL BE INCLUDED IN ITEM 606, CABLE BARRIER, ANCHOR ASSEMBLY.

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

SYSTEMS SHALL HAVE A MAXIMUM DEFLECTION OF 8 FEET AND THE MAXIMUM LONGITUDINAL DISTANCE BETWEEN POSTS SHALL BE 15 FEET.

DELINEATE THE CABLE BARRIER USING TYPE 6 BARRIER REFLECTORS PER ITEM 626 OR USING FLEXIBLE POSTS PER ITEM 620 AS CALLED FOR IN THE PLANS OR DIRECTED BY THE ENGINEER.

ANCHOR TERMINAL STRUTS SHALL BE COVERED COMPLETELY ON BOTH SIDES WITH YELLOW REROUNDABLE RETROREFLECTIVE SHEETING, PER CMS 730.191.

TRANSITIONS TO W-BEAM GUARDRAIL ARE NOT ALLOWED.

REFER TO MANUFACTURER FOR MAXIMUM OFFSET FROM BREAK POINT.

TORPEDO OR BULLET SPLICES ARE NOT ALLOWED. ALL CABLE SPLICES SHALL BE A SWAGED OR OPEN BODY DESIGN THAT ALLOWS FOR ANNUAL INSPECTION BETWEEN THE WEDGE AND STRANDS OF CABLE.

## GENERAL NOTES

DESIGN AGENCY	DISTRICT 3
DESIGNER	JLB
REVIEWER	NRF 09/20/25
PROJECT ID	116657
SHEET TOTAL	8 44

## PAVEMENT

### ITEM 897 – PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (VARIES 0.0" – 0.5")

THE INTENT OF ITEM 897 PLANING IS TO SMOOTH THE COMPLETED ASPHALT REPAIRS IN THE SECTION OF RIC-71-15.46 TO 20.64. PLANING IS TO BE PERFORMED WITHIN 14 DAYS AFTER COMPLETION OF THE PAVEMENT REPAIR. THESE AREAS MAY VARY IN DEPTH, AS DIRECTED BY THE ENGINEER.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE ABOVE WORK. PAYMENT FOR THE PLANING WILL BE MADE FOR A MAXIMUM OF THE SQUARE YARDS OF THE PAVEMENT REPAIR AREA REGARDLESS OF ANY OTHER INCIDENTAL PLANING OUTSIDE OF THE REPAIR AREA TO ENSURE SMOOTHNESS, AT THE DISCRETION OF THE ENGINEER. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SY OF ITEM 897 – PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A

### ITEM 897 – PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (VARIES 0.0" – 0.5")

6050 SY

### ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

PLANING IS TO BE PERFORMED AS DIRECTED AND IN AREAS DESIGNATED BY THE ENGINEER. REMOVAL OF EXISTING PAVEMENT SURFACE MAY BE REQUIRED TO ELIMINATE ADVERSE SURFACE DISTORTION, WHICH IN THE JUDGEMENT OF THE ENGINEER, CANNOT BE SATISFACTORILY CORRECTED IN THE PAVING COURSES. THESE AREAS MAY VARY IN DEPTH, AS DIRECTED BY THE ENGINEER. THESE AREAS MAY INCLUDE MATERIAL DISPLACED BY RUTTING OR SHOVING ASPHALT SURFACE PATCHES, CONCRETE PATCHES, TRANSVERSE BUMPS, JOINTS AT STRUCTURES, ADJOINING PAVEMENTS, RAILROADS, ETC.

### ITEM 408 - PRIME COAT, AS PER PLAN

THE CONTRACTOR SHALL APPLY ONE COAT OF MC-70 (AS PER SECTION 702) AT A RATE OF 0.40 GAL/SY TO THE COMPLETED AGGREGATE SHOULDER (ITEM 617) AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF PAVEMENT OR EDGE LINE. THE CONTRACTOR SHALL APPLY THE PRIME COAT TO THE AGGREGATE SHOULDER WITHIN 7 (SEVEN) CALENDAR DAYS OF THE BERM MATERIAL BEING LAYED ON THE SHOULDER. PRIOR TO APPLYING THE PRIME COAT LAYER, IT IS ALSO THE CONTRACTOR'S RESPONSIBILITY TO CORRECT ANY DAMAGES TO AGGREGATE SHOULDER THAT HAS OCCURRED DURING THE PERIOD OF TIME BETWEEN THE LAYING OF THE BERM MATERIAL AND THE SPRAYING OF PRIME COAT. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS.

### 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 CMS 254.04. THE LIMIT OF THE PATCHING DEPTH IS 0 TO 2 IN.

### ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE. PAVEMENT REPAIR SHALL BE PERFORMED BEFORE PAVEMENT PLANING AND BEFORE PLACEMENT OF THE OVERLAY COURSE(S). THE DEPTH OF REMOVAL SHALL BE AS DIRECTED BY THE ENGINEER WITH A MAXIMUM DEPTH OF 6". THE MINIMUM WIDTH OF REPAIR SHALL BE 4FT. REPLACEMENT MATERIAL SHALL BE ITEM 301 ASPHALT CONCRETE BASE (449) AND SHALL BE PLACED AND COMPAKTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE.

LONGITUDINAL IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PARALLEL TO THE CENTERLINE THAN THE MEASUREMENT PERPENDICULAR TO THE CENTERLINE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES, ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN IS TO BE A MAXIMUM OF 6" DEEP. THE FOLLOWING ITEMS AND QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

### RIC-71-10.76 TO 15.46

### ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN (LONGITUDINAL)

1500 CY

### ITEM 253 – PAVEMENT REPAIR, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE. PAVEMENT REPAIR SHALL BE PERFORMED BEFORE PAVEMENT PLANING AND BEFORE PLACEMENT OF THE OVERLAY COURSE(S). THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH A MINIMUM DEPTH OF 6" AND A MAXIMUM DEPTH OF 16" AND A MINIMUM WIDTH OF 4FT. FOR FULL DEPTH REPAIRS WHERE CONCRETE IS UNDERLYING ASPHALT BUT CONCRETE IS NOT BEING REPLACED AS PART OF THE REPAIR, REMOVE ALL ASPHALT TO THE TOP OF CONCRETE THEN COMPLETE FLEXIBLE REPAIR ON TOP OF EXISTING CONCRETE. REPLACEMENT MATERIAL SHALL BE ITEM 301 ASPHALT CONCRETE BASE (449) AND SHALL BE PLACED AND COMPAKTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. THE MAXIMUM PAVEMENT LIFT THICKNESS IS 6".

LONGITUDINAL IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PARALLEL TO THE CENTERLINE THAN THE MEASUREMENT PERPENDICULAR TO THE CENTERLINE.

THE REQUIREMENTS OF SCD MT-101.90 (DROP-OFFS IN WORK ZONES) APPLY. UNLESS SPECIFIED AND ACCOUNTED FOR OTHERWISE IN THESE PLANS, FILL REPAIR AREAS WITH EITHER THE FINAL MATERIAL OR A TEMPORARY MATERIAL AT THE DISCRETION AND APPROVAL OF THE ENGINEER WHEN WORK IS NOT ACTIVE IN THE AREA OF THE REPAIR.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES, ITEM 253 PAVEMENT REPAIR, AS PER PLAN IS TO BE GREATER THAN 6" DEEP. THE FOLLOWING ITEMS AND QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

### RIC-71-10.76 TO 15.46

### ITEM 253 – PAVEMENT REPAIR, AS PER PLAN (LONGITUDINAL)

100 CY

### ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

THE INTENT OF THE PLANING IS TO MILL 1.75 INCHES AT THE CENTER OF PAVEMENT AT NON-CURBED AREAS UNLESS OTHERWISE SHOWN. THE PAVEMENT SLOPE SHALL BE 0.010 MINIMUM AND 0.016 PREFERRED, CONTINUOUS BETWEEN THE CROWN AND THE PROPOSED EDGE LINE/SHOULDER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CENTER OF PAVEMENT IN CONFORMANCE WITH THE ABOVE GUIDELINES.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPERELEVATED CURVES. THE SUPERELEVATION 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 TO ALL CATCH BASINS AND INLETS.

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 FOURTEEN (14) CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE 14 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE OF \$5,000 PER DAY.

DRAINAGE SLOTS SHALL BE CUT INTO THE SHOULDER(S) AT THE LOW POINT OF EACH PLANED SECTION TO PREVENT TRAPPED WATER PUDDLES AND REFILLED DURING RESURFACING. CUTTING AND FILLING DRAINAGE SLOTS SHALL BE INCLUDED IN PAYMENT WITH ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE.

THE AMOUNT OF GRINDINGS RESULTING FROM THIS WORK MAY PRODUCE UNEXPECTED VOLUMES OF GRINDINGS DUE TO THE EXISTING TRANSVERSE SLOPE OF THE PAVEMENT.

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 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE.

### ITEM SPECIAL, INTELLIGENT COMPACTION (IC)

THIS ITEM CONSISTS OF PROVIDING AN INTELLIGENT COMPACTION (IC) SYSTEM TO MONITOR COMPACTION DURING PLACEMENT OF ASPHALT CONCRETE. INSTRUMENT ALL ROLLERS INVOLVED IN THE COMPACTION OF THE ASPHALT CONCRETE MAT. CONFORM TO THE SPECIFICATIONS FOUND IN THE SPECIAL PROVISION. NOTIFY THE ODOT OFFICE OF PAVEMENT ENGINEERING (OPE) AT LEAST TWO WEEKS PRIOR TO THE START OF IC DATA COLLECTION. INCLUDE THE COST OF ALL LABOR, EQUIPMENT, SOFTWARE, AND INCIDENTALS NECESSARY TO INSTALL THE EQUIPMENT AND ANALYZE THE DATA IN THE LUMP SUM BID FOR ITEM SPECIAL, INTELLIGENT COMPACTION (IC).

### ITEM 618 – RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN

PLACE THE RUMBLE STRIP ON THE INSIDE SHOULDER AS PER STANDARD CONSTRUCTION DRAWING BP-9.1. PLACE THE RUMBLE STRIP ON THE OUTSIDE SHOULDER 3 FEET ON CENTER MEASURED FROM THE CENTER OF THE EDGE LINE. ALL OTHER ASPECTS OF THE OUTSIDE RUMBLE STRIP ARE TO REMAIN AS PER DETAILED ON STANDARD CONSTRUCTION DRAWING BP-9.1.

ALL WORK NEEDED TO COMPLETE THIS WORK WILL BE INCLUDED IN THE CONTRACT BID PRICE PER MILE FOR ITEM 618 – RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN AND WILL INCLUDE ALL MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS NEEDED.

### ITEM SPECIAL, PAVER MOUNTED THERMAL PROFILING (PMTP)

THIS ITEM CONSISTS OF PROVIDING A PAVER MOUNTED THERMAL PROFILING (PMTP) SYSTEM TO IDENTIFY THE PRESENCE OF ANY THERMAL SEGREGATION OF AN UNCOMPACTED MAT OF HOT MIX ASPHALT. CONFORM TO THE SPECIFICATIONS FOUND IN THE SPECIAL PROVISION FOR METHODS AND PROCEDURES FOR DETERMINING THE THERMAL PROFILE USING A PMTP SYSTEM. NOTIFY THE ODOT OFFICE OF PAVEMENT ENGINEERING (OPE) AT LEAST TWO WEEKS PRIOR TO THE START OF PMTP DATA COLLECTION.

OPE WILL CONDUCT DENSITY GAUGE TESTING ON SOME OR ALL OF THERMAL PROFILE DATA SUBLOTS CATEGORIZED AS HAVING SEVERE THERMAL SEGREGATION, AS DEFINED IN THE SPECIAL PROVISION. THE RESULTS OF THIS TESTING ARE FOR RESEARCH PURPOSES AND WILL NOT RESULT IN ANY ADDITIONAL ADJUSTMENT TO THE ITEM UNIT BID PRICE. PROVIDE TRAFFIC CONTROL TO ALLOW OPE TO CONDUCT TESTING. THE DEPARTMENT WILL NOT REQUIRE MORE THAN FOUR DAYS OF ADDITIONAL LANE CLOSURES TO PERFORM DENSITY GAUGE TESTING. INCLUDE THE COST OF ALL LABOR, EQUIPMENT, SOFTWARE, AND INCIDENTALS NECESSARY TO INSTALL THE EQUIPMENT AND ANALYZE THE DATA IN THE LUMP SUM BID FOR ITEM SPECIAL, PAVER MOUNTED THERMAL PROFILING (PMTP).

### ITEM 442 – ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, (447) (PG70-22M), AS PER PLAN

FOLLOW ALL REQUIREMENTS OF THE SPECIFICATIONS WITH THE ADDITION OF THE FOLLOWING: PROVIDE LOCATION REFERENCE COORDINATES FOR EACH CORE TAKEN FOR MAT AND JOINT DENSITY ACCEPTANCE. UTILIZE A GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) RECEIVER WITH AN ACCURACY OF  $\pm 2$  INCHES (50 MM) IN THE X AND Y DIRECTIONS. USE A GNSS WITH THE ABILITY TO OBTAIN POSITIONAL CORRECTIONS USING THE ODOT REAL TIME NETWORK (RTN) OR A BASE-ROVER REAL-TIME KINEMATIC (RTK) SYSTEM. TIE DATA TO THE MOST CURRENT VERSION OF THE NATIONAL SPATIAL REFERENCE SYSTEM (NSRS) THROUGH OHIO COUNTY COORDINATE SYSTEM (OCCS) COORDINATES. USE THE RTN ONLY WHEN COVERAGE IS AVAILABLE THROUGHOUT THE PROJECT LIMITS.

### ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE. THE DEPTH OF REMOVAL SHALL BE AS DIRECTED BY THE ENGINEER WITH A MAXIMUM DEPTH OF 3.0". THE MINIMUM WIDTH OF REPAIR SHALL BE 4FT. REPLACEMENT MATERIAL SHALL BE ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (449) AND SHALL BE PLACED AND COMPAKTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE.

LONGITUDINAL IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PARALLEL TO THE CENTERLINE THAN THE MEASUREMENT PERPENDICULAR TO THE CENTERLINE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES, ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN IS TO BE A MAXIMUM OF 6" DEEP. THE FOLLOWING ITEMS AND QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

### RIC-71-15.46 TO 20.64

### ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN (LONGITUDINAL)

1500 CY

### ITEM 253 – PAVEMENT REPAIR, MISC.: FULL DEPTH PATCHING WITHOUT RESURFACING

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH A MINIMUM DEPTH OF 6" AND A MAXIMUM DEPTH OF 16" AND A MINIMUM WIDTH OF 4FT. FOR FULL DEPTH REPAIRS WHERE CONCRETE IS UNDERLYING ASPHALT BUT CONCRETE IS NOT BEING REPLACED AS PART OF THE REPAIR, REMOVE ALL ASPHALT TO THE TOP OF CONCRETE THEN COMPLETE FLEXIBLE REPAIR ON TOP OF EXISTING CONCRETE. REPLACEMENT MATERIAL SHALL BE ITEM 301 ASPHALT CONCRETE BASE (449) FOR AN ASSUMED THICKNESS OF 13.5" BELOW 2.5" OF ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (449) AND SHALL BE PLACED AND COMPAKTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. THE MAXIMUM PAVEMENT LIFT THICKNESS IS 6" FOR ITEM 301.

LONGITUDINAL IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PARALLEL TO THE CENTERLINE THAN THE MEASUREMENT PERPENDICULAR TO THE CENTERLINE

THE REQUIREMENTS OF SCD MT-101.90 (DROP-OFFS IN WORK ZONES) APPLY. UNLESS SPECIFIED AND ACCOUNTED FOR OTHERWISE IN THESE PLANS, FILL REPAIR AREAS WITH EITHER THE FINAL MATERIAL OR A TEMPORARY MATERIAL AT THE DISCRETION AND APPROVAL OF THE ENGINEER WHEN WORK IS NOT ACTIVE IN THE AREA OF THE REPAIR.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES, ITEM 253 PAVEMENT REPAIR, AS PER PLAN IS TO BE GREATER THAN 6" DEEP. THE FOLLOWING ITEMS AND QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

### RIC-71-15.46 TO 20.64

### ITEM 253 – PAVEMENT REPAIR, MISC.: FULL DEPTH PATCHING WITHOUT RESURFACING

50 CY

## GENERAL NOTES

DESIGN AGENCY	DISTRICT 3
DESIGNER	JLB
REVIEWER	NRF 09/20/25
PROJECT ID	116657
SHEET	TOTAL
9	44



**ITEM 614 – LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS  
(ITEM 642-55)**

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. LEOS SHOULD NOT BE USED WHERE THE OMTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

DURING PERIODS WHERE TRAFFIC NEEDS TO BE DIRECTED CONTRARY TO A TRAFFIC CONTROL DEVICE (FLAGGER, SIGN [E.G. STOP SIGN, STREET OR HIGHWAY SIGNS, ETC], SIGNAL OR OTHER DEVICE USED TO REGULATE, WARN OR GUIDE TRAFFIC). TRAFFIC IN THIS INSTANCE INCLUDES VEHICULAR, PEDESTRIAN AND/OR SHARED USE PATH USERS.

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

FOR LANE CLOSURES THAT MEET ALL OF THE CRITERIA LISTED BELOW: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

## CRITERIA:

ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND,

AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,

AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS AND/OR IN CONTRARY TO OTHER TRAFFIC CONTROL DEVICES IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE SHIFT DURATION SHALL NOT BE LESS THAN THE LEO'S MINIMUM SHOW-UP TIME REQUIRED BY THEIR LAW ENFORCEMENT AGENCY. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (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) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

800 HOURS

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

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

**NOTIFICATION OF TRAFFIC RESTRICTIONS  
(ITEM 642-58)**

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER

TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV), THE DISTRICT PUBLIC INFORMATION OFFICE (PIO), THE DISTRICT DETOUR NOTIFICATION EMAIL LIST (D03.DETOUR.NOTIFICATION@DOT.OHIO.GOV), AND THE DISTRICT LANE CLOSURE NOTIFICATION EMAIL LIST (D03.LANECLOSURE@DOT.OHIO.GOV). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS AND PIO*
RAMP AND/OR ROAD CLOSURES	2 WEEKS OR GREATER	21 CALENDAR DAYS
	12 HOURS TO 2 WEEKS	14 CALENDAR DAYS
	12 HOURS OR LESS	4 BUSINESS DAYS
LANE CLOSURES AND RESTRICTIONS	2 WEEKS OR GREATER	14 CALENDAR DAYS
	LESS THAN 2 WEEKS	5 BUSINESS DAYS
START OF CONSTRUCTION AND TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS

\* - PRIOR TO CLOSURE DATE, UNLESS NOTED OTHERWISE

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

**ITEM 614 – WORK ZONE PAVEMENT MARKINGS**

THE FOLLOWING QUANTITYIES SHALL BE USED WHERE PAVEMENT MARKINGS HAVE BEEN REMOVED BECAUSE OF PERFORMING PAVEMENT REPAIRS.

ITEM 614 - WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	20.72 MILE
ITEM 614 - WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	20.72 MILE

**MAINTENANCE OF TRAFFIC FOR MARKING PAVEMENT REPAIRS**

PROVIDE LANE CLOSURES AS PER THE MAINTENANCE OF TRAFFIC NOTES IN THESE PLANS A MINIMUM OF 24 HOURS PRIOR TO PERFORMING PAVEMENT REPAIRS TO ALLOW THE ENGINEER TO IDENTIFY AND MARK THE AREAS OF THE PAVEMENT IN NEED OF REPAIRS. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING THE WORK ZONE MARKS AFTER INSTALLATION.

FOR BIDDING PURPOSES, THERE WILL BE 15 SHIFTS OF WORK ZONE SET UPS FOR THIS PROJECT. PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NEEDED TO PERFORM THE ABOVE WORK IS CONSIDERED INCIDENTAL TO MAINTAINING TRAFFIC ON THE PROJECT AND WILL BE INCLUDED IN THE LUMP SUM BID PRICE FOR THE ITEM 614 – MAINTAINING TRAFFIC.

**FLOODLIGHTING**

(ITEM 642-29)

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. 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.



RIC-71-10.76

MODEL: GENSUM 1 PAPER SIZE: 34x22 (in.) DATE: 12/31/2025 TIME: 8:44:25 AM PLTDRV: OHDOT\_PDF.pltcfg PENTBL: OHDOT\_Pen.tbl USER: Jared.Baker@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 116657 PRODUCT: OpenRoadsDesigner 24.00.00.205

MODEL: GENSUM 1 PAPER SIZE: 34x22 (in.) DATE: 12/31/2025 TIME: 8:44:25 AM PLTDRV: OHDOT\_PDF.pltcfg PENTBL: OHDOT\_Pen.tbl USER: Jaree pw: \\ohdot-pow.bentley.com\ohdot-pow-02\Documents\01 Active Projects\District 03\Richland\116657400-Engineering\Roadway\Sheets\116657\_G001.dwg

# GENERAL SUMMARY

DESIGN AGENCY	
<b>DISTRICT 3</b>	
	
<b>ENGINEERING</b>	
<b>TEAM TWO</b>	
DESIGNER	
<b>JLB</b>	
REVIEWER	
<b>NRF 09-20-2</b>	
PROJECT ID	
<b>116657</b>	
SHEET	TOTAL
<b>20</b>	<b>44</b>

7	SHEET NUMBER								PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
	10	11	12	13	23	24	25	26	27	32	38	01/IMS	02/SAF			
									6		614	13312	6	EACH	TRAFFIC CONTROL	
									40		614	13312	40	EACH	BARRIER REFLECTOR, TYPE 2, 1 WAY	
									1,287		621	00100	1,287	EACH	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	
									1,287		621	54000	1,287	EACH	RPM	
									464		626	00118	464	EACH	RAISED PAVEMENT MARKER REMOVED	
									464		626	00118	464	EACH	BARRIER REFLECTOR, TYPE 6	
									465		644	00720	465	FT	CHEVRON MARKING	
20									20		644	40000	20	EACH	SPEED MEASUREMENT MARKING	
									83		646	10620	83	FT	CHEVRON MARKING	
									0.28		807	12010	0.28	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (WHITE)	
									0.28		807	12010	0.28	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (YELLOW)	
									0.56		807	12110	0.56	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"	
									846		807	12310	846	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12"	
									77.21		807	12410	77.21	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6"	
									10.24		807	14010	10.24	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (WHITE)	
									10.24		807	14010	10.24	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (YELLOW)	
									20.47		807	14110	20.47	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	
									2,556		807	14310	2,556	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	
									4,016		807	14410	4,016	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	
									40.95		850	10010	40.95	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
									4,016		850	10110	4,016	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
									2,556		850	10130	2,556	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
									1.13		850	20010	1.13	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
									77.21		850	20110	77.21	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
									846		850	20130	846	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (CONCRETE)	
									140	140	409	30000	140	FT	STRUCTURE REPAIR (RIC-71-10.87L)	
									141	141	SPECIAL	51631250	141	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	38
									140	140	409	30000	140	FT	STRUCTURE REPAIR (RIC-71-10.90R)	
									141	141	SPECIAL	51631250	141	FT	SAWING AND SEALING CONCRETE JOINTS	38
									1	1	SPECIAL	51912510	1	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B	38
									13	13	SPECIAL	51912510	13	SY	STRUCTURE REPAIR (RIC-71-12.65)	38
									185	185	409	30000	185	FT	STRUCTURE REPAIR (RIC-71-14.53L)	
									59	59	SPECIAL	51631250	59	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	40
									20	20	SPECIAL	51912510	20	SY	SAWING AND SEALING CONCRETE JOINTS	38
									172	172	409	30000	172	FT	PATCHING CONCRETE BRIDGE DECK - TYPE B	
									52	52	SPECIAL	51631250	52	FT	STRUCTURE REPAIR (RIC-71-14.55R)	
									17	17	SPECIAL	51912510	17	SY	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	40
									164	164	409	30000	164	FT	PATCHING CONCRETE BRIDGE DECK - TYPE B	38
									164	164	SPECIAL	51631250	164	FT	STRUCTURE REPAIR (RIC-71-15.21L)	
									1	1	SPECIAL	51912510	1	SY	SAWING AND SEALING CONCRETE JOINTS	38
									170	170	409	30000	170	FT	PATCHING CONCRETE BRIDGE DECK	
									170	170	SPECIAL	51631250	170	FT	STRUCTURE REPAIR (RIC-71-15.23R)	38
									1	1	SPECIAL	51912510	1	SY	SAWING AND SEALING CONCRETE JOINTS	38
									151	151	409	30000	151	FT	STRUCTURE REPAIR (RIC-71-15.39L)	
									151	151	SPECIAL	51631250	151	FT	SAWING AND SEALING CONCRETE JOINTS	38
									3	3	SPECIAL	51912510	3	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B	38
									151	151	409	30000	151	FT	STRUCTURE REPAIR (RIC-71-15.42R)	
									151	151	SPECIAL	51631250	151	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	38
									47	47	SPECIAL	51912510	47	SY	SAWING AND SEALING CONCRETE JOINTS	38
									47	47	SPECIAL	51912510	47	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B	38

## GENERAL SUMMARY

DESIGN AGENCY	DISTRICT 3
ENGINEERING TEAM TWO	
DESIGNER	JLB
REVIEWER	NRF 09-20-25
PROJECT ID	116657
SHEET TOTAL	21 44

RIC-71-10.76

COUNTY	ROUTE	DIRECTION	STATION / SLM			HIGHWAY MILES			614			807			850			644		646		807			850														
			FROM			TO			MILE			MILE		FT		MILE		FT		MILE		FT		MILE		FT		MILE		FT									
RIC	71	NORTH	567+77.17	570+69.89	0.06	0.11	0.11									0.06	0.06	0.11																					
RIC	71	NORTH	570+69.89	650+00	1.50	3.00	3.00									1.50	1.50	3.00																					
RIC	71	NORTH	650+00	750+00	1.89	3.79	3.79									1.89	1.89	3.79																					
RIC	71	NORTH	750+00	763+46.15	0.25	0.51	0.51									0.25	0.25	0.51																					
RIC	71	NORTH	763+46.15	771+40.98	0.15	0.30	0.30	533	859				0.15	0.15	0.30	266	430	0.60	430	266	88	83																	
RIC	71	NORTH	771+40.98	781+60.97	0.19	0.39	0.39									0.19	0.19	0.39																					
RIC	71	NORTH	781+60.97	797+29.15	0.30	0.59	0.59	2,118	2,079				0.30	0.30	0.59	1,059	1,040	1.19	1,040	1,059																			
RIC	71	NORTH	797+29.15	815+53.36	0.35	0.69	0.69									0.35	0.35	0.69																					
RIC	71	SOUTH	569+42.23	589+36.95	0.38	0.76	0.76									0.38	0.38	0.76																					
RIC	71	SOUTH	589+42.23	602+91.14	0.26	0.51	0.51	1,140	2,156				0.26	0.26	0.51	570	1,078	1.02	1,078	570	157																		
RIC	71	SOUTH	602+91.14	650+00	0.89	1.78	1.78									0.89	0.89	1.78																					
RIC	71	SOUTH	650+00	725+00	1.42	2.84	2.84									1.42	1.42	2.84																					
RIC	71	SOUTH	725+00	755+71.74	0.58	1.16	1.16									0.58	0.58	1.16																					
RIC	71	SOUTH	755+71.74	772+49.18	0.32	0.64	0.64	2,048								0.32	0.32	0.64	1,024	1.27	1,024																		
RIC	71	SOUTH	772+49.18	781+58.79	0.17	0.34	0.34	1,654								0.17	0.17	0.34	827			0.69	827																
RIC	71	SOUTH	781+58.79	790+21.05	0.16	0.33	0.33	1,360	1,045				0.16	0.16	0.33	680	522	0.65	522	680	220																		
RIC	71	SOUTH	790+51.05	814+54.77	0.46	0.91	0.91									0.46	0.46	0.91																					
RIC-71 NORTH			TO			SR-39			0.29			0.58		0.58					0.29		0.29		0.58		1.16														
RIC-71 NORTH			FROM			SR-39			0.23			0.46		0.46					0.23		0.23		0.46		0.92														
RIC-71 SOUTH			TO			SR-39			0.20			0.40		0.40					0.20		0.20		0.40		0.80														
RIC-71 SOUTH			FROM			SR-39			0.24			0.48		0.48					0.24		0.24		0.48		0.96														
RIC-71 SOUTH			TO			SR-13			0.23			0.46		0.46					0.23		0.23		0.46		0.92														
RIC	71		NB CONCRETE BRIDGE DECKS															-0.15			-0.15			-0.29			-347			-77.21									
RIC	71		SB CONCRETE BRIDGE DECKS															-0.14			-0.14			-0.27			-499			-0.55									
<b>TOTALS TO GENERAL SUMMARY</b>									21.04	21.04		6,805	8,187		10.24	10.24		20.47	2,556	4,016		40.95	4,016		2,556			465	83		0.28	0.28	0.56	77.21	846				
</td																																							

IGN AGENCY  
DISTRICT 3



## ENGINEERING TEAM THREE

IGNER

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**REVIEWER**

RF 09/20/2018

JECT ID

ET TOTAL

25 | 44