

LEGEND

- 1

209, PREPARING SUBGRADE FOR SHOULDER PAVING
- 2

254, PAVEMENT PLANNING, ASPHALT CONCRETE (T = 2")
- 3

407, NON-TRACKING TACK COAT @ 0.06 GAL/SY
- 4

407, NON-TRACKING TACK COAT @ 0.09 GAL/SY
- 5

408, PRIME COAT, AS PER PLAN @ 0.40 GAL/SY
- 6

424, FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448) (T = 1")
- 7

SAFETY EDGE, AS PER SCD BP-3.2
- 8

441, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448) (T = 1")
- 9

617, COMPACTED AGGREGATE, AS PER PLAN (T = 1" AVG.)

- A

EXISTING ASPHALT CONCRETE (T = 6")
- B

EXISTING ASPHALT CONCRETE (T = 4")
- C

EXISTING SHOULDER
- D

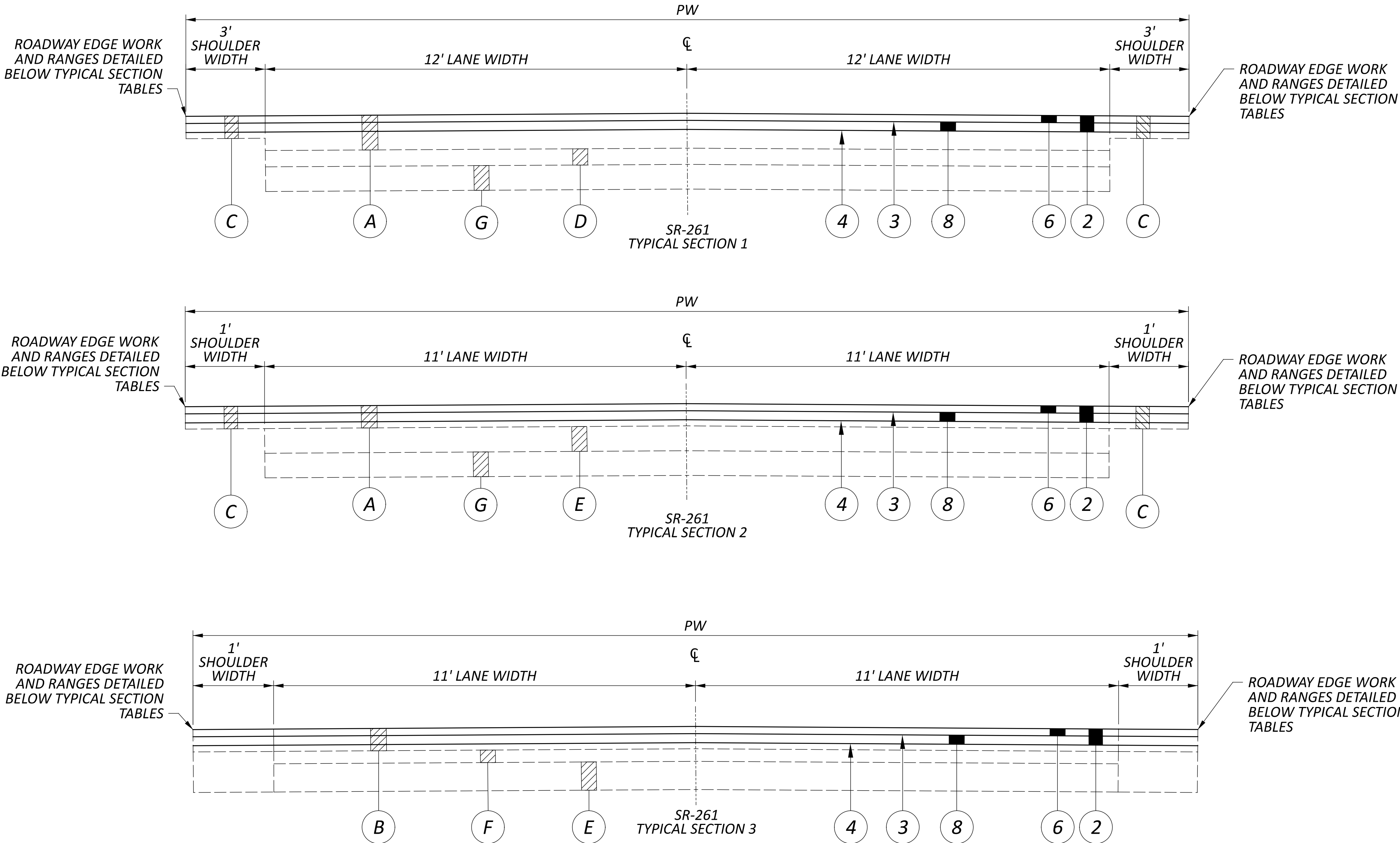
EXISTING MACADAM BASE (T = 4")
- E

EXISTING CONCRETE BASE (T = 6")
- F

EXISTING RIGID BRICK BASE (T = 2")
- G

EXISTING AGGREGATE LAYER (T = 6")
- H

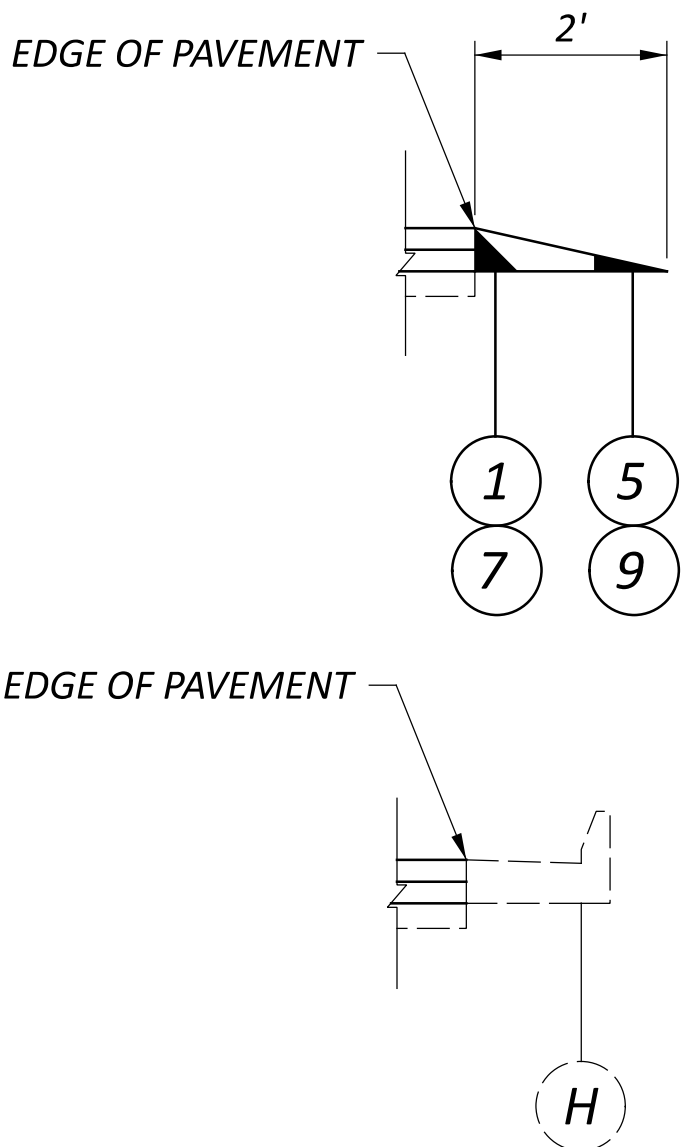
EXISTING CONCRETE CURB & GUTTER



TYPICAL SECTION #1				
ROUTE	SLM		LENGTH (MILES)	PW (FEET)
	FROM	TO		
SR 261	0.00	0.06	0.06	29
SR 261	0.08	0.30	0.22	29

TYPICAL SECTION #2				
ROUTE	SLM		LENGTH (MILES)	PW (FEET)
	FROM	TO		
SR 261	0.30	2.20	1.90	28
SR 261	2.22	2.65	0.43	30
SR 261	3.74	4.09	0.35	25
SR 261	4.09	4.20	0.11	44
SR 261	4.22	4.56	0.34	28
SR 261	4.57	4.76	0.19	26
SR 261	4.77	4.94	0.17	26
SR 261	4.95	5.29	0.34	29
SR 261	6.25	6.43	0.18	70

TYPICAL SECTION #3				
ROUTE	SLM		LENGTH (MILES)	PW (FEET)
	FROM	TO		
SR 261	5.29	5.64	0.35	26
SR 261	6.43	7.22	0.79	39
SR 261	7.22	7.45	0.23	38
SR 261	7.45	7.67	0.22	37
SR 261	7.67	8.11	0.44	40



NON-CURBED SECTIONS			
ROUTE	SLM		LENGTH (MILES)
	FROM	TO	
SR 261	0.00	2.65	2.65
SR 261	3.74	5.29	
SR 261	6.25	6.43	

REVIEWERS
UPDATED ON
SHEETS P.1-13,
25-26, 33-36.

CURBED SECTIONS			
ROUTE	SLM		LENGTH (MILES)
	FROM	TO	
SR 261	6.43	8.11	1.68

TYPICAL SECTIONS

UTILITIES

THE CONTRACTOR SHALL USE THE FOLLOWING PROCEDURE AT EACH LOCATION WHERE WORK IS PERFORMED, IN ACCORDANCE WITH SECTIONS 105.07 AND 107.16 IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER, OHIO811 AND ALL NON REGISTERED UTILITY OWNERS AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN ALL AREAS.

THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE NOT SHOWN ON THE PLANS, BUT CAN BE OBTAINED FROM THE OWNERS OF THE UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO UTILITIES.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

WORK LIMITS

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.

PAVEMENT MARKING LANE WIDTHS

THE NORMAL LANE WIDTH FOR THE PAVEMENT MARKINGS ON THIS PROJECT SHALL BE AS FOLLOWS:		
ROUTE	S.L.M. TO S.L.M.	LANE WIDTH
SR 261	0.00 TO 0.30	12'
SR 261	0.30 TO 2.65	11'
SR 261	3.74 TO 5.29	11'
SR 261	6.25 TO 8.11	11'

PAVEMENT MARKING DETAILS

THE PAVEMENT MARKING DETAIL SHEETS HAVE BEEN SUPPLIED AS REFERENCE DOCUMENTS FOR THIS PROJECT AND ARE AVAILABLE ON THE ODOT FTP SITE AT <https://ftp.dot.state.oh.us/pub/contracts/Attach/> FOR THIS PROJECT. FOR ANY LOCATIONS THAT PAVEMENT MARKING DETAILS HAVE NOT BEEN MADE AVAILABLE TO THE CONTRACTOR, IT WILL BE THE CONTRACTORS RESPONSIBILITY TO PUT BACK NEW PAVEMENT MARKINGS IN THE ORIGINAL LOCATIONS.

RESURFACING PAVEMENT ADJACENT TO APPROACH SLABS

AT ALL LOCATIONS WHERE THE RESURFACING ABUTS TO THE END OF AN APPROACH SLAB THE CONTRACTOR SHALL APPLY A JOINT SEALER AS SHOWN IN STANDARD CONSTRUCTION DRAWING AS-15-15, SHEET 2, DETAIL C. THE COST FOR THIS WORK SHALL BE INCIDENTAL TO THE ASPHALT PAY ITEMS.

INTERSECTIONS

INTERSECTIONS WILL BE RESURFACED 10 FT. BEYOND THE EDGE LINE, UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR INDICATED IN THE PLAN. INTERSECTIONS SHALL BE PAVED AFTER COMPLETION OF THE SURFACE COURSE. A BUTT JOINT, AS PER STANDARD CONSTRUCTION DRAWING BP-3.1, SHALL BE USED TO PROVIDE A SMOOTH TRANSITION TO THE EXISTING PAVEMENT. USE THE SAME ASPHALT CONCRETE AS THE MAINLINE PAVEMENT UNLESS SHOWN OTHERWISE ON THE ASPHALT CONCRETE CALCULATIONS SHEET. ANY GRADING OR PRIME NECESSARY TO ACCOMPLISH THIS WORK SHALL BE INCLUDED IN THE COST OF THE PERTINENT BID ITEM.

DRIVEWAYS

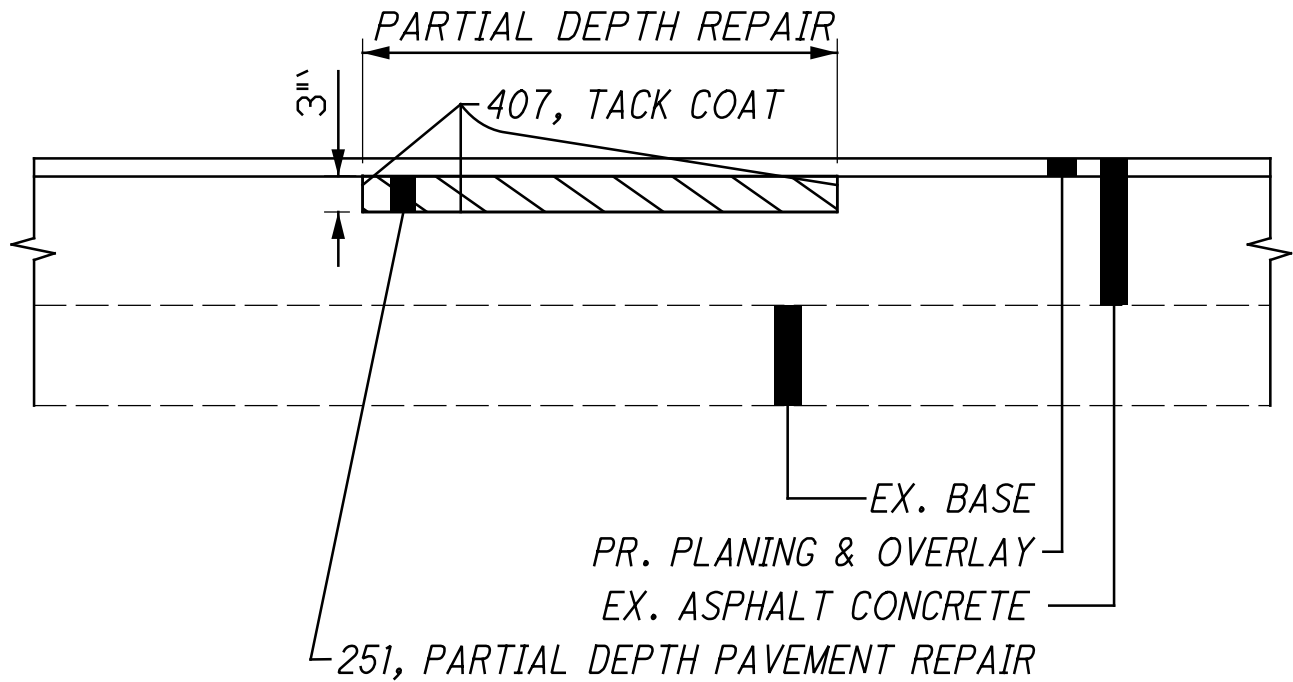
THE CONTRACTOR WILL NOT BE PERMITTED TO LEAVE A DIFFERENCE IN ELEVATION BETWEEN THE MAINLINE ASPHALT SURFACE COURSE AND THE EXISTING DRIVEWAYS. IF APPROVED BY THE ENGINEER, AN ASPHALT WEDGE WITH A MINIMUM WIDTH OF 2' MAY BE PLACED EITHER ON THE ROADWAY SHOULDER OR DRIVEWAY DEPENDENT UPON WHICH SIDE IS HIGH. A QUANTITY OF MAINLINE SURFACE COURSE ASPHALT HAS BEEN PROVIDED IN THE CALCULATIONS AND GENERAL SUMMARY TO PERFORM THIS ITEM OF WORK.

IN THE EVENT THAT THE ENGINEER DETERMINES ADDITIONAL WORK IS NECESSARY TO PROPERLY ADDRESS FIELD CONDITIONS, AN ITEM FOR WEARING COURSE REMOVED HAS BEEN PROVIDED. THE REMOVAL DEPTH IS DEPENDENT UPON THE ELEVATION DIFFERENCE AND ALLOW FOR 1 -2 OF COMPACTED ASPHALT MATERIAL TO BE PLACED.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441)

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THE ITEM SHALL CONSIST OF REPAIRING EXISTING LOCATIONS EXHIBITING SURFACE DETERIORATION AND PLACING ITEM 441 ASPHALT CONCRETE, TYPE 2. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. PAVEMENT REPAIRS WILL BE MARKED IN THE FIELD BY THE PROJECT ENGINEER ACCORDING TO CMS 251.02. MINIMUM WIDTH IS 2'. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF MAINLINE PAVEMENT PLANING AND PRIOR TO THE PLACEMENT OF ASPHALT ON THE MILLED SURFACE. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REPAIR.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:
251, PARTIAL DEPTH PAVEMENT REPAIR (441)
SR-261, SLM 0.00 - 2.65: 830 SY
SR-261, SLM 3.74 - 5.29: 480 SY
SR-261, SLM 5.29 - 5.64: 110 SY
SR-261, SLM 6.25 - 8.11: 580 SY



ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN

IN LOW SHOULDER AREAS EXCEEDING 1", AND ADJACENT TO THE SAFETY EDGE, OR AS DIRECTED BY THE ENGINEER, RECYCLED ASPHALT PAVEMENT (RAP) SHALL BE USED IN AREAS ADJACENT TO THE PAVED BERM. THE RAP SHALL HAVE A MINIMUM PG CONTENT OF 4.5% AND MEET THE FOLLOWING GRADATION. ONCE THE STOCKPILE MEETS THE GRADATION, THE PG CONTENT OF THE RAP SHALL BE DETERMINED PER 441.03. THE RAP ANALYSIS MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL 2 WEEKS PRIOR TO USE. METHOD OF MEASUREMENT SHALL BE AS PER 617.06. PLACEMENT AND COMPACTION SHALL MEET THE REQUIREMENTS OF ITEM 617. ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 617 COMPACTED AGGREGATE, AS PER PLAN.

MODIFIED GRADATION SHALL APPLY:

SIEVE	TOTAL PERCENT PASSING
1- 1/2"	100
3/4"	50-100
NO. 4	35-70
NO. 30	9-33
NO. 200	0-13

ITEM 611 – MANHOLE ADJUSTED TO GRADE, AS PER PLAN

ITEM 623 – MONUMENT ASSEMBLY ADJUSTED TO GRADE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF CMS 611.10.D FOR MANHOLES, OR 623.05 FOR MONUMENT ASSEMBLY, THE CONTRACTOR WILL MAKE A CLEAN CIRCULAR CUT AROUND THE CASTING (48" DIAMETER FOR STORM AND SANITARY MANHOLE CASTINGS, 24"-28" FOR VALVE BOXES AND MONUMENT ASSEMBLIES, AND 2’ IN DIAMETER LARGER THAN THE CASTING DIAMETER FOR ANY CASTINGS THAT ARE LARGER THAN STANDARD MANHOLES) AND REMOVE AND DISCARD THE EXISTING CASTING. INSTALL A NEW CASTING TO GRADE (ACCORDING TO TOLERANCES AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1) AFTER THE PAVEMENT SURFACE COURSE HAS BEEN REPLACED.

CMS 499 CLASS QCMS CONCRETE (DYE THE CONCRETE SUCH THAT ITS COLOR CLOSELY MATCHES THE COLOR OF THE SURROUNDING PAVEMENT) WILL BE USED FOR BACKFILLING THE FULL PAVEMENT SECTION AND THE JOINT BETWEEN THE ASPHALT AND CONCRETE WILL BE SEALED WITH CMS 702.01 PG BINDER. EPOXY COATED REBAR SHALL BE PLACED IN THE CONCRETE AT 6" MAXIMUM ON CENTER AND A MINIMUM OF 3.5" CLEARANCE FROM THE TOP, BOTTOM AND SIDES. THE CONCRETE WILL BE VIBRATED SUFFICIENTLY TO ELIMINATE AIR POCKETS UNDER THE FRAME.

PAYMENT WILL INCLUDE REMOVAL OF THE EXISTING MATERIAL, INSTALLATION AND FURNISHING OF A NEW CASTING, AND ALL LABOR AND MATERIALS REQUIRED TO COMPLETE THIS ITEM OF WORK AS DESCRIBED.

611 - MANHOLE ADJUSTED TO GRADE, AS PER PLAN, 37 EACH
623 - MONUMENT ASSEMBLY ADJUSTED TO GRADE, AS PER PLAN, 27 EACH

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE 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.

LINEAR GRADING

AREAS WHERE THE SHOULDER IS HIGHER THAN THE EDGE OF PAVEMENT WILL BE GRADED TO PROVIDE POSITIVE DRAINAGE. THIS WORK WILL ONLY BE PERFORMED IN AREAS NECESSARY AND WILL NOT BE PERFORMED ON THE ENTIRE PROJECT. AREAS FOR THE WORK WILL BE MARKED BY THE PROJECT ENGINEER. UNDER NO CIRCUMSTANCES WILL THIS WORK BE PERFORMED CONCURRENTLY WITH ANY OTHER OPERATION.

GRADING WILL BE ACCOMPLISHED BY THE REMOVAL OF MATERIAL TO PROVIDE A 0.08 POSITIVE SLOPE. THE GRADED AREAS WILL BE COMPACTED TO A SUFFICIENT DENSITY TO PREVENT EROSION UNTIL SEEDING AND MULCHING IS PERFORMED. ALL EXCESS MATERIAL WILL BE REMOVED FROM THE BERMS AND WILL BE DISPOSED OF OFF THE PROJECT BY THE CONTRACTOR.

THE CONTRACTOR IS REQUIRED TO PLACE ITEM 617 WITHIN A PERIOD NOT TO EXCEED 7 DAYS. REFER TO THE AS PER PLAN NOTE FOR REQUIREMENTS.

EXPOSED EARTH OUTSIDE OF THE LIMITS OF ITEM 617 ARE REQUIRED TO BE SEEDED AND MULCHED WITHIN 7 DAYS OF PLACEMENT OF ITEM 617. PAYMENT FOR THIS WORK SHALL BE MADE UNDER ITEM 832.

THE QUANTITY OF ITEM 209 IS NOT PERMITTED TO BE INCREASED. REDUCTIONS IN QUANTITIES ARE PERMITTED AS DETERMINED BY THE PROJECT ENGINEER.

ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK WILL BE INCLUDED IN THE UNIT PRICE FOR THE PERTINENT BID ITEM. THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

SLM 0.00-2.65, 3.74-5.29
209, LINEAR GRADING, 111 STA.
SLM 5.29-5.64, 6.25-6.43
209, LINEAR GRADING, 14 STA.

ITEM 638 – VALVE BOX ADJUSTED TO GRADE

THIS ITEM OF WORK INCLUDES ADJUSTMENT OF VALVE BOXES TO GRADE AS PER CMS 638.18.

PAYMENT WILL INCLUDE REMOVAL OF THE EXISTING MATERIAL, INSTALLATION AND FURNISHING OF A NEW CASTING, AND ALL LABOR AND MATERIALS REQUIRED TO COMPLETE THIS ITEM OF WORK AS DESCRIBED.

CITY OF NORTON:
638 - VALVE BOX ADJUSTED TO GRADE, AS PER PLAN, 1 EACH
CITY OF AKRON:
638 - VALVE BOX ADJUSTED TO GRADE, AS PER PLAN, 7

BIKE EXTENSION LINE DIMENSIONS

BIKE EXTENSION LINES PLACED WITHIN SLM 6.25 - 8.11 SHALL USE THE DIMENSIONS PROVIDED BY THE CITY OF AKRON, LOCATED ON SHEET P.25.

ITEM 408 - PRIME COAT, AS PER PLAN

APPLY "MC-70" AT A RATE OF 0.4 GALLONS PER SQUARE YARD, OR AS DETERMINED BY THE ENGINEER, TO THE COMPLETED COMPACTED AGGREGATE SHOULDER.

DESIGN AGENCY



DESIGNER

SBD

REVIEWER

BC 02/02/26

PROJECT ID

113037

SHEET

P.3

TOTAL

36

REVIEWERS
UPDATED ON
SHEETS P.1-13,
25-26, 33-36.

REVIEW OF CURB RAMPS

PRIOR TO THE START OF WORK, PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE DEPARTMENT AND CONTRACTOR OF ALL CURB RAMPS INCLUDED IN THE PROJECT LIMITS. PRIOR TO THE INSPECTION, THE CONTRACTOR SHALL MARK THE WORK LIMITS OF ALL CURB RAMPS AND ASSOCIATED WORK TO IDENTIFY ANY CONDITIONS THE CONTRACTOR CANNOT BRING INTO ADA COMPLIANCE PER BP-7.1. THE DEPARTMENT SHALL HAVE TEN (10) BUSINESS DAYS TO RESOLVE ANY SUCH ANTICIPATED NON-COMPLIANCE WITH AN ADA WAIVER, QUANTITY CHANGE OR DESIGN REVISION PRIOR TO THE START OF WORK.

IMMEDIATELY FOLLOWING INSTALLATION OF FORMWORK FOR CURB RAMP CONCRETE PLACEMENT AND PRIOR TO PLACEMENT OF CONCRETE, THE CONTRACTOR SHALL VERIFY ADA COMPLIANCE BASED UPON MEASUREMENT OF THE FORMS. THE ENGINEER SHALL BE IMMEDIATELY NOTIFIED OF ANY NON-COMPLIANT ADA CONDITIONS MEASURED BY THE CONTRACTOR WITHIN THE WORK LIMITS. THE ENGINEER SHALL HAVE THREE (3) BUSINESS DAYS TO RESOLVE ANY SUCH NON-COMPLIANCE WITH A CORRECTIVE FORM LAYOUT, ADA WAIVER, QUANTITY CHANGE OR DESIGN CHANGE PRIOR TO THE PLACEMENT OF CONCRETE.

THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY ADA NON-COMPLIANCE FOR ALL ISSUES NOT REPORTED TO THE ENGINEER IN THE INITIAL INSPECTION AND/OR THE FORM INSTALLATION MEASUREMENT. MODIFICATION OF FORMS INTO A COMPLIANT CONFIGURATION AND/OR REMOVAL AND RECONSTRUCTION OF FINISHED WORK SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 608 CURB RAMP ITEMS.

ITEM 608 - CURB RAMP, AS PER PLAN

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, INSTALLATION OF THE CURB RAMPS / DETECTABLE WARNINGS WILL BE PERFORMED PRIOR TO MAINLINE RESURFACING.

IN ADDITION TO THE CMS REQUIREMENTS OF ITEM 608 CURB RAMP, THIS ITEM SHALL INCLUDE THE RESTORATION OF THE ADJACENT AREAS DISTURBED FOR THE INSTALLATION OF CURB RAMPS AND IMMEDIATELY ADJACENT CONCRETE WALK. RESTORATION SHALL INCLUDE PLACEMENT OF ITEM 659 TOPSOIL, ITEM 659 COMMERCIAL FERTILIZER, ITEM 659 SEEDING AND MULCHING, AND ITEM 659 WATER, ALL PER CMS.

CURB RAMP DIMENSIONS AND PLACEMENT DETAILS PROVIDED BY THE CITY OF AKRON CAN BE FOUND ON SHEETS P.15 - P.24.

PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PERFORM THE WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PID PRICE FOR ITEM 608 - CURB RAMP, AS PER PLAN.

BARRIER REFLECTORS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS DIRECTED BY THE ENGINEER FOR INSTALLING/REPLACING BARRIER REFLECTORS ON ALL EXISTING BARRIER RUNS WITHIN THE PROJECT LIMITS.

202, REMOVAL MISC.: BARRIER REFLECTOR, 28 EACH
626, BARRIER REFLECTOR, TYPE 1, 4 EACH
626, BARRIER REFLECTOR, TYPE 2, 14 EACH

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN

THIS ITEM OF WORK SHALL BE PERFORMED IN CONFORMANCE WITH ITEM 254 IN THE CMS EXCEPT THE DEPTH SHALL VARY FROM 2" TO THE TOP OF THE BRICK WHICHEVER IS FIRST. THIS WORK SHALL BE PERFORMED SO THAT THE BRICK BASE IS NOT DISTURBED. ALL EQUIPMENT, LABOR, TOOLS, AND OTHER INCIDENTALS REQUIRED TO PERFORM THIS WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN.

STRUCTURE IDENTIFICATION SIGNS

STRUCTURE IDENTIFICATION SIGNS (I-H25b) WILL BE PLACED ON EACH APPROACH OFF THE RIGHT SHOULDER, FACING TRAFFIC, AND BEHIND THE GUARDRAIL IF APPLICABLE. A QUANTITY OF ONE SIGN PER APPROACH WILL BE INSTALLED. THE SIGNS WILL HAVE A NON-REFLECTIVE WHITE SHEETING BACKGROUND.

THE SIGNS WILL BE MOUNTED ON NEW NO. 2 POSTS AND WILL BE INSTALLED AS PER STANDARD CONSTRUCTION DRAWING TC-41.20, MOST CURRENT REVISION. EACH POST WILL BE 7.5' IN LENGTH.

INSTALL SIGNS FOR THE FOLLOWING STRUCTURES:

SUM-261-0.070
SUM-261-2.205
SUM-261-4.185
SUM-261-4.567
SUM-261-4.756
SUM-261-4.922

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED FOR EACH APPROACH:

ITEM 630 - SIGN, FLAT SHEET, 730.20, 1 SQ FT
ITEM 630 - GROUND MOUNTED SUPPORT, NO. 2 POST, 7.5 FT
ITEM 630 - REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL, 1 EACH
ITEM 630 - REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL, 1 EACH

PAVED MAILBOX APPROACHES

ALL EXISTING MAIL BOX APPROACHES WILL BE PAVED WITH ASPHALT CONCRETE. THE BUILDUP OF THE ASPHALT PAVEMENT SHALL MATCH THE MAINLINE PAVING. THE LIMITS OF THE PAVING SHALL MATCH THE EXISTING MAILBOX APPROACH LIMITS. PAYMENT FOR THE WORK SHALL BE INCLUDED IN THE MAINLINE PAVING QUANTITIES, SEPARATE QUANTITIES FOR THE MAILBOX APPROACHES ARE NOT PROVIDED.

CATCH BASIN ADJUSTED TO GRADE

AN ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR ADJUSTING CATCH BASINS TO GRADE.

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OF REQUIRED TYPE, SIZE AND STRENGTH. ENSURE ALL MATERIAL MEETS CMS ITEM 611 AND HAS PRIOR APPROVAL OF THE ENGINEER.

ITEM 611 – CATCH BASIN ADJUSTED TO GRADE, 46 EACH
ITEM SPECIAL – MISCELLANEOUS METAL, 2000 LB

ITEM 304 - AGGREGATE BASE (FOR PAVEMENT REPAIR)

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED AND SHALL BE USED AS DIRECTED BY THE ENGINEER TO BACKFILL AREAS WHICH WERE EXCAVATED UNDER ITEM 203 EXCAVATION (FOR PAVEMENT REPAIR). THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

304, AGGREGATE BASE (FOR PAVEMENT REPAIR), 28 CU YD
SR-261, SLM 0.00 - 2.65: 12 CY
SR-261, SLM 3.74 - 5.29: 6 CY
SR-261, SLM 5.29 - 5.64: 2 CY
SR-261, SLM 6.25 - 8.11: 8 CY

ITEM 203 - EXCAVATION (FOR PAVEMENT REPAIR)

THIS ITEM OF WORK SHALL CONSIST OF REMOVING AND DISPOSING OF ALL UNSUITABLE MATERIAL BY EXCAVATING THE EXISTING SUBGRADE AND SUBBASE TO AN AVERAGE DEPTH OF 6 INCHES OR AS DIRECTED BY THE ENGINEER. EXACT LIMITS OF REMOVAL SHALL BE DETERMINED BY THE ENGINEER. ALL EQUIPMENT, LABOR, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203 EXCAVATION (FOR PAVEMENT REPAIR). THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

203, EXCAVATION (FOR PAVEMENT REPAIR), 28 CU YD
SR-261, SLM 0.00 - 2.65: 12 CY
SR-261, SLM 3.74 - 5.29: 6 CY
SR-261, SLM 5.29 - 5.64: 2 CY
SR-261, SLM 6.25 - 8.11: 8 CY

ITEM 253 - PAVEMENT REPAIR

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THIS ITEM SHALL CONSIST OF CUTTING AND REMOVING DETERIORATED PAVEMENT FULL DEPTH AND PLACING 10" (SLM 0.00-0.30), OR 12" (SLM 0.30-2.65, 3.74-5.64, 6.25-8.11) 301 ASPHALT CONCRETE BASE, PG64-22. THE MAXIMUM COMPACTED DEPTH OF ANY ONE LAYER SHALL BE 6 INCHES. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF MAINLINE PAVEMENT PLANING AND PRIOR TO THE PLACEMENT OF ASPHALT ON THE MILLED SURFACE.

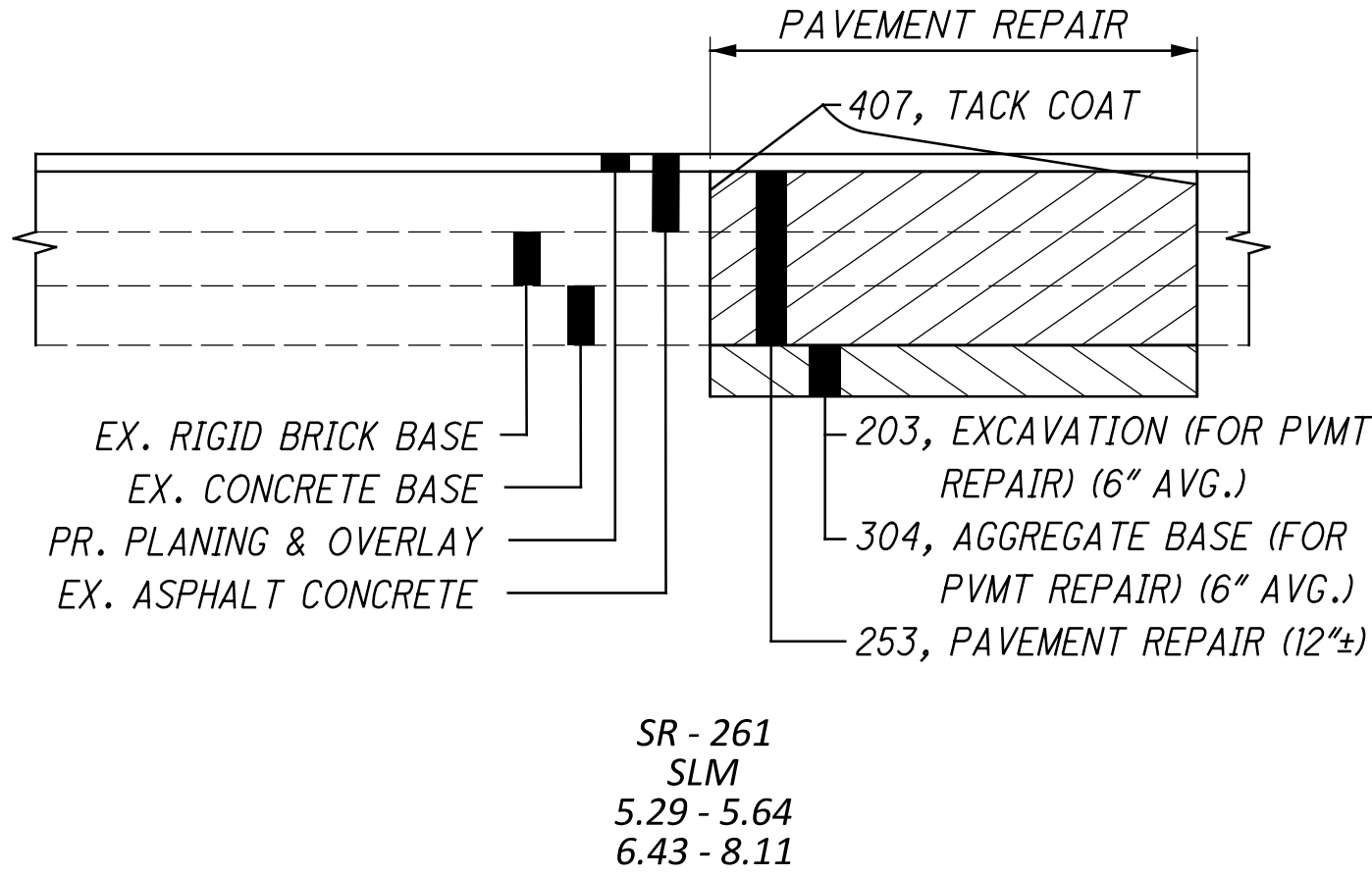
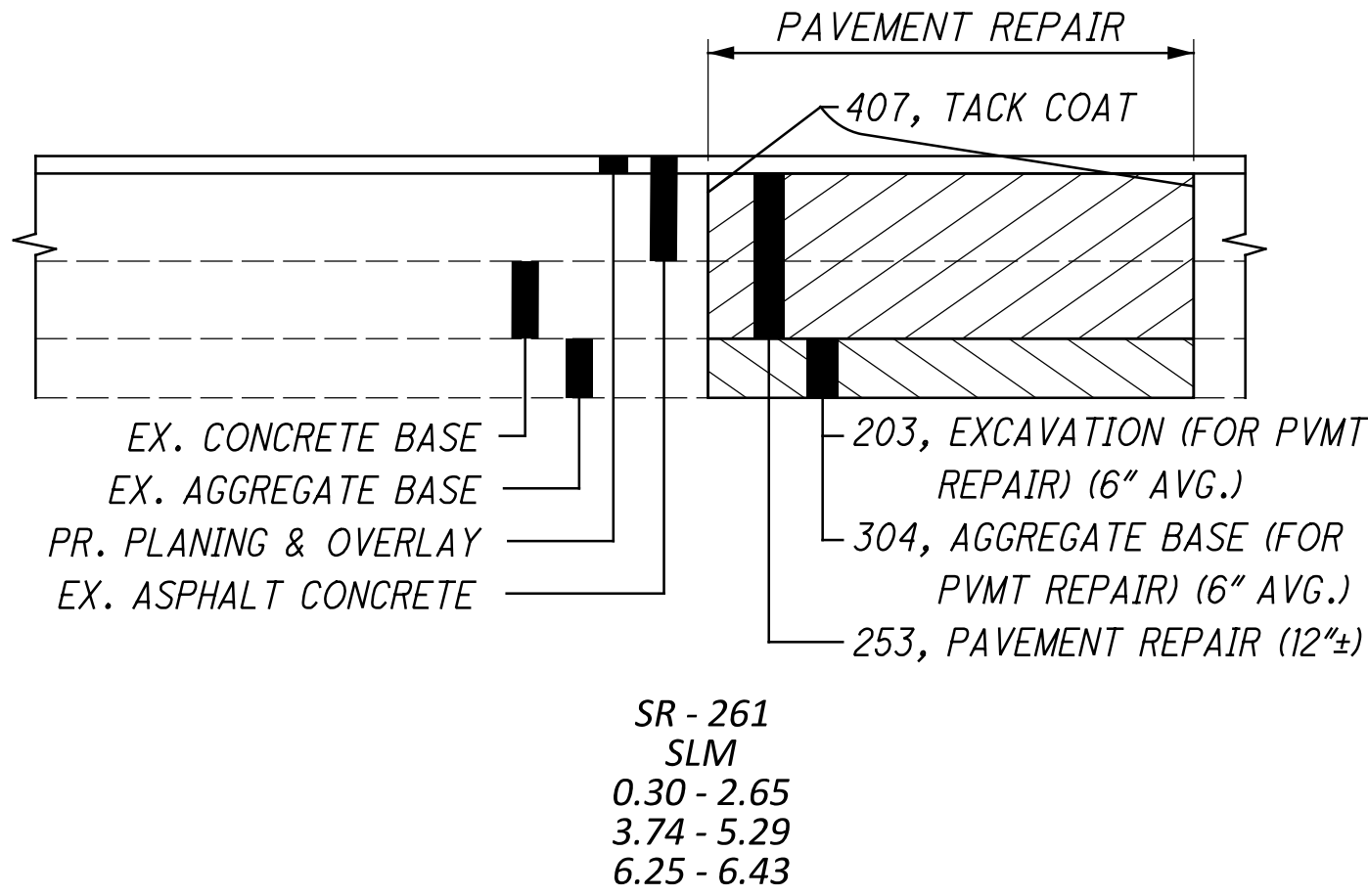
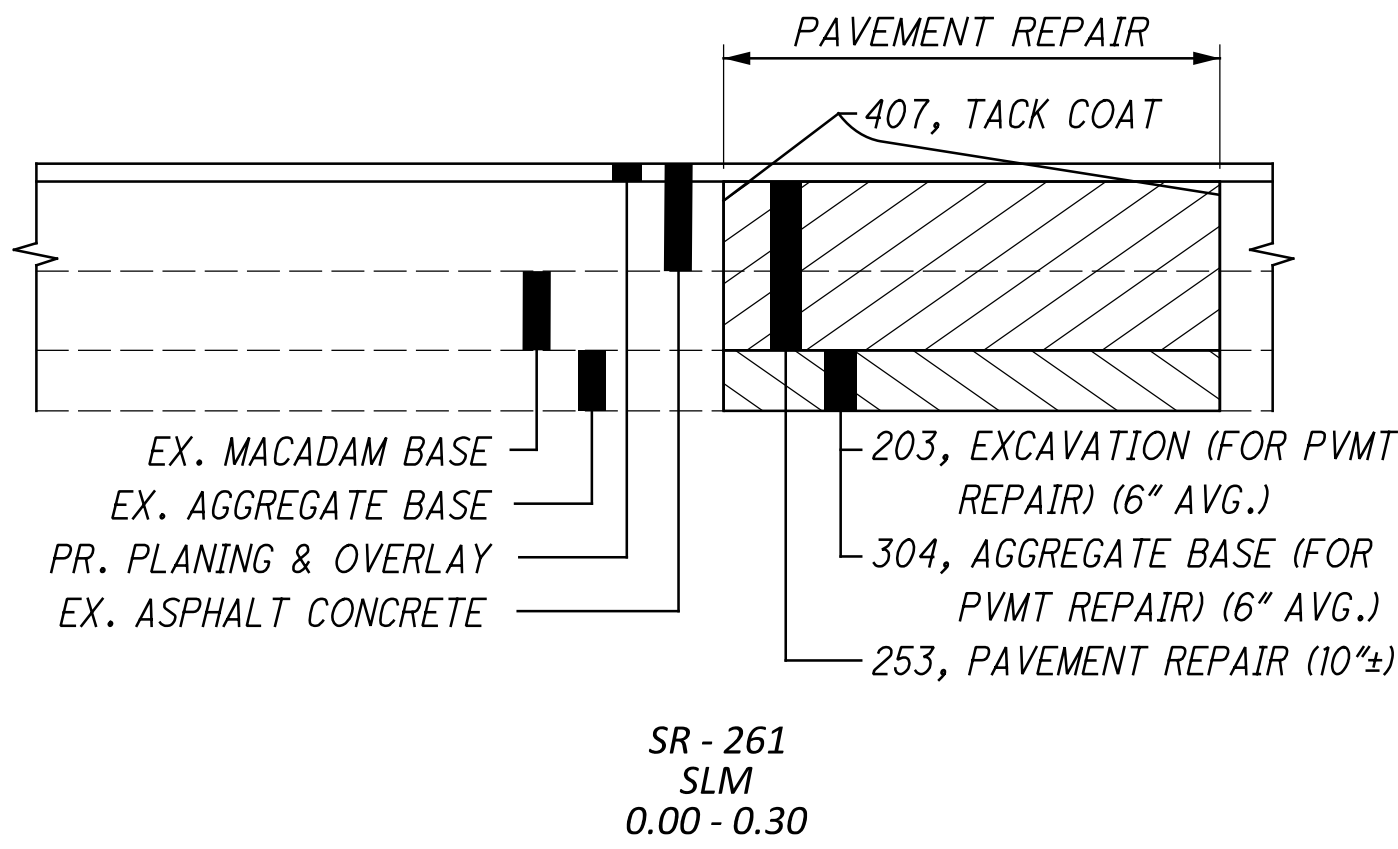
IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REMOVED AND REPLACED TO THE LIMITS DESIGNATED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

253, PAVEMENT REPAIR, 500 SQ YD
SR-261, SLM 0.00 - 2.65: 210 SY
SR-261, SLM 3.74 - 5.29: 120 SY
SR-261, SLM 5.29 - 5.64: 25 SY
SR-261, SLM 6.25 - 8.11: 145 SY
252, SAW CUTTING, 2250 FT
SR-261, SLM 0.30 - 2.65: 870 FT
SR-261, SLM 3.74 - 5.29: 570 FT
SR-261, SLM 5.29 - 5.64: 130 FT
SR-261, SLM 6.25 - 8.11: 680 FT

SPECIAL - BICYCLE LANE BIKE SYMBOL, 647 PAINT
SPECIAL - BICYCLE LANE ARROW MARKING, 647 PAINT

BICYCLE LANE BIKE SYMBOLS AND ARROW MARKINGS SHALL BE PLACED AS PER MUTCD-11, FIGURE 9E-1A USING TYPE A90 PAINT. MARKING COLOR SHALL BE WHITE.



REVIEWERS
UPDATED ON
SHEETS P.1-13,
25-26, 33-36.

TYPE A ANCHOR ASSEMBLY REPLACEMENT

THE CONTRACTOR SHALL REPLACE THE EXISTING GUARDRAIL RUNS AND TYPE A ANCHOR ASSEMBLIES LOCATED ALONG THE APPROACH SLABS AND APPROACH PAVEMENT AT THE FOLLOWING LOCATIONS:

- SUM-261-0.070 (SFN 7708408)
- ITEM 202 - GUARDRAIL REMOVED, 337.5 FT
 - ITEM 606 - GUARDRAIL, TYPE MGS WITH LONG POSTS, 125 FT
 - ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E, 4 EACH
 - ITEM 606 - GUARDRAIL, TYPE 5, 100 FT
 - ITEM 606 - BRIDGE TERMINAL ASSEMBLY, TYPE 4, 4 EACH
 - ITEM 626 - BARRIER REFLECTOR, TYPE 2, 4 EACH
 - ITEM 659 - SEEDING AND MULCHING, 75 SY

- SUM-261-4.185 (SFN 7708521)
- ITEM 202 - GUARDRAIL REMOVED, 200 FT
 - ITEM 606 - GUARDRAIL, TYPE MGS WITH LONG POSTS, 50 FT
 - ITEM 606 - GUARDRAIL, TYPE MGS, 50 FT
 - ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E, 2 EACH
 - ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE T, 2 EACH
 - ITEM 606 - GUARDRAIL, TYPE 5, 100 FT
 - ITEM 606 - BRIDGE TERMINAL ASSEMBLY, TYPE 4, 4 EACH
 - ITEM 626 - BARRIER REFLECTOR, TYPE 2, 4 EACH
 - ITEM 659 - SEEDING AND MULCHING, 45 SY

- SUM-261-4.746 (SFN 7708580)
- ITEM 202 - GUARDRAIL REMOVED, 137.5 FT
 - ITEM 606 - GUARDRAIL, TYPE MGS WITH LONG POSTS, 50 FT
 - ITEM 606 - GUARDRAIL, TYPE MGS, 50 FT
 - ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E, 1 EACH
 - ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE T, 3 EACH
 - ITEM 606 - GUARDRAIL, TYPE 5, 100 FT
 - ITEM 606 - BRIDGE TERMINAL ASSEMBLY, TYPE 4, 4 EACH
 - ITEM 626 - BARRIER REFLECTOR, TYPE 2, 4 EACH
 - ITEM 659 - SEEDING AND MULCHING, 31 SY

- SUM-261-4.922 (SFN 7708610)
- ITEM 202 - GUARDRAIL REMOVED, 212.5 FT
 - ITEM 606 - GUARDRAIL, TYPE MGS WITH LONG POSTS, 50 FT
 - ITEM 606 - GUARDRAIL, TYPE MGS, 50 FT
 - ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E, 1 EACH
 - ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE T, 3 EACH
 - ITEM 606 - GUARDRAIL, TYPE 5, 100 FT
 - ITEM 606 - BRIDGE TERMINAL ASSEMBLY, TYPE 4, 4 EACH
 - ITEM 626 - BARRIER REFLECTOR, TYPE 2, 4 EACH
 - ITEM 659 - SEEDING AND MULCHING, 48 SY

ITEM SPECIAL - AS-BUILT CONSTRUCTION PLANS

PRIOR TO FINAL ACCEPTANCE OF THE WORK, THE CONTRACTOR SHALL FURNISH THE DEPARTMENT FORMAL AS-BUILT CONSTRUCTION PLANS. THE FORMAL AS-BUILT CONSTRUCTION PLANS SHALL INCLUDE ALL RED-LINED CHANGES. RED-LINE CHANGE SHALL BE DENOTED UTILIZING CLOUDING IN MICROSTATION (OR OTHER CAD SOFTWARE) OR CLOUDING IN PDF EDITING SOFTWARE. THE AS-BUILT CONSTRUCTION PLANS SHALL HAVE A SIGNED VERIFICATION ON THE TITLE SHEET FROM THE CONTRACTOR INDICATING THAT ALL RED-LINED AND FIELD CHANGES HAVE BEEN INCORPORATED INTO AS-BUILT CONSTRUCTION PLANS.

THE CONTRACTORS VERIFICATION STATEMENT INDICATES ALL KNOWN FIELD MODIFICATIONS MADE HAVE BEEN INCLUDED IN THE FORMAL AS-BUILT CONSTRUCTION PLANS. THE CONTRACTORS VERIFICATION STATEMENT SHALL BE SIGNED BY THE CONTRACTORS PROJECT MANAGER (OR ACCEPTABLE REPRESENTATIVE).

IN ADDITION TO THE INFORMATION SHOWN ON THE CONSTRUCTION PLANS, THE AS-BUILT CONSTRUCTION PLANS SHALL SHOW THE FOLLOWING:

- ALL DEVIATIONS FROM THE ORIGINAL APPROVED CONSTRUCTION PLANS WHICH RESULT IN A CHANGE OF LOCATION, MATERIAL, TYPE OR SIZE OF WORK.
- ANY UTILITIES, PIPES, WELLHEADS, ABANDONED PAVEMENTS, FOUNDATIONS OR OTHER MAJOR OBSTRUCTIONS DISCOVERED AND REMAINING IN PLACE WHICH ARE NOT SHOWN, OR DO NOT CONFORM TO LOCATIONS OR DEPTHS SHOWN IN THE PLANS. UNDERGROUND FEATURES SHALL BE SHOWN AND LABELED ON THE AS-BUILT CONSTRUCTION PLANS IN TERMS OF STATION, OFFSET AND ELEVATION.
- THE FINAL OPTION AND SPECIFICATION NUMBER SELECTED FOR THOSE ITEMS WHICH ALLOW SEVERAL MATERIAL OPTIONS UNDER THE SPECIFICATION (E.G., CONDUIT).
- CHANGES TO THE PAY ITEMS AND FINAL QUANTITIES AS PAID SHALL BE SHOWN ON THE GENERAL SUMMARY AND SUBSUMMARIES.
- ADDITIONAL PLAN SHEETS MAY BE NEEDED IF NECESSARY TO SHOW WORK NOT INCLUDED IN THE CONSTRUCTION PLANS. IF ADDITIONAL PLAN SHEETS ARE NEEDED, THEY ARE REQUIRED TO BE PREPARED IN CONFORMANCE WITH THE LOCATION AND DESIGN MANUAL, VOLUME 3, SECTION 1200 - PLAN PREPARATION.

NOTATION SHALL ALSO BE MADE OF LOCATIONS AND THE EXTENT OF USE OF MATERIALS, OTHER THAN SOIL, FOR EMBANKMENT CONSTRUCTION (ROCK, BROKEN CONCRETE WITHOUT REINFORCING STEEL, ETC.).

THE PLAN INDEX SHALL SHOW THE PLAN SHEETS WHICH HAVE CHANGES APPEARING ON THEM.

TWO COPIES OF THE AS-BUILT CONSTRUCTION PLANS SHALL BE DELIVERED TO THE PROJECT ENGINEER FOR APPROVAL UPON COMPLETION OF THE PHYSICAL WORK BUT PRIOR TO THE REQUEST FOR FINAL PAYMENT. AFTER THE DEPARTMENT HAS APPROVED THE AS-BUILT CONSTRUCTION PLANS, THE ASSOCIATED ELECTRONIC FILES SHALL BE DELIVERED TO THE DISTRICT CAPITAL PROGRAMS ADMINISTRATOR. ACCEPTANCE OF THESE PLANS AND DELIVERY OF THE ASSOCIATED ELECTRONIC FILES IS REQUIRED PRIOR TO THE WORK BEING ACCEPTED AND THE FINAL ESTIMATE APPROVED.

PAYMENT FOR ALL THE ABOVE SHALL BE LUMP SUM UPON PROPER EXECUTION OF ALL WORK OF THIS ITEM AS DETERMINED BY THE PROJECT ENGINEER.

STRUCTURE IDENTIFICATION SIGNS

STRUCTURE IDENTIFICATION SIGNS (I-H25b) WILL BE PLACED ON EACH APPROACH OFF THE RIGHT SHOULDER, FACING TRAFFIC, AND BEHIND THE GUARDRAIL IF APPLICABLE. A QUANTITY OF ONE SIGN PER APPROACH WILL BE INSTALLED. THE SIGNS WILL HAVE A NON-REFLECTIVE WHITE SHEETING BACKGROUND.

THE SIGNS WILL BE MOUNTED ON NEW NO. 2 POSTS AND WILL BE INSTALLED AS PER STANDARD CONSTRUCTION DRAWING TC-41.20, MOST CURRENT REVISION. EACH POST WILL BE 7.5' IN LENGTH.

INSTALL SIGNS FOR THE FOLLOWING STRUCTURES:


- SUM-261-0.070
- SUM-261-2.205
- SUM-261-4.185
- SUM-261-4.567
- SUM-261-4.746
- SUM-261-4.922

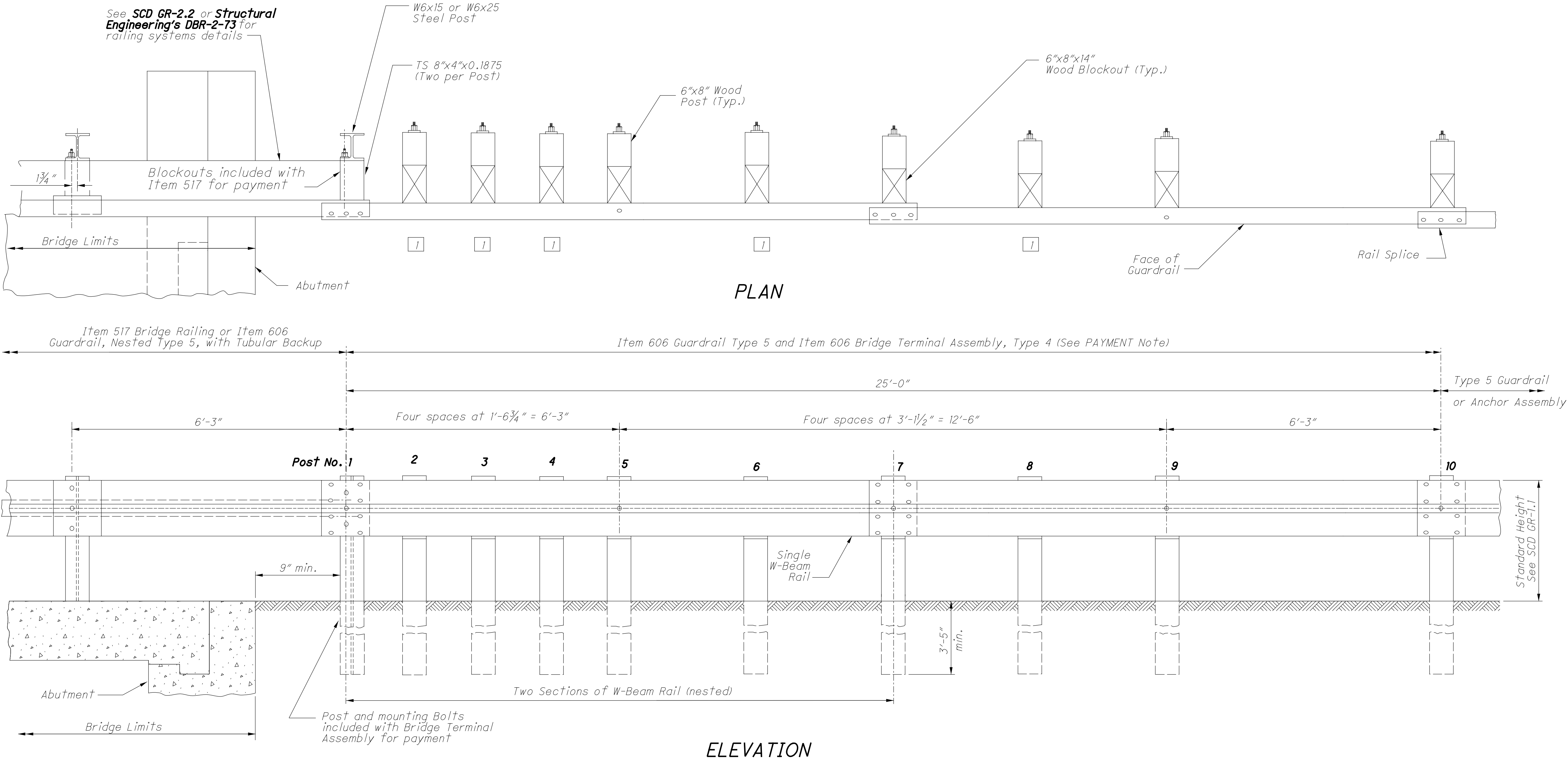
THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED FOR EACH APPROACH:

- ITEM 630 - SIGN, FLAT SHEET, 730.20, 1 SQ FT
- ITEM 630 - GROUND MOUNTED SUPPORT, NO. 2 POST, 7.5 FT
- ITEM 630 - REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL, 1 EACH
- ITEM 630 - REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL, 1 EACH

REVIEWERS
UPDATED ON
SHEETS P.1-13,
25-26, 33-36.

GENERAL NOTES

DESIGN AGENCY	
	
DESIGNER	
SBD	
REVIEWER	
BC	02/02/26
PROJECT ID	
113037	
SHEET	TOTAL
P.5	36



NOTES

GENERAL: For additional details, see **SCD GR-1.1**.

APPLICATION: The Type 4 Bridge Terminal Assembly shall connect Type 5 Guardrail runs to Type 5 Guardrail with Tubular Backup or to Deep Beam Bridge Guardrail (as shown on **Structural Engineering SCD DBR-2-73**).

DETAIL INFORMATION: The first post off the bridge shall be steel (W6x15 or W6x25). All holes in the off-structure end of the approach panel rail section spanning the abutment are slotted $\frac{3}{4}$ "x2 $\frac{1}{2}$ ". Tighten the bolts as specified for expansion joints in Item 606.05.

POSTS: Posts may be set in drilled holes or driven to grade. See **SCD GR-1.1** for additional Post embedment details. Guardrail is not attached to certain posts (see **LEGEND**).

WOOD POSTS - Use square sawed pressure treated wood as specified in CMS 710.14 and fabricated with square ends. Bore bolt holes and trim the tops of posts, if required after the posts are set.

STEEL POSTS - are allowed as an alternate. Use W6x9 or W6x8.5 in lieu of the 6"x8" wood post. Use same post material through-out assembly.

BLOCKOUTS: Approved alternate blockouts can be found on the Office of Roadway Engineering website. Steel blockouts are not permitted.

FLARED GUARDRAIL: Start Standard Guardrail Flares as shown on **SCD GR-5.1** at or beyond Post No. 10; however, the flare may begin at Post No. 7.

PAYMENT: **Item 606 - Bridge Terminal Assembly, Type 4, Each**, includes the cost of extra components in excess of normal guardrail, such as additional posts and other hardware. The TS 8"x4" spacers and tubular backup rail extending to the first post off the bridge is included with **Item 517 - Railing**, or **Item 606 - Guardrail, Nested Type 5 with Tubular Backup**, for payment.

LEGEND

1 Guardrail is not attached to posts at Post Nos. 2, 3, 4, 6, and 8. Blockout is fastened to post with standard Post Bolt.

REVIEWERS
UPDATED ON
SHEETS P.1-13,
25-26, 33-36.

GENERAL NOTES

DESIGN AGENCY	
DESIGNER	SBD
REVIEWER	BC
PROJECT ID	02/02/26
SHEET	113037
TOTAL	P.6
	36

MAINTENANCE OF TRAFFIC

THIS ITEM SHALL CONSIST OF MAINTENANCE OF TRAFFIC ON EXISTING ROADWAYS AND RAMPS IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION, LATEST REVISION, THE SPECIFICATIONS AND THE FOLLOWING:

1. A MINIMUM OF ONE TEN FOOT BIDIRECTIONAL LANE SHALL BE MAINTAINED ON THE EXISTING PAVEMENT OR COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK.
2. THE CONTRACTOR SHALL INFORM THE DISTRICT OFFICE (330) 786-2208, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.
3. LANE RESTRICTIONS OR LANE REDUCTIONS SHALL NOT BE PERMITTED AFTER NORMAL WORKING HOURS. NORMAL WORKING HOURS SHALL BE THOSE HOURS DURING WHICH THE CONTRACTOR HAS A FULL COMPLEMENT OF EMPLOYEES AND EQUIPMENT ACTIVELY REMOVING AND/OR PLACING PAVEMENT MATERIALS.
4. ALL FULL DEPTH PAVEMENT REMOVAL AND REPLACEMENT OPERATIONS SHALL BE COMPLETED THE SAME DAY THE EXCAVATION IS MADE. IF THE CONTRACTOR CANNOT COMPLETE THE WORK, THE EXCAVATION SHALL BE BACKFILLED OR PROTECTED AS PER STANDARD CONSTRUCTION DRAWING MT-101.90.
5. TRUCK MOUNTED ATTENUATORS [TMA'S] SHALL BE USED AS SHOWN IN THE STANDARD CONSTRUCTION DRAWINGS.
6. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO HAVE SUCCESSIVE WORK ZONES UNLESS THE DISTANCE BETWEEN THE DRUMS, BARRICADES OR CONES EXCEEDS TWO (2) MILES RURAL OR ONE [1] MILE URBAN.
7. FOR ROUTES NOT ON THE PERMITTED LANE CLOSURE CHART, ONLY DURING OFF-PEAK PERIODS (ie ANY PERIOD OTHER THAN 6-8AM AND 3-6PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE.
8. IN ADDITION TO THE REQUIREMENTS OF 614.11 WORK ZONE PAVEMENT MARKINGS, AT THE END OF EACH DAY OF WORK, THE CONTRACTOR SHALL REPLACE (WITH WORK ZONE MARKINGS) ALL LANE, CENTER, STOP OR CHANNELIZING LINES THAT WERE REMOVED OR COVERED DURING THE PAVEMENT REMOVAL OR PLACEMENT OPERATIONS. QUANTITIES FOR SUCH PLACEMENT ARE CARRIED AS PART OF THE ITEMS LISTED UNDER 614 WORK ZONE PAVEMENT MARKINGS.
9. A QUANTITY OF 20 CU. YDS. OF ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL BE PROVIDED FOR USE IN MAINTAINING PAVEMENT, SHOULDERS AND OTHER LOCATIONS AS DIRECTED BY THE ENGINEER.
10. PRIOR TO OPENING TO TRAFFIC EACH LANE SHALL BE IN A SAFE, PASSABLE CONDITION. ALL TRANSVERSE JOINTS SHALL EXTEND ACROSS THE FULL LANE AND SHOULDER WIDTH AND EACH LANE SHALL BE FREE FROM UNEVEN LONGITUDINAL JOINTS. THE CONTRACTOR SHALL PROVIDE ASPHALT WEDGES FOR TRANSVERSE JOINTS WHEREVER THERE ARE PAVEMENT ELEVATION DIFFERENCES.
11. THE CONTRACTOR SHALL INSTALL, MAINTAIN AND SUBSEQUENTLY REMOVE WORK ZONE MARKING SIGNS AND THEIR SUPPORTS WITHIN THE WORK LIMITS. THESE SIGNS INCLUDE NO EDGE LINES, DO NOT PASS AND PASS WITH CARE". ALL OTHER SIGNS WILL BE INCIDENTAL TO THE LUMP SUM PAY ITEM 614 MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED IN THE PLANS. A QUANTITY OF ITEM 614 WORK ZONE MARKING SIGNS HAS BEEN INCLUDED IN THE PLANS AS PER CMS 614.04.

12. THE CONTRACTOR SHALL SET A WORK ZONE AT THE REQUEST OF THE ENGINEER TO ALLOW THE LAYOUT OF THE PARTIAL/FULL DEPTH PAVEMENT REPAIR AREAS. THIS WORK IS INCIDENTAL TO ITEM 614 MAINTAINING TRAFFIC.

THE FOLLOWING QUANTITIES SHALL BE USED FOR THE MAINTENANCE OF TRAFFIC ON THIS PROJECT:

- ALL PHASES
614, WORK ZONE MARKING SIGN, 26 EACH
- PHASE I (MILLED SURFACE)
614, WORK ZONE CENTER LINE, CLASS I, 642 PAINT 7.62 MILE
614, WORK ZONE LANE LINE, CLASS I, 642 PAINT 0.10 MILE
614, WORK ZONE STOP LINE, CLASS 1,642 PAINT 450 FT
614, WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT 2210 FT
- PHASE II (INTERMEDIATE COURSE)
614, WORK ZONE CENTERLINE, CLASS I, 642 PAINT 7.62 MILE
614, WORK ZONE LANE LINE, CLASS I, 642 PAINT 0.10 MILE
614, WORK ZONE STOP LINE, CLASS I, 642 PAINT 450 FT
614, WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT 2210 FT
- PHASE III (SURFACE COURSE)
614, WORK ZONE CENTERLINE, CLASS III, 642 PAINT 7.62 MILE
614, WORK ZONE LANE LINE, CLASS III, 642 PAINT 0.10 MILE
614, WORK ZONE STOP LINE, CLASS III, 642 PAINT 450 FT
614, WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT 2210 FT

TO BE USED AS DIRECTED BY THE ENGINEER
614, WORK ZONE EDGE LINE, CLASS III, 13.69 MILE

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 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 ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

TRAFFIC CONTROL INSPECTOR

THE CONTRACTOR SHALL DESIGNATE AN INDIVIDUAL OTHER THAN THE SUPERINTENDENT AND SUBJECT TO THE APPROVAL OF THE ENGINEER, TO CONTINUOUSLY INSPECT ALL TRAFFIC CONTROL DEVICES WHENEVER CONSTRUCTION WORK IS BEING PERFORMED WITHIN THE WORK LIMITS OF THE PROJECT. THE DESIGNATED INDIVIDUAL SHALL ALSO INSPECT ALL TRAFFIC DEVICES AT THE BEGINNING AND AT THE END OF EACH WORK DAY. THE DESIGNATED INDIVIDUAL OR A QUALIFIED REPRESENTATIVE SHALL ALSO BE AVAILABLE ON AN AROUND THE CLOCK BASIS TO REPAIR AND/OR REPLACE DAMAGED OR MISSING TRAFFIC CONTROL DEVICES. THESE INDIVIDUALS SHALL BE EQUIPPED WITH CELLULAR PHONES AND THEIR NAMES AND PHONE NUMBERS SHALL BE GIVEN TO THE PROJECT ENGINEER AT THE PRE-CONSTRUCTION MEETING. THE DESIGNATED INDIVIDUAL MAY HAVE OTHER CONSTRUCTION RELATED DUTIES AS LONG AS IMMEDIATE ATTENTION IS GIVEN TO TRAFFIC CONTROL. PAYMENT FOR THE SERVICES OF THE TRAFFIC CONTROL INSPECTOR SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

ADVANCED NOTICE TO PAVE

THE CONTRACTOR SHALL SUBMIT FOR APPROVAL TO THE DISTRICT CONSTRUCTION ENGINEER A DETAILED SCHEDULE 15 DAYS PRIOR TO THE PLACEMENT OF THE OVERLAY COURSES, ON HOW THEY PROPOSE TO PROSECUTE THE PAVING OPERATIONS. THE DETAILS SHALL SHOW THE ORDER OF PERFORMANCE OF EACH STAGE (START TO FINISH) OF THE WORK INCLUDING THE MAINTENANCE OF TRAFFIC THAT WILL BE USED.

TIME LIMITATION, CURB RAMP

THE MAXIMUM ALLOWABLE TIME FOR THE CONTRACTOR TO HAVE AN INDIVIDUAL CURB RAMP AND ASSOCIATED SIDEWALK LEADING INTO THE CURB RAMP OUT OF SERVICE FOR THE REMOVAL AND REPLACEMENT SHALL BE 14 CONSECUTIVE CALENDAR DAYS (THE TIME PERIOD INCLUDES ALL WORK LISTED IN THE BASIS OF PAYMENT PER CMS 608.09, INCLUDING ALL REMOVAL, REPLACEMENT, AND BACKFILL ASSOCIATED WITH THE CURB RAMPS, AND CURING TIME PERIOD).

AT THE CONCLUSION OF CONSTRUCTING OF THE CURB RAMP AND PRIOR TO OPENING TO PEDESTRIAN TRAFFIC THE CONTRACTOR SHALL ENSURE THAT THE REQUIREMENTS OF STANDARD CONSTRUCTION DRAWING BP-7.1 ARE MET. THE CONTRACTOR SHALL USE ASPHALT AS A WEDGE, OR SUBMIT ANOTHER METHOD APPROVED BY THE ENGINEER, TO ENSURE THE TRANSITION FROM THE CURB RAMP TO THE ROADWAY ARE PER STANDARD CONSTRUCTION DRAWING BP-7.1. ALL COSTS TO PERFORM THIS WORK SHALL BE INCIDENTAL TO THE ASSOCIATED PAY ITEMS FOR THE INSTALLATION OF THE CURB RAMP.

SHOULD THE CONTRACTOR FAIL TO MEET THIS REQUIREMENT, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$1000 PER DAY PER AFFECTED RAMP THAT THE AFFECTED CURB RAMP REMAINS OUT OF SERVICE BEYOND 14 CONSECUTIVE CALENDAR DAYS.

TIME LIMITATION, TRAFFIC ON A MILLED SURFACE

THE MAXIMUM ALLOWABLE TIME FOR TRAFFIC TO BE PLACED ON A MILLED SURFACE SHALL BE 7 CONSECUTIVE CALENDAR DAYS. SHOULD THE CONTRACTOR FAIL TO MEET THIS REQUIREMENT, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$2,000 PER DAY THAT THE TRAFFIC IS PLACED ON A MILLED SURFACE BEYOND THE SPECIFIED LIMIT.

ITEM 614, MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS:

- NEW YEAR'S (OBSERVED)
THANKSGIVING
MEMORIAL DAY
FOURTH OF JULY (OBSERVED)
LABOR DAY
- GENERAL/REGULAR ELECTION DAY (NOV)
AKRON MARATHON
CHRISTMAS (OBSERVED)
BRIDGESTONE INVITATIONAL

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR SPECIAL EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY OR SPECIAL EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00 N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00 N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00 N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY (GEN./ REG. ELECTION)	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00 N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00 N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00 N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00 N FRIDAY THROUGH 6:00 AM MONDAY

DURING THE SAME PERIODS, MAINTAIN PEDESTRAIN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

[NEWLY CONSTRUCTED LANE ADDITIONS, ONCE COMPLETED AND INITIALLY OPENED TO TRAFFIC, SHALL BE OPEN TO TRAFFIC DURING ALL SUBSEQUENT DESIGNATED HOLIDAYS AND SPECIAL EVENTS, AND RELATED PERIODS OF TIME, SPECIFIED ABOVE.]

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

LANE VALUE CONTRACT			
DESCRIPTION OF CRITICAL LANE/ RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISCENTENTIVE \$ PER TIME UNIT
SR-261 SLM 0.00 - 2.65	AS PER MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS) NOTE ABOVE AND THE MAINTENANCE OF TRAFFIC RESTRICTIONS NOTE	PER LANE/PER MINUTE	\$40
SR-261 SLM 3.74 - 5.64	AS PER MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS) NOTE ABOVE AND THE MAINTENANCE OF TRAFFIC RESTRICTIONS NOTE	PER LANE/PER MINUTE	\$40
SR-261 SLM 6.25 - 8.11	AS PER MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS) NOTE ABOVE AND THE MAINTENANCE OF TRAFFIC RESTRICTIONS NOTE	PER LANE/PER MINUTE	\$50

REVIEWERS
UPDATED ON
SHEETS P.1-13,
25-26, 33-36.

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. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

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

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

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

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

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

THE 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
12 SIGN MONTH ASSUMING 2 SIGNS FOR 6 MONTHS

NOTIFICATION OF TRAFFIC RESTRICTIONS

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) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). 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 OF TRAFFIC RESTRICTIONS TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 CALENDAR DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 CALENDAR DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

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, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

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 OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, 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 OMUTCD, 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 DEVICE 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, 80 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 A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

INTERIM START DATE (SUM-261 SLM 1.37 - 2.65)

NO WORK SHALL BEGIN ON SUM-261 BEGINNING AT SLM 1.37 THROUGH SLM 2.65 (SR-21 TO CLEVELAND-MASSILON RD.) PRIOR TO JULY 1, 2026.

ASPHALT PAVING LIMITATION

THE CONTRACTOR SHALL NOT ANTICIPATE OR SCHEDULE PLACING ASPHALT (ASPHALT SURFACE COURSE, ASPHALT INTERMEDIATE COURSE, ASPHALT CONCRETE BASE, ETC.) BETWEEN NOVEMBER 1 AND APRIL 1 WHEN SUBMITTING THEIR INITIAL BAR CHART PROGRESS SCHEDULE TO THE DISTRICT CONSTRUCTION ENGINEER (DCE) AS SPECIFIED IN CMS SECTION 108.02A. THIS LIMITATION SHALL ALSO INCLUDE INITIAL BASE LINE SCHEDULES AND ALL UPDATES IF A CPM SCHEDULE IS REQUIRED.

REVIEWERS
UPDATED ON
SHEETS P.1-13,
25-26, 33-36.

ITEM 632 - DETECTOR LOOP, AS PER PLAN

THE CONTRACTOR SHALL CONTACT THE DISTRICT OFFICE (330-786-3146) AND SCOTT ELEKES (330-217-9032) THREE WORKING DAYS PRIOR TO ANY PLANING OR TRENCHING AT THE INTERSECTIONS LISTED BELOW. THE LOOP DETECTOR WIRE WILL BE CUT INTO THE PAVEMENT AFTER THE PROPOSED SURFACE COURSE HAS BEEN PLACED. ALL STOP LINE INDUCTANCE DETECTOR LOOPS SHALL BE THE POWERHEAD CONFIGURATION SHOWN ON TC-82.10. THE WIDTH SHALL BE AS SPECIFIED ON TC-82.10 AND THE LENGTH SHALL BE AS SPECIFIED BELOW. THE LOCATION OF THESE LOOPS SHALL BE SUCH THAT THE POWERHEAD IS LOCATED AT THE STOP LINE, NOT PAST IT. ALL DILEMMA ZONE INDUCTANCE DETECTOR LOOPS CALLED FOR IN THE PLANS SHALL BE THE ANGULAR DESIGN DETECTION (ADD) LOOP AS SHOWN ON TC-82.10. DIMENSIONS SHALL BE AS SPECIFIED ON TC-82.10 AND THE LOOP SHALL BE PLACED AT THE SAME LOCATION AS THE EXISTING LOOPS.

THE QUANTITIES LISTED BELOW HAVE BEEN CARRIED TO THE GENERAL SUMMARY. THE NEW LOOP DETECTOR WIRES SHALL BE RUN INTO THE EXISTING CONTROL BOX OR THE EXISTING PULLBOX. INCLUDED IN THIS ITEM IS THE POURED EPOXY TYPE CABLE SPLICE KIT (CONFORMING TO 725.15E) THAT MUST BE USED IN MAKING THESE CONNECTIONS. ALL NECESSARY MATERIAL, LABOR, SPLICE KITS AND EQUIPMENT SHALL BE INCIDENTAL TO PAYMENT OF THESE ITEMS.

INTERSECTION	632- DETECTOR LOOP, AS PER PLAN	POWERHEAD, 30' LENGTH	POWERHEAD, 20' LENGTH
SUM SR 261 & CLE/MASS RD.	1	1 (SR 261, 1 EAST)	N/A
SUM SR 261 & EAST AVE.	6	2 (SR 261, 1 EAST/1 WEST)	4 (EAST AVE, 2 NORTH/2 SOUTH)
SUM SR 261 & FREDERICK BLVD.	4	2 (SR 261, 1 EAST/1 WEST)	2 (FREDERICK, 1 NORTH/1 SOUTH)
SUM SR 261 & 5 HAWKINS AVE.	4	2 (SR 261, 1 EAST/1 WEST)	2 (HAWKINS, 1 NORTH/1 SOUTH)
SUM SR 261 & MOON ST.	2	N/A	2 (MOON ST, 1 NORTH/1 SOUTH)
SUM SR 261 & RAYMOND ST.	2	N/A	2 (RAYMOND, 1 NORTH/1 SOUTH)
CARDINAL DIRECTION IS IN RESPECT TO DIRECTION TRAVELLED. EXAMPLE: 1 POWERHEAD, WEST = LOCATED ON WESTBOUND DIRECTION.			

REVIEWERS
UPDATED ON
SHEETS P.1-13,
25-26, 33-36.

DESIGN AGENCY

DESIGNER

SBD

REVIEWER

BC 02/02/26

PROJECT ID

113037

SHEET

P.9

TOTAL

36

SHEET NUM.									PART.					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.3	P.4	P.5	P.12	P.13	P.14	P.26			01/S>2/ AKRO	02/S>2/ AKRO	03/S>2/ NORT	04/S>2/ NORT	05/S>2						
																		ROADWAY	
				538					5		533			202	23500	538	SY	WEARING COURSE REMOVED	
					5,279 518					5,279 518				202	30000	5,279	SF	WALK REMOVED	
														202	32000	518	FT	CURB REMOVED	
		887.5										887.5		202	38000	887.5	FT	GUARDRAIL REMOVED	
	15										15			202	98100	15	EACH	REMOVAL MISC.: BARRIER REFLECTOR	P.4
	28									10		18		203	10000	28	CY	EXCAVATION (FOR PAVEMENT REPAIR)	
125									14		111			209	60200	125	STA	LINEAR GRADING	
			227						10		217			209	72000	227	STA	PREPARING SUBGRADE FOR SHOULDER PAVING	
		400										400		606	13000	400	FT	GUARDRAIL, TYPE 5	
		150										150		606	15050	150	FT	GUARDRAIL, TYPE MGS	
		275										275		606	15100	275	FT	GUARDRAIL, TYPE MGS WITH LONG POSTS	
		8										8		606	26150	8	EACH	ANCHOR ASSEMBLY, MGS TYPE E	
		8										8		606	26550	8	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
		16										16		606	35140	16	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 4	P.6
					1,633					1,633				608	13000	1,633	SF	6" CONCRETE WALK	
					3,646					3,646				608	52001	3,646	SF	CURB RAMP, AS PER PLAN	P.4
19									18		1			623	39501	19	EACH	MONUMENT ASSEMBLY ADJUSTED TO GRADE, AS PER PLAN	P.3
		LS							LS					SPECIAL	69020010	LS		AS-BUILT CONSTRUCTION PLANS	P.5
		199																EROSION CONTROL	
									1,500		1,500			659	10000	199	SY	SEEDING AND MULCHING	
														832	30000	3,000	EACH	EROSION CONTROL	
																		DRAINAGE	
	46								46					611	98630	46	EACH	CATCH BASIN ADJUSTED TO GRADE	
37									35		2			611	99655	37	EACH	MANHOLE ADJUSTED TO GRADE, AS PER PLAN	P.3
2,000									1,600		400			SPECIAL	61199820	2,000	LB	MISCELLANEOUS METAL	P.4
																		PAVEMENT	
2,000										1,310		690		251	01000	2,000	SY	PARTIAL DEPTH PAVEMENT REPAIR (441)	
	2,341									1,534		807		252	01500	2,341	FT	FULL DEPTH PAVEMENT SAWING	
	30											30		253	01000	30	SY	PAVEMENT REPAIR (T = 10")	
	470									170		300		253	01000	470	SY	PAVEMENT REPAIR (T = 12")	
			119,246	1,417					51,812		68,851			254	01000	120,663	SY	PAVEMENT PLANING, ASPHALT CONCRETE (T = 2")	
	28									10		18		304	20000	28	CY	AGGREGATE BASE (FOR PAVEMENT REPAIR)	
			17,888	118					7,703		10,303			407	20000	18,006	GAL	NON-TRACKING TACK COAT	
			4,027						169		3,858			408	10001	4,027	GAL	PRIME COAT, AS PER PLAN	P.3
			3,453	55					1,446		2,062			424	14000	3,508	CY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448)	
			3,313	40					1,440		1,913			441	50200	3,353	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)	
					518					518				609	26000	518	FT	CURB, TYPE 6	
			280						12		268			617	10101	280	CY	COMPACTED AGGREGATE, AS PER PLAN	P.3
8									7		1			638	10800	8	EACH	VALVE BOX ADJUSTED TO GRADE	
																		WATER WORK	
																		TRAFFIC CONTROL	
	4										4			626	00102	4	EACH	BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	
	14	16									14	16		626	00110	30	EACH	BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL)	
	90										90			630	02100	90	FT	GROUND MOUNTED SUPPORT, NO. 2 POST	
	24										24			630	80100	24	SF	SIGN, FLAT SHEET, 730.20	
	12										12			630	84900	12	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
	12										12			630	86002	12	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
						4.56				4.56				644	00100	4.56	MILE	EDGE LINE, 4"	
						0.10				0.10				644	00200	0.10	MILE	LANE LINE, 4"	
						3.06				3.06				644	00300	3.06	MILE	CENTER LINE	
						1,796				1,796				644	00400	1,796	FT	CHANNELIZING LINE, 8"	
						366				366				644	00500	366	FT	STOP LINE	
						2,173				2,173				644	00620	2,173	FT	CROSSWALK LINE, 12"	
						810				810				644	00630	810	FT	CROSSWALK LINE, 24"	
						907				907				644	00700	907	FT	TRANSVERSE/DIAGONAL LINE	
						418				418				644	00900	418	SF	ISLAND MARKING	

GENERAL SUMMARY

REVIEWERS
UPDATED ON
SHEETS P.1-13,
25-26, 33-36.

DESIGN AGENCY



DESIGNER

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REVIEWER

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113037

SHEET


P.10

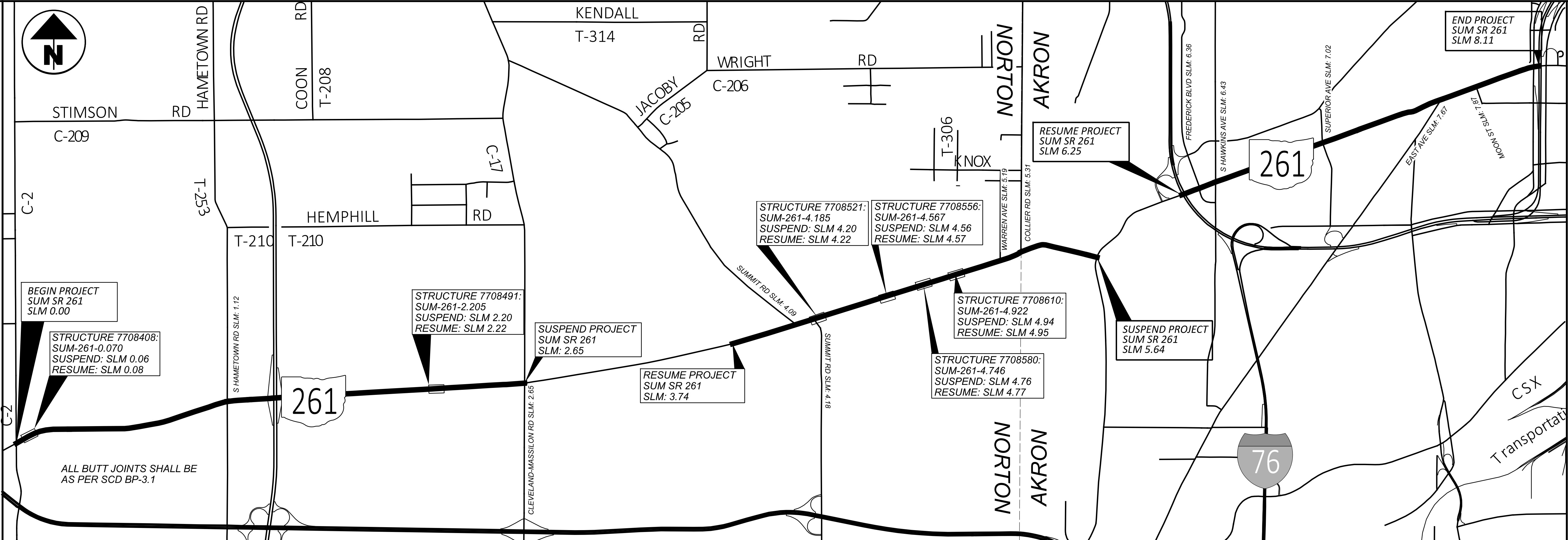
TOTAL

36

GENERAL SUMMARY	
DESIGN AGENCY	
	
DESIGNER	REP
BC	REVIEWER 02/02/26
PROJECT ID	
113037	
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P.11	36



DESIGN AGENCY	
	
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SLM RANGE			TYPICAL SECTION	SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	WEARING COURSE REMOVED	PAVEMENT PLANING, ASPHALT CONCRETE (T = 2")	NON-TRACKING TACK COAT @0.06 GAL/SY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448) (T = 1")	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448) (T = 1")																
					FT	FT	SY	SY	SY	SY	GAL	CY	CY																
DRIVEWAYS																													
0.00	TO	2.65			VARIES	2.00		300.00	300.00		18.00	8.33																	
3.73	TO	5.64			VARIES	2.00		233.33	233.33		14.00	6.48																	
6.25	TO	8.11			VARIES	2.00		4.44	4.44		0.27	0.12																	
INTERSECTIONS																													
0.00	TO	2.65			VARIES	10.00		388.89		388.89	23.33	10.80	10.80																
3.73	TO	5.64			VARIES	10.00		250.00		250.00	15.00	6.94	6.94																
6.25	TO	8.11			VARIES	10.00		777.78		777.78	46.67	21.60	21.60																
SUBTOTALS									537.78	1416.67	117.27	54.29	39.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTALS CARRIED TO GENERAL SUMMARY									538	1417	118	55	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PAVEMENT CALCULATIONS

DESIGN AGENCY

DESIGNER

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MAIN ROUTE	INTERSECTING ROUTE	SLM	QUADRANT RL=REAR LT, RR=REAR RT FL=FWD LT, FR=FWD RT, -L=CORNER LT, -R=CORNER RT	SUGGESTED CURB RAMP TYPE (AKRON SCD'S PROVIDED ON SHEETS P.15-19)	202	202	608	608	609												
					CURB REMOVED	WALK REMOVED	6" CONCRETE WALK	CURB RAMP, AS PER PLAN	CURB, TYPE 6												
					FT	SF	SF	SF	FT												
SR-261	FREDERICK BLVD.	6.35	FL-L	2	11.00	114.75	35.50	79.25	11.00												
SR-261	FREDERICK BLVD.	6.35	FL-R	2	11.00	114.75	35.50	79.25	11.00												
SR-261	FREDERICK BLVD.	6.35	RL-L	2	11.00	114.75	35.50	79.25	11.00												
SR-261	FREDERICK BLVD.	6.35	RL-R	2	11.00	114.75	35.50	79.25	11.00												
SR-261	S HAWKINS AVE.	6.44	FL-L	2	11.00	114.75	35.50	79.25	11.00												
SR-261	S HAWKINS AVE.	6.44	FL-R	2	11.00	114.75	35.50	79.25	11.00												
SR-261	S HAWKINS AVE.	6.44	FR-L	4	10.00	114.75	35.50	79.25	10.00												
SR-261	S HAWKINS AVE.	6.44	FR-R	4	10.00	114.75	35.50	79.25	10.00												
SR-261	S HAWKINS AVE.	6.44	RL-L	1	12.00	114.75	35.50	79.25	12.00												
SR-261	S HAWKINS AVE.	6.44	RL-R	1	12.00	114.75	35.50	79.25	12.00												
SR-261	S HAWKINS AVE.	6.44	RR-L	4	10.00	114.75	35.50	79.25	10.00												
SR-261	S HAWKINS AVE.	6.44	RR-R	4	10.00	114.75	35.50	79.25	10.00												
SR-261	WOOSTER HAWKINS PLAZA	6.50	FL	1	12.00	114.75	35.50	79.25	12.00												
SR-261	WOOSTER HAWKINS PLAZA	6.50	RL	1	12.00	114.75	35.50	79.25	12.00												
SR-261	ROSLYN AVE.	6.58	FL	1	12.00	114.75	35.50	79.25	12.00												
SR-261	ROSLYN AVE.	6.58	RL	1	12.00	114.75	35.50	79.25	12.00												
SR-261	MAXEN DR.	6.60	FR	1	12.00	114.75	35.50	79.25	12.00												
SR-261	WINTON DR.	6.93	RL-L	1	12.00	114.75	35.50	79.25	12.00												
SR-261	WINTON DR.	6.93	RL-R	1	12.00	114.75	35.50	79.25	12.00												
SR-261	SUPERIOR AVE.	7.03	FL-L	1	12.00	114.75	35.50	79.25	12.00												
SR-261	SUPERIOR AVE.	7.03	FL-R	1	12.00	114.75	35.50	79.25	12.00												
SR-261	SUPERIOR AVE.	7.03	FR-L	1	12.00	114.75	35.50	79.25	12.00												
SR-261	SUPERIOR AVE.	7.03	FR-R	1	12.00	114.75	35.50	79.25	12.00												
SR-261	SUPERIOR AVE.	7.03	RR-L	1	12.00	114.75	35.50	79.25	12.00												
SR-261	SUPERIOR AVE.	7.03	RR-R	1	12.00	114.75	35.50	79.25	12.00												
SR-261	SHERBONDY DVWY.		RL	1	12.00	114.75	35.50	79.25	12.00												
SR-261	SHERBONDY DVWY.		RR	2	11.00	114.75	35.50	79.25	11.00												
SR-261	EAST AVE.	7.67	FL-L	2	11.00	114.75	35.50	79.25	11.00												
SR-261	EAST AVE.	7.67	FL-R	2	11.00	114.75	35.50	79.25	11.00												
SR-261	EAST AVE.	7.67	FR	2	11.00	114.75	35.50	79.25	11.00												
SR-261	EAST AVE.	7.67	RL-L	2	11.00	114.75	35.50	79.25	11.00												
SR-261	EAST AVE.	7.67	RL-R	2	11.00	114.75	35.50	79.25	11.00												
SR-261	RUTH AVE.	7.23	FL	2	11.00	114.75	35.50	79.25	11.00												
SR-261	RUTH AVE.	7.23	RR	2	11.00	114.75	35.50	79.25	11.00												
SR-261	FERN ST.	7.80	FL-L	2	11.00	114.75	35.50	79.25	11.00												
SR-261	FERN ST.	7.80	FL-R	2	11.00	114.75	35.50	79.25	11.00												
SR-261	FERN ST.	7.80	FR	2	11.00	114.75	35.50	79.25	11.00												
SR-261	FERN ST.	7.80	RL	2	11.00	114.75	35.50	79.25	11.00												
SR-261	RAYMOND ST.	8.00	FL-L	2	11.00	114.75	35.50	79.25	11.00												
SR-261	RAYMOND ST.	8.00	FL-R	2	11.00	114.75	35.50	79.25	11.00												
SR-261	RAYMOND ST.	8.00	FR-L	2	11.00	114.75	35.50	79.25	11.00												
SR-261	RAYMOND ST.	8.00	FR-R	2	11.00	114.75	35.50	79.25	11.00												
SR-261	RAYMOND ST.	8.00	RL-L	2	11.00	114.75	35.50	79.25	11.00												
SR-261	RAYMOND ST.	8.00	RL-R	2	11.00	114.75	35.50	79.25	11.00												
SR-261	RAYMOND ST.	8.00	RR-L	2	11.00	114.75	35.50	79.25	11.00												
SR-261	RAYMOND ST.	8.00	RR-R	2	11.00	114.75	35.50	79.25	11.00												
SUBTOTALS					518.00	5278.50	1633.00	3645.50	518.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
TOTALS CARRIED TO GENERAL SUMMARY					518	5279	1633	3646	518	0	0	0	0	0	0	0	0	0	0		

REVIEWERS
UPDATED ON
SHEETS P.1-13,
25-26, 33-36.

CURB RAMPS - AKRON

DESIGN AGENCY

DESIGNER

REP

REVIEWER

BC 02/02/26

PROJECT ID

113037

SHEET

P.14

TOTAL

36

SUM-261-0.00/VAR

MODEL: Sheet 1 PAPER SIZE: 34x22 (in.) DATE: 2/3/2026 TIME: 8:51:47 AM PLT DRV: OHDOT_PDF.plt/gstc PENTBL: OHDOT_Pen.tbl USER: Shawn.Desessa@dot.ohio.gov WORKSPACE: OHDOTCEV02 WORKSET: 113037 PRODUCT: OpenRoads Designer 24.00.00.205
 pw:\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 04\Summit\113037\400-Engineering\Roadway\Sheets\113037_GS003.dgn

[illegible]

PAVEMENT MARKING SUBSUMMARY - NORTON

DESIGN AGENCY



DESIGNER

SBD

REVIEWER

BC 02/02

BC 02/02


PROJECT ID

113037

SHEET	TOTAL
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D 25 | 2

SUM-261-0.00/VAR

PAVEMENT MARKING SUBSUMMARY - AKRON	
DESIGN AGENCY	
	
DESIGNER	SBD
REVIEWER	BC
DATE	02/02/26
PROJECT ID	113037
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STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

AS-1-15 DATED (REVISED) 1/20/2023
DS-1-92 DATED (REVISED) 7/15/2022

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE 9TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C&MS, SECTIONS 102.05, 105.02, AND 513.04. BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

PROPOSED WORK

SUM-261-0.070 (SFN 7708408), OVER HUDSON RUN

- REMOVE AND REPLACE THE EXISTING ASPHALT OVERLAY INCLUDING WATERPROOFING MEMBRANE
- PATCH THE EXISTING CONCRETE DECK AND APPROACH SLABS WITH TYPE C PATCHING
- REMOVE THE FORWARD AND REAR POLYMER MODIFIED AC EXPANSION JOINT SYSTEM AND REPLACE WITH A SAW AND SEAL JOINT
- SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED. REPAIR ALL PREVIOUSLY PATCHED LOCATIONS ALONG THE UNDERSIDE OF DECK EDGES
- CLEARING AND GRUBBING 15' AROUND STRUCTURE

SUM-261-2.205 (SFN 7708491), OVER VAN HYNING RUN

- REMOVE AND REPLACE THE EXISTING ASPHALT OVERLAY, WATERPROOFING SHALL NOT BE DISTURBED
- CLEARING AND GRUBBING 15' AROUND STRUCTURE

SUM-261-4.185 (SFN 7708521), OVER WOLF CREEK

- REMOVE AND REPLACE THE EXISTING ASPHALT OVERLAY INCLUDING WATERPROOFING MEMBRANE
- REMOVE THE FORWARD AND REAR POLYMER MODIFIED AC EXPANSION JOINT SYSTEM AND REPLACE WITH A SAW AND SEAL JOINT
- PATCH CONCRETE DECK EDGES AND ABUTMENTS, AND SEAL WITH EPOXY-URETHANE SEALER

SUM-261-4.567 (SFN 7708556), OVER PIGEON CREEK

- REMOVE AND REPLACE THE EXISTING ASPHALT OVERLAY INCLUDING WATERPROOFING MEMBRANE
- PATCH THE EXISTING CONCRETE DECK AND APPROACH SLABS WITH TYPE C PATCHING
- REMOVE THE FORWARD AND REAR POLYMER MODIFIED AC EXPANSION JOINT SYSTEM AND REPLACE WITH A SAW AND SEAL JOINT
- SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED. REPAIR ALL PREVIOUSLY PATCHED LOCATIONS ALONG THE UNDERSIDE OF DECK EDGES
- CLEARING AND GRUBBING 15' AROUND STRUCTURE

SUM-261-4.746 (SFN 7708580), OVER PIGEON CREEK

- REMOVE AND REPLACE THE EXISTING ASPHALT OVERLAY INCLUDING WATERPROOFING MEMBRANE
- PATCH THE EXISTING CONCRETE DECK AND APPROACH SLABS WITH TYPE C PATCHING
- REMOVE THE FORWARD AND REAR POLYMER MODIFIED AC EXPANSION JOINT SYSTEM AND REPLACE WITH A SAW AND SEAL JOINT
- SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED
- CLEARING AND GRUBBING 15' AROUND STRUCTURE

SUM-261-4.922 (SFN 7708610), OVER PIGEON CREEK

- REMOVE AND REPLACE THE EXISTING ASPHALT OVERLAY INCLUDING WATERPROOFING MEMBRANE
- REMOVE THE FORWARD AND REAR POLYMER MODIFIED AC EXPANSION JOINT SYSTEM AND REPLACE WITH A SAW AND SEAL JOINT
- PATCH UNSOUND AREAS OF THE ABUTMENTS, SEAL PATCHES WITH EPOXY-URETHANE SEALER (MATCH EXISTING COLOR)
- CLEARING AND GRUBBING 15' AROUND STRUCTURE

ITEM 201 - CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS

ALTHOUGH NO TREES OR STUMPS ARE SPECIFICALLY MARKED FOR REMOVAL WITHIN THE PLANS, A LUMP SUM QUANTITY IS INCLUDED IN THE STRUCTURE GENERAL SUMMARY FOR ITEM 201 CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS. SCALPING IS NOT REQUIRED FOR THIS ITEM OF WORK. ALL VEGETATION SHALL BE REMOVED WITHIN 15 FEET (OR TO THE R/W LIMITS, WHICHEVER IS CLOSER) OF THE HEADWALLS, ABUTMENTS AND/OR PIERS.

ALL OTHER PROVISIONS AS SET FORTH IN THE CMS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 201 CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS.

ITEM 409 - SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS

PAVEMENT JOINTS SHALL BE INSTALLED AT THE ENDS OF EACH STRUCTURE AS PER DETAIL A OF SCD AS-1-15. ALL LABOR, MATERIALS, AND INCIDENTALS FOR THIS WORK SHALL BE INCLUDED IN THE PAYMENT OF ITEM 409 - SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS.

STRUCTURE PAINTING/CONCRETE SEALING OPERATIONS

THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT EPOXY-URETHANE SEALER, PAINT OR OTHER MATERIALS USED TO REPAIR, CLEAN, PAINT, SEAL OR TREAT ANY STRUCTURE FROM ENTERING ANY STREAMS, WETLANDS OR OTHER WATERS OF THE UNITED STATES AND TAKE THE APPROPRIATE ACTIONS IN THE EVENT OF A RELEASE.

ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN

WITHIN 24 HOURS OF PLACING PATCHING MATERIAL, BLAST CLEAN ALL SURFACES TO BE PATCHED INCLUDING THE EXPOSED REINFORCING STEEL. ACCEPTABLE ABLE METHODS INCLUDE: HIGH-PRESSURE WATER BLASTING WITH, OR WITHOUT, ABRASIVES IN THE WATER, ABRASIVE BLASTING WITH CONTAINMENT OR VACUUM ABRASIVE BLASTING.

BELOW IS THE LIST OF BRIDGES AND LOCATIONS TO BE PATCHED:

SUM-261-4.185 ABUTMENTS:
ITEM 519, PATCHING CONCRETE STRUCTURE, AS PER PLAN, 75 SQ FT
ITEM 512, SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), 9 SQ YD

SUM-261-4.185 DECK EDGES:
ITEM 519, PATCHING CONCRETE STRUCTURE, AS PER PLAN, 10 SQ FT
ITEM 512, SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), 2 SQ YD

SUM-261-4.922 ABUTMENTS:
ITEM 519, PATCHING CONCRETE STRUCTURE, AS PER PLAN, 30 SQ FT
ITEM 512, SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), 4 SQ YD

SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED

THIS WORK WILL CONSIST OF REMOVING ALL VISIBLY SPALLED AREAS OF THE UNDERSIDE OF THE DECK WITHOUT SOUNDING.

AFTER SPALLED CONCRETE IS REMOVED THE EXISTING EXPOSED REINFORCING STEEL SHALL BE BLAST CLEANED. ACCEPTABLE METHODS INCLUDE HIGH PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN THE WATER, ABRASIVES WITH CONTAINMENT, OR VACUUM BLASTING. APPLY A ZINC RICH PRIMER, PER CMS 708.02.B, OVER ALL EXPOSED STEEL SURFACES. THE APPLICATION OF THE PRIMER SHALL FOLLOW CMS 514 AND ALL MANUFACTURER REQUIREMENTS.

THE DEPARTMENT WILL MEASURE THIS WORK AS THE ACTUAL AREA IN SQUARE YARDS OF CONCRETE SPALLS REMOVED.

CONCRETE SPALL REMOVAL WILL BE PAID AT THE UNIT BID PRICE FOR SPECIAL - STRUCTURE MISC.: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED. THIS PRICE WILL INCLUDE THE COST OF LABOR, EQUIPMENT, AND ALL INCIDENTALS REQUIRED TO COMPLETE THIS WORK.

SPALL REMOVAL ON STRUCTURES SUM-261-0.070, SUM-261-4.567, & SUM-261-4.746 NOT OVER TRAVEL LANES AND PAVED SHOULDERS

THE FOLLOWING WORK AND QUANTITIES SHALL BE USED ON THIS STRUCTURE TO REPAIR THE CONCRETE SPALLS OVER TRAVEL LANES AND PAVED SHOULDERS:

SUM-261-0.070:
ITEM SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED, 5 SY

SUM-261-4.567:
ITEM SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED, 5 SY


SUM-261-4.746:
ITEM SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED, 10 SY

WORK DESCRIPTION CHANGED - REMOVED TYPE C PATCHING

WORK DESCRIPTION CHANGED - REMOVED TYPE C PATCHING

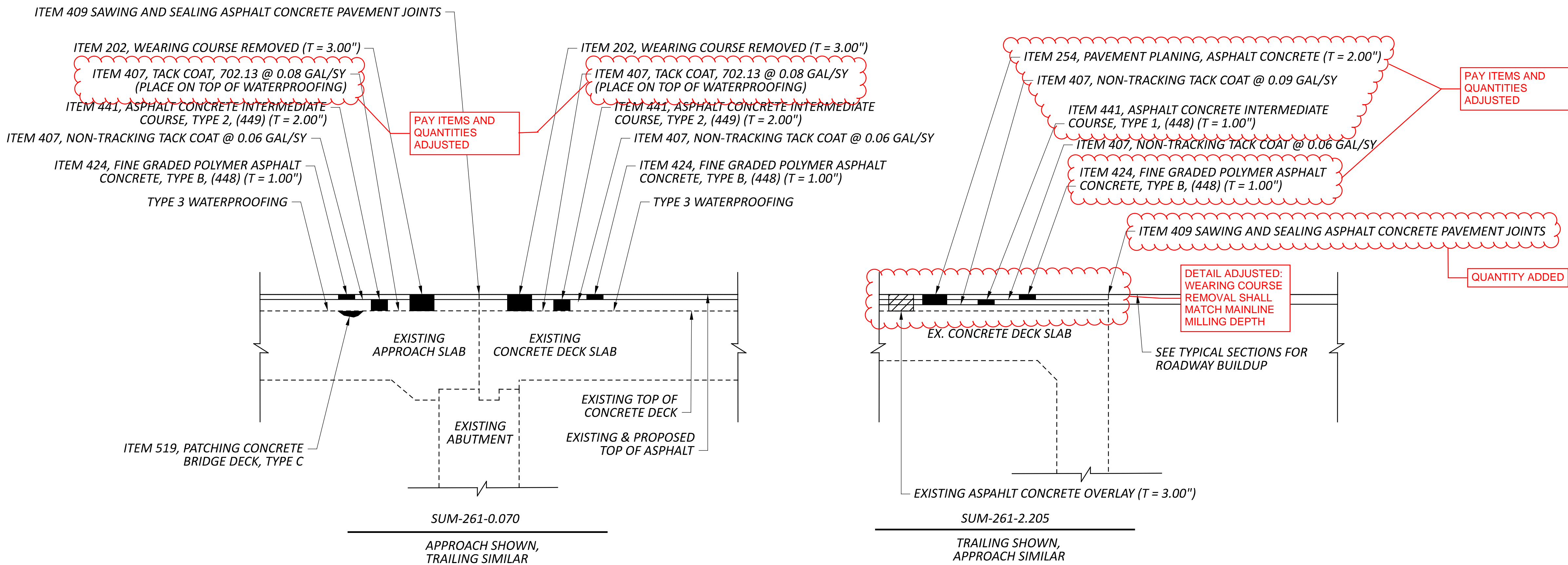
REVIEWERS UPDATED ON SHEETS P.1-13, 25-26, 33-36.


STRUCTURE GENERAL NOTES
BRIDGES: SUM-S61-0.070, SUM-261-2.205, SUM-261-4.185, SUM-261-4.567, SUM-261-4.746, SUM-261-4.922

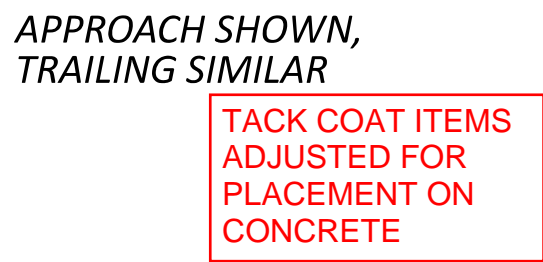
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SBD		JF	
REVIEWER			
TJP		02/02/26	
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SUBSET		TOTAL	
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SHEET		TOTAL	
P.33		36	


REVIEWERS
UPDATED ON
SHEETS P.1-13,
25-26, 33-36.

SUM-261-0.00/VAR

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SFN		VARIES	
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SFN		VARIES	
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REVIEWER			
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PROJECT ID			
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SUBSET		TOTAL	
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SHEET		TOTAL	
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STRUCTURE DETAILS

BRIDGES: SUM-261-4.185, SUM-261-4.567,
SUM-261-4.746, SUM-261-4.922