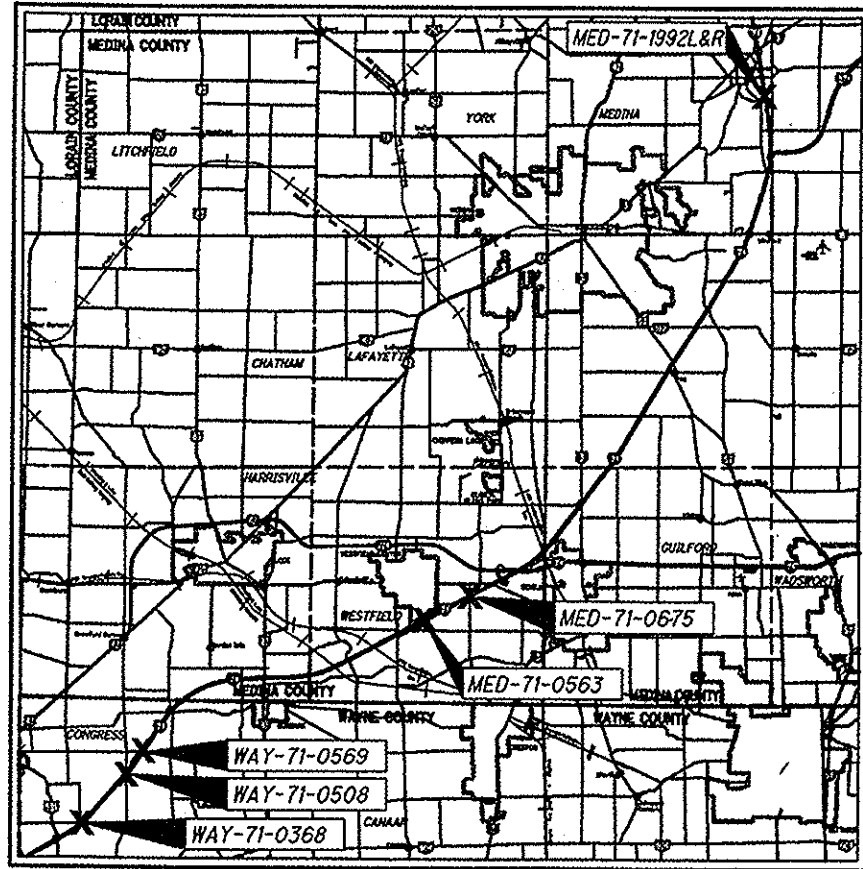


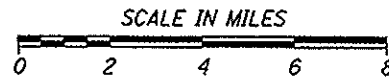
D03 - VA-BH-FY2012(B)
110597 PID - 80189
Dist 3 12/1/2011

Contract Proposal Available
@www.contacts.dot.state.oh.us/home

DESIGN FILE: 11
WORKSTATION: KSI



LOCATION MAP



STRUCTURE	LATITUDE	LONGITUDE
MED-71-0563	N 41°00'55"	W 81°55'48"
MED-71-0675	N 41°01'21"	W 81°54'39"
MED-71-1992L	N 41°10'48"	W 81°47'13"
MED-71-1992R	N 41°10'48"	W 81°47'13"
WAY-71-0368	N 40°57'08"	W 82°04'20"
WAY-71-0508	N 40°58'03"	W 82°03'14"
WAY-71-0569	N 40°58'28"	W 82°02'49"

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

D03-BH-FY2012(B)

**MEDINA COUNTY
WESTFIELD TOWNSHIP
MEDINA TOWNSHIP
WAYNE COUNTY
CONGRESS TOWNSHIP**

INDEX OF SHEETS:

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MED-71-1992L	18-19
MED-71-1992R	20-21
WAY-71-0368	22-25
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WAY-71-0569	31-36
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PROJECT DESCRIPTION

BRIDGE MAINTENANCE ITEMS INCLUDING ASPHALT DECK
OVERLAYS, VARIOUS CONCRETE REPAIRS, EXPANSION
JOINT REPAIRS, APPROACH ASPHALT PAVEMENT,
VARIOUS SUBSURFACE AND DECK SEALING AND VARIOUS
PAINTING OF STRUCTURAL STEEL.

MAINTENANCE PROJECT

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

LIMITED ACCESS

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

2010 SPECIFICATIONS

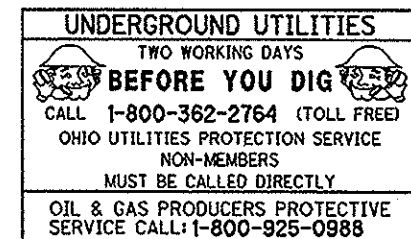
THE STANDARD SPECIFICATIONS OF THE STATE OF
OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING
CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED
IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT
THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE
CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT
DETOURS WILL BE PROVIDED AS INDICATED ON SHEETS
4, 5, 6, 7 AND 8.

APPROVED Allen C. Buell
DATE 8-26-11 DISTRICT DEPUTY DIRECTOR

APPROVED Henry Whay
DATE 8-26-11 DIRECTOR, DEPARTMENT OF
TRANSPORTATION

PLAN PREPARED BY:



FEDERAL PROJECT NO.
E091113

PID NO.
80189

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT
NONE

D03-BH-FY2012(B)

1
37

DESIGN SPECIFICATIONS:

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

EXISTING STRUCTURE VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURES HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURES AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02 AND 513.04.

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

EXISTING PLANS:

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

STRUCTURE#	PLAN NAME	DATE
MED-71-0563	MED-1-1.42	1957
MED-71-0675	MED-1-5.66	1958
MED-71-1992L	MED-42-17.46	1962
	MED-71-15.78	2000
MED-71-1992R	MED-42-17.46	1962
	MED-71-15.78	2000
WAY-71-0368	WAY-1-1.36	1957
WAY-71-0508	WAY-1-1.36	1957
WAY-71-0569	WAY-1-5.54/MED-1-0.00	1957

UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

THERE ARE EXISTING AERIAL UTILITIES THAT WILL REMAIN IN PLACE AND THE EXISTING AERIAL CONDUCTOR WILL REMAIN ENERGIZED DURING CONSTRUCTION. CAUTION SHOULD BE USED DURING ANY CONSTRUCTION ACTIVITY NEAR ANY ENERGIZED CONDUCTOR.

DESIGN DATA

CONCRETE CLASS S - COMPRESSIVE STRENGTH 4,500 PSI

CONCRETE CLASS C - COMPRESSIVE STRENGTH 4,000 PSI

REINFORCING STEEL - ASTM A615 OR A996, GRADE 60, MINIMUM YIELD STRENGTH 60,000 PSI

PLACING ASPHALT CONCRETE FEATHERING ON APPROACHES TO BRIDGES:

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

ITEM 407. TACK COAT

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

ITEM 202. PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. THE METHOD OF REMOVAL SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 90-POUND CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05.

CUT LINE CONSTRUCTION JOINT PREPARATION: SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL, IF REQUIRED IN THE PLANS, IN PLACE. PRIOR TO CONCRETE PLACEMENT. ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH, BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER CUBIC YARD OF ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

ITEM 511. CLASS S CONCRETE. SUPERSTRUCTURE. AS PER PLAN (REPAIR)

ITEM 511. CLASS S CONCRETE. MISC.: APPROACH SLAB REPAIR

ITEM 511. CLASS C CONCRETE. ABUTMENT. AS PER PLAN (REPAIR)

EACH ITEM SHALL BE USED AT THE LOCATIONS INDICATED IN THE PLANS.

THE COARSE AGGREGATE SHALL BE LIMESTONE.

THE FORMING OF NEW BOLT HOLES TO REATTACH EXISTING GUARDRAIL TO THE PARAPET SHALL BE INCLUDED AT THE LOCATIONS INDICATED IN THE PLANS.

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

ITEM 511. CLASS C CONCRETE. PIER. AS PER PLAN (REPAIR)

THIS ITEM SHALL BE USED AT THE LOCATIONS INDICATED IN THE PLANS. ALL EXCAVATION AND EMBANKMENT SHALL BE CONSIDERED INCIDENTAL AND INCLUDED IN THE COST OF ITEM 511, CLASS C CONCRETE, PIER, AS PER PLAN (REPAIR).

THE COARSE AGGREGATE SHALL BE LIMESTONE.

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

ITEM SPECIAL. PATCHING CONCRETE BRIDGE DECK - TYPE A

SEE THE PLANS FOR THE LOCATIONS AND QUANTITIES AND PROPOSAL NOTE 512 FOR NOTES.

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

FIELD PAINTING OF STRUCTURAL STEEL

THE FINISH COAT SHALL BE A CHOCOLATE BROWN COLOR, FEDERAL COLOR STANDARD NO. 20045. SEE THE PLANS FOR LOCATIONS.

ITEM 614. MAINTAINING TRAFFIC: GENERAL, INTERSTATE 71

A MINIMUM OF TWO LANES OF TRAFFIC IN EACH DIRECTION ON I-71 SHALL BE MAINTAINED AT ALL TIMES. ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH ITEM 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, PLAN DETAILS, STANDARD DRAWINGS, AND AS OUTLINED IN THE CONSTRUCTION AND MAINTENANCE SECTION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES CURRENT EDITION WITH THE LATEST REVISIONS. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED ON THIS PLAN.

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

ITEM 614. MAINTAINING TRAFFIC: LANE CLOSURE/REDUCTION REQUIRED ON INTERSTATE 71

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ITEM 614. MAINTAINING TRAFFIC ON INTERSTATE 71 (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 EVENTS:

CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING

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

DAY OF THE WEEK	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE FEE OF \$1000 PER DAY.

COORDINATION OF WORK BETWEEN CONTRACTORS

THE CONTRACTOR SHOULD BE AWARE THAT THERE MAY BE OTHER WORK BEING PERFORMED BY A SEPARATE CONTRACT. PID 80188: D03-BH-FY2012(A) IS A BRIDGE MAINTENANCE PROJECT AND IS SCHEDULED TO BEGIN WORK IN THE 2012 CONSTRUCTION SEASON. COORDINATION OF WORK IS THE RESPONSIBILITY OF THE CONTRACTOR.

MAINTAINING TRAFFIC

TWO-WAY TRAFFIC ALONG LEROY ROAD SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT THROUGH TRAFFIC ON STRUCTURE MED-71-0563 WILL BE DETOURED AS SHOWN ON THIS SHEET FOR A MAXIMUM OF 14 CONSECUTIVE CALENDAR DAYS. THE 14 DAYS SHALL BE CONSIDERED AS AN INTERIM COMPLETION DATE (SECTION 108), AND FOR EACH CALENDAR DAY BEYOND THE 14 DAYS THAT THE ROADWAY REMAINS CLOSED TO TRAFFIC, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE FEE OF \$1000 PER DAY.

WORK SHALL NOT BEGIN UNTIL AFTER JUNE 3, 2012.

LEROY ROAD AND DANIELS ROAD SHALL NOT BE CLOSED AT THE SAME TIME.

SEE MAINTAINING TRAFFIC NOTE FOR INTERSTATE 71 ON SHEET 3, WHEN WORKING OVER THE I-71 ROADWAY.

THE CONTRACTOR SHALL NOTIFY THE ROADWAY SERVICES MANAGER, IN WRITING, A MINIMUM OF 14 DAYS IN ADVANCE OF THE DETOUR BEING PLACED.

THE CONTRACTOR SHALL ALSO NOTIFY, IN WRITING, THE FOLLOWING AGENCIES AT LEAST 14 DAYS PRIOR TO THE TIME WHEN THE DETOUR WILL BE IMPLEMENTED:

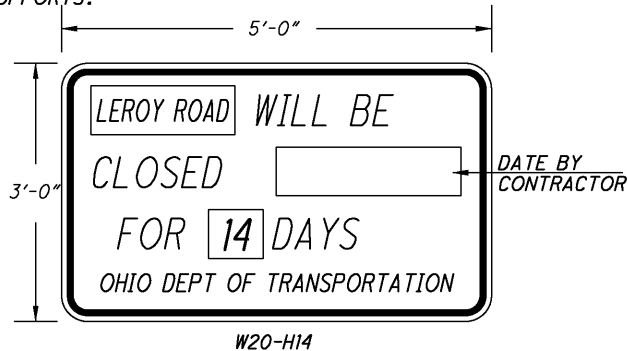
MEDINA COUNTY ENGINEER
VILLAGE OF WESTFIELD CENTER
WESTFIELD TOWNSHIP TRUSTEES
LOCAL FIRE DEPARTMENT(S)
LOCAL SCHOOL DISTRICT(S)
MEDINA COUNTY SHERIFF

THE CONTRACTOR SHALL PROVIDE, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE THE LEROY ROAD DETOUR SIGNING AS DETAILED ON THIS SHEET. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE GATES AND BARRICADES AT THE END OF THE WORK AREA AND THE ADVANCE WARNING SIGNS AS SHOWN ON STANDARD CONSTRUCTION DRAWING MT-101.60.

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

NOTICE OF CLOSURE SIGNS

THESE SIGNS SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD CLOSURE FOR LEROY ROAD. THE SIGNS SHALL BE ERECTED ON THE RIGHT HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE LOCATED IN THE FIELD SO AS NOT TO INTERFERE WITH ANY PERMANENT SIGNS. ON THIS PROJECT THEY SHOULD BE ERECTED AT THE POINT OF CLOSURE. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC AND SHALL INCLUDE FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE SIGNS INCLUDING SUPPORTS.



MAINTENANCE OF DETOUR ROUTE

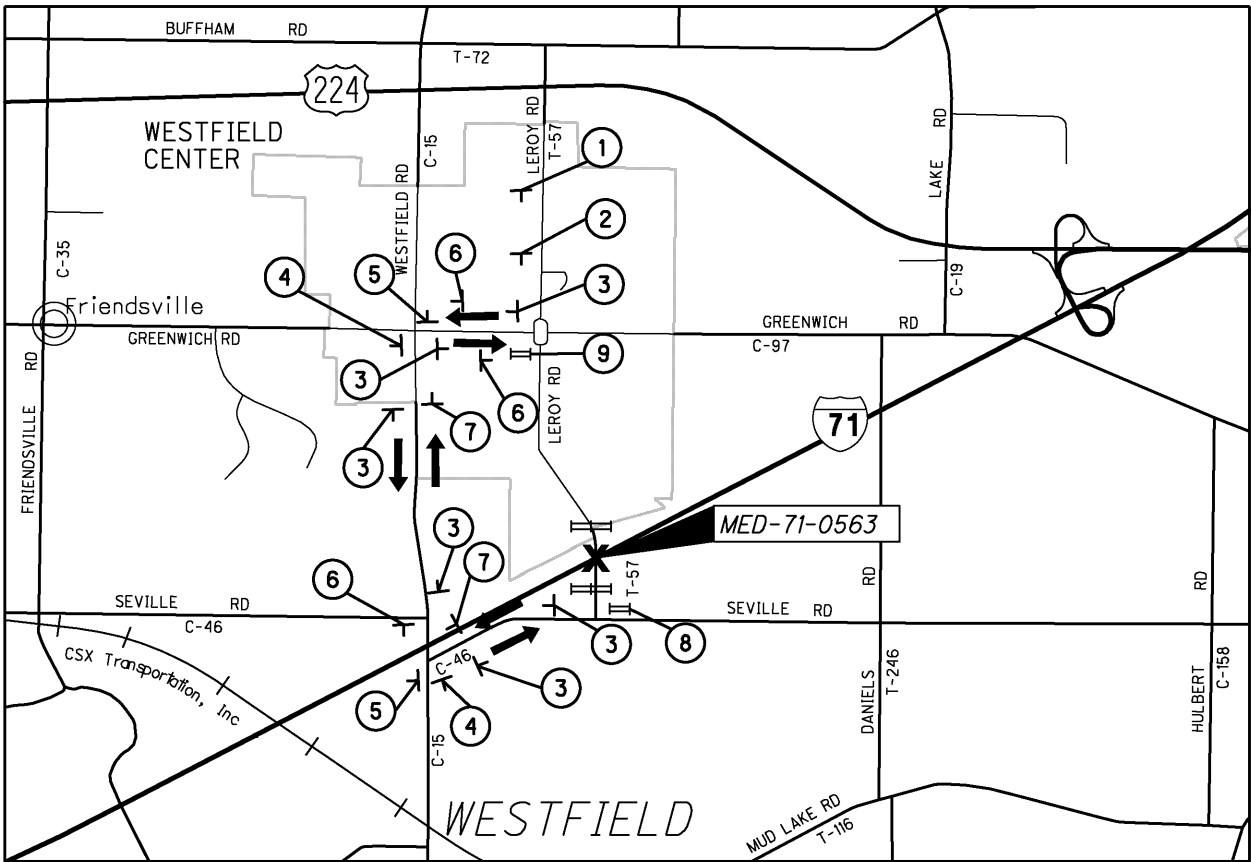
DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THE ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DIRECTED BY THE ENGINEER. THE DETOUR ROUTE IS TO BE REVIEWED AND REPAIRED PRIOR TO THE ASPHALT CONTRACTOR OR SUBCONTRACTOR LEAVING THE PROJECT.

PAYMENT FOR THE WORK NECESSARY TO REPAIR THE DETOUR ROUTE WILL BE PERFORMED BY CHANGE ORDER.

DETOUR SIGNING

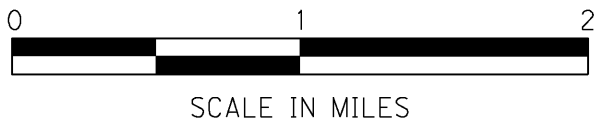
THE FOLLOWING QUANTITY IS INCLUDED FOR THE CONTRACTOR TO PROVIDE THE DETOUR SIGNING AS SHOWN AS PER 614.06 (B):

ITEM 614, DETOUR SIGNING LUMP

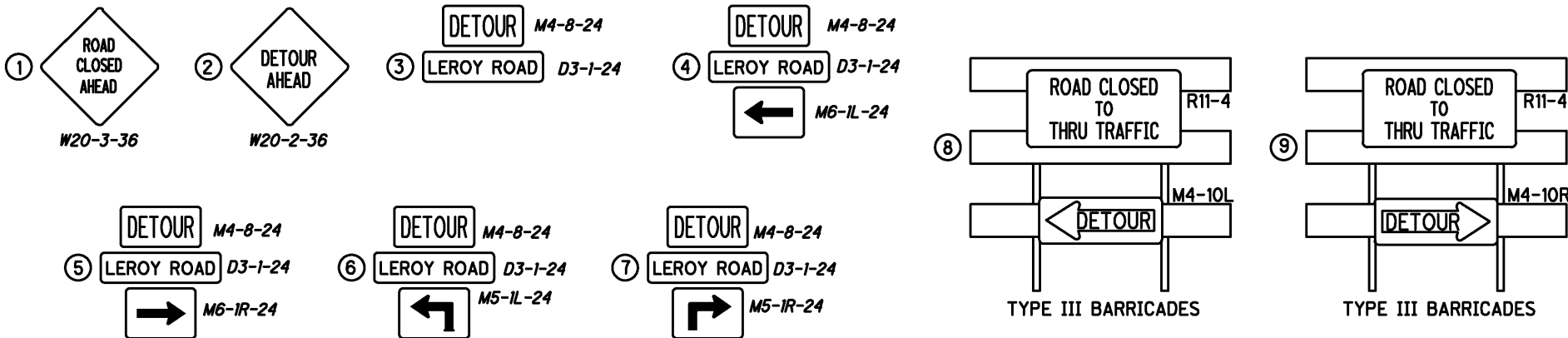


- X** - PROJECT LOCATION
- ⇐ ⇨** - OFFICIAL SIGNED DETOUR
- ||** - GATES AND BARRICADES, AS PER MT-101.60

LEROY ROAD DETOUR MAP



SIGN LEGEND



MAINTAINING TRAFFIC

TWO-WAY TRAFFIC ALONG DANIELS ROAD SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT THROUGH TRAFFIC ON STRUCTURE MED-71-0675 WILL BE DETOURED AS SHOWN ON THIS SHEET FOR A MAXIMUM OF 14 CONSECUTIVE CALENDAR DAYS. THE 14 DAYS SHALL BE CONSIDERED AS AN INTERIM COMPLETION DATE (SECTION 108), AND FOR EACH CALENDAR DAY BEYOND THE 14 DAYS THAT THE ROADWAY REMAINS CLOSED TO TRAFFIC, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE FEE OF \$1000 PER DAY.

WORK SHALL NOT BEGIN UNTIL AFTER JUNE 3, 2012.

DANIELS ROAD AND LEROY ROAD SHALL NOT BE CLOSED AT THE SAME TIME.

SEE MAINTAINING TRAFFIC NOTE FOR INTERSTATE 71 ON SHEET 3, WHEN WORKING OVER THE I-71 ROADWAY.

THE CONTRACTOR SHALL NOTIFY THE ROADWAY SERVICES MANAGER, IN WRITING, A MINIMUM OF 14 DAYS IN ADVANCE OF THE DETOUR BEING PLACED.

THE CONTRACTOR SHALL ALSO NOTIFY, IN WRITING, THE FOLLOWING AGENCIES AT LEAST 14 DAYS PRIOR TO THE TIME WHEN THE DETOUR WILL BE IMPLEMENTED:

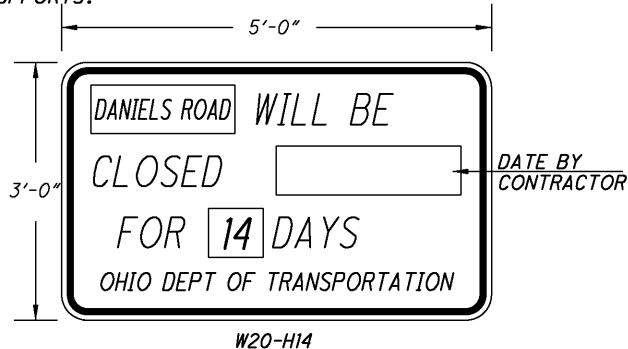
MEDINA COUNTY ENGINEER
WESTFIELD TOWNSHIP TRUSTEES
LOCAL FIRE DEPARTMENT(S)
LOCAL SCHOOL DISTRICT(S)
MEDINA COUNTY SHERIFF

THE CONTRACTOR SHALL PROVIDE, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE THE DANIELS ROAD DETOUR SIGNING AS DETAILED ON THIS SHEET. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE GATES AND BARRICADES AT THE END OF THE WORK AREA AND THE ADVANCE WARNING SIGNS AS SHOWN ON STANDARD CONSTRUCTION DRAWING MT 101.60.

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

NOTICE OF CLOSURE SIGNS

THESE SIGNS SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD CLOSURE FOR DANIELS ROAD. THE SIGNS SHALL BE ERECTED ON THE RIGHT HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE LOCATED IN THE FIELD SO AS NOT TO INTERFERE WITH ANY PERMANENT SIGNS. ON THIS PROJECT THEY SHOULD BE ERECTED AT THE POINT OF CLOSURE. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC AND SHALL INCLUDE FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE SIGNS INCLUDING SUPPORTS.



MAINTENANCE OF DETOUR ROUTE

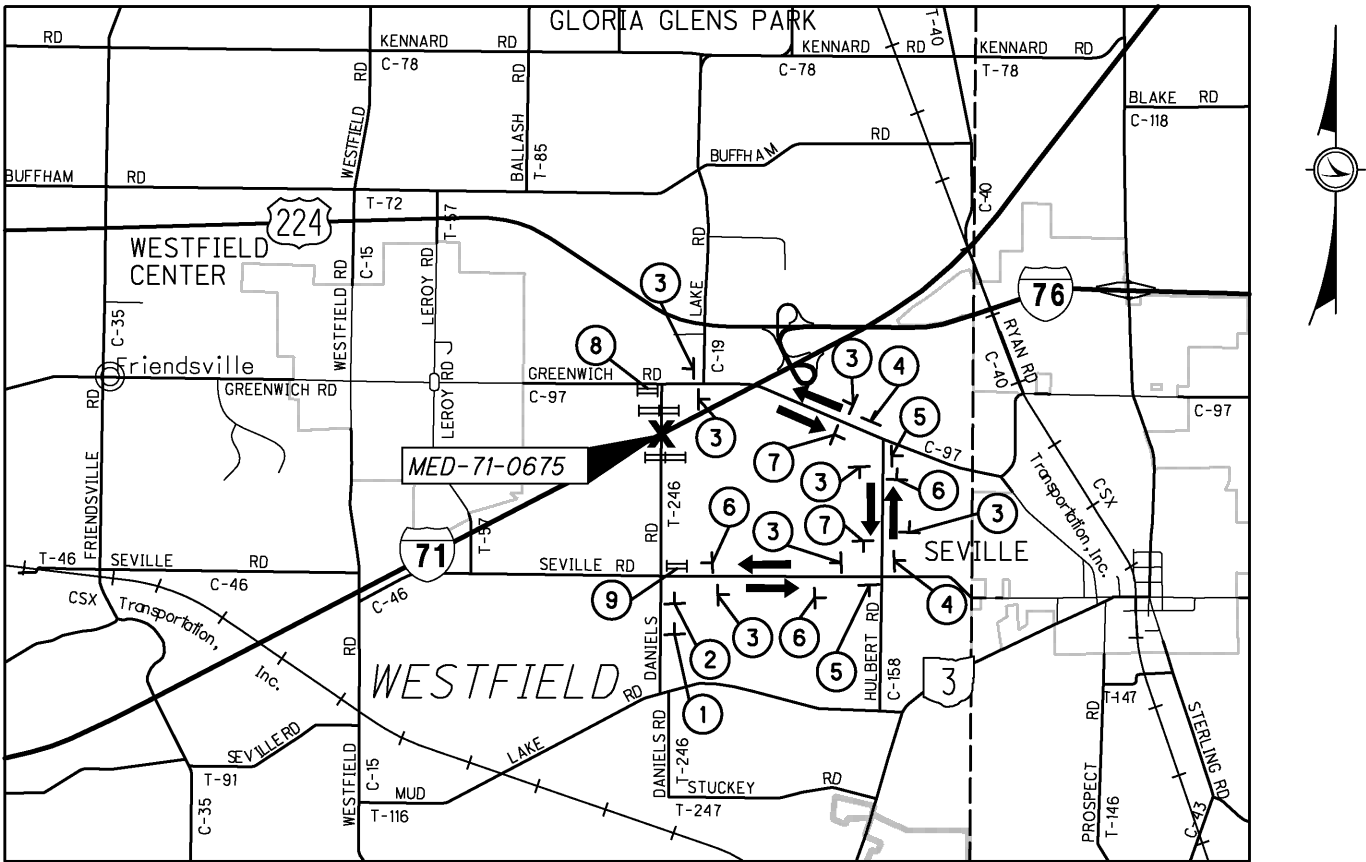
DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THE ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DIRECTED BY THE ENGINEER. THE DETOUR ROUTE IS TO BE REVIEWED AND REPAIRED PRIOR TO THE ASPHALT CONTRACTOR OR SUBCONTRACTOR LEAVING THE PROJECT.

PAYMENT FOR THE WORK NECESSARY TO REPAIR THE DETOUR ROUTE WILL BE PERFORMED BY CHANGE ORDER.

DETOUR SIGNING

THE FOLLOWING QUANTITY IS INCLUDED FOR THE CONTRACTOR TO PROVIDE THE DETOUR SIGNING AS SHOWN AS PER 614.06 (B):

ITEM 614, DETOUR SIGNING LUMP

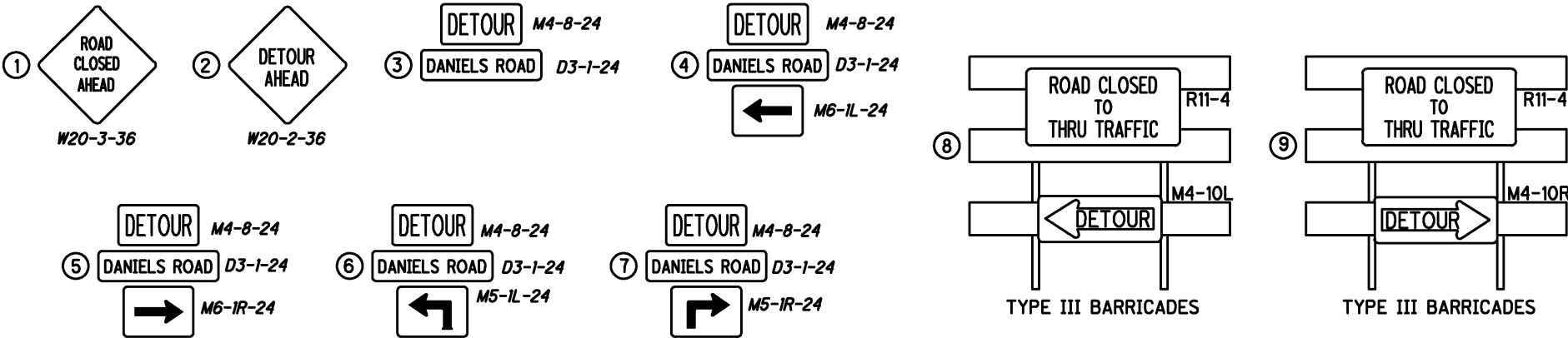


- X** - PROJECT LOCATION
- ⇄** - OFFICIAL SIGNED DETOUR
- ||** - GATES AND BARRICADES, AS PER MT-101.60

DANIELS ROAD DETOUR MAP



SIGN LEGEND



MAINTAINING TRAFFIC

TWO-WAY TRAFFIC ALONG RUFF ROAD SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT THROUGH TRAFFIC ON STRUCTURE WAY-71-0368 WILL BE DETOURED AS SHOWN ON THIS SHEET FOR A MAXIMUM OF 21 CONSECUTIVE CALENDAR DAYS. THE 21 DAYS SHALL BE CONSIDERED AS AN INTERIM COMPLETION DATE (SECTION 108), AND FOR EACH CALENDAR DAY BEYOND THE 21 DAYS THAT THE ROADWAY REMAINS CLOSED TO TRAFFIC, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE FEE OF \$1000 PER DAY.

WORK SHALL NOT BEGIN UNTIL AFTER JUNE 3, 2012.

RUFF ROAD SHALL NOT BE CLOSED AT THE SAME TIME AS STRATTON ROAD OR BRITTON ROAD.

SEE MAINTAINING TRAFFIC NOTE FOR INTERSTATE 71 ON SHEET 3, WHEN WORKING OVER THE I-71 ROADWAY.

THE CONTRACTOR SHALL NOTIFY THE ROADWAY SERVICES MANAGER, IN WRITING, A MINIMUM OF 14 DAYS IN ADVANCE OF THE DETOUR BEING PLACED.

THE CONTRACTOR SHALL ALSO NOTIFY, IN WRITING, THE FOLLOWING AGENCIES AT LEAST 14 DAYS PRIOR TO THE TIME WHEN THE DETOUR WILL BE IMPLEMENTED:

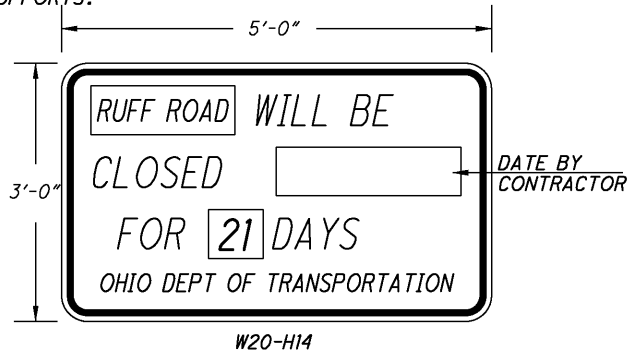
WAYNE COUNTY ENGINEER
CONGRESS TOWNSHIP TRUSTEES
LOCAL FIRE DEPARTMENT(S)
LOCAL SCHOOL DISTRICT(S)
WAYNE COUNTY SHERIFF

THE CONTRACTOR SHALL PROVIDE, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE THE RUFF ROAD DETOUR SIGNING AS DETAILED ON THIS SHEET. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE GATES AND BARRICADES AT THE END OF THE WORK AREA AND THE ADVANCE WARNING SIGNS AS SHOWN ON STANDARD CONSTRUCTION DRAWING MT 101.60.

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

NOTICE OF CLOSURE SIGNS

THESE SIGNS SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD CLOSURE FOR RUFF ROAD. THE SIGNS SHALL BE ERECTED ON THE RIGHT HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE LOCATED IN THE FIELD SO AS NOT TO INTERFERE WITH ANY PERMANENT SIGNS. ON THIS PROJECT THEY SHOULD BE ERECTED AT THE POINT OF CLOSURE. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC AND SHALL INCLUDE FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE SIGNS INCLUDING SUPPORTS.



MAINTENANCE OF DETOUR ROUTE

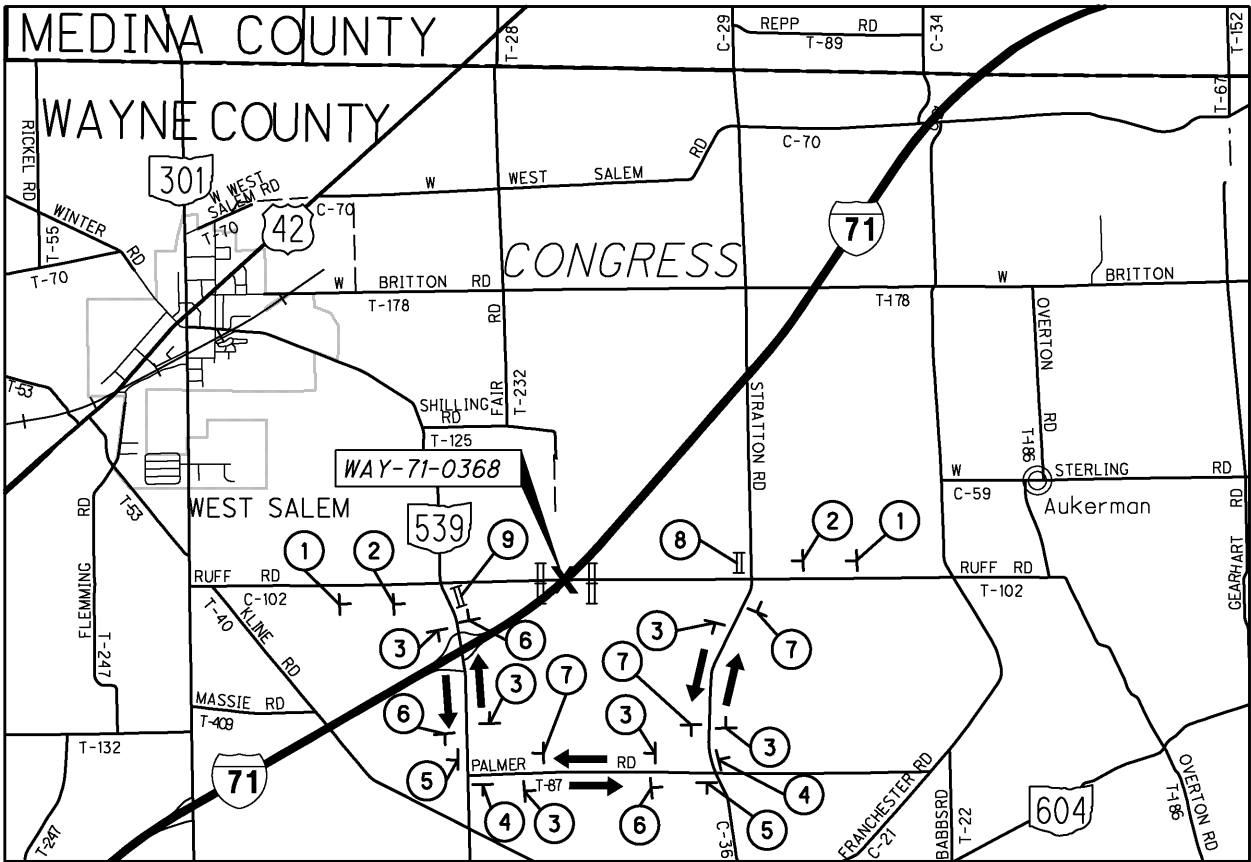
DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THE ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DIRECTED BY THE ENGINEER. THE DETOUR ROUTE IS TO BE REVIEWED AND REPAIRED PRIOR TO THE ASPHALT CONTRACTOR OR SUBCONTRACTOR LEAVING THE PROJECT.

PAYMENT FOR THE WORK NECESSARY TO REPAIR THE DETOUR ROUTE WILL BE PERFORMED BY CHANGE ORDER.

DETOUR SIGNING

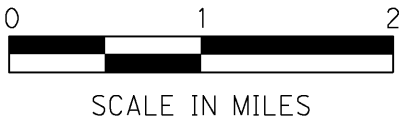
THE FOLLOWING QUANTITY IS INCLUDED FOR THE CONTRACTOR TO PROVIDE THE DETOUR SIGNING AS SHOWN AS PER 614.06 (B):

ITEM 614, DETOUR SIGNING LUMP

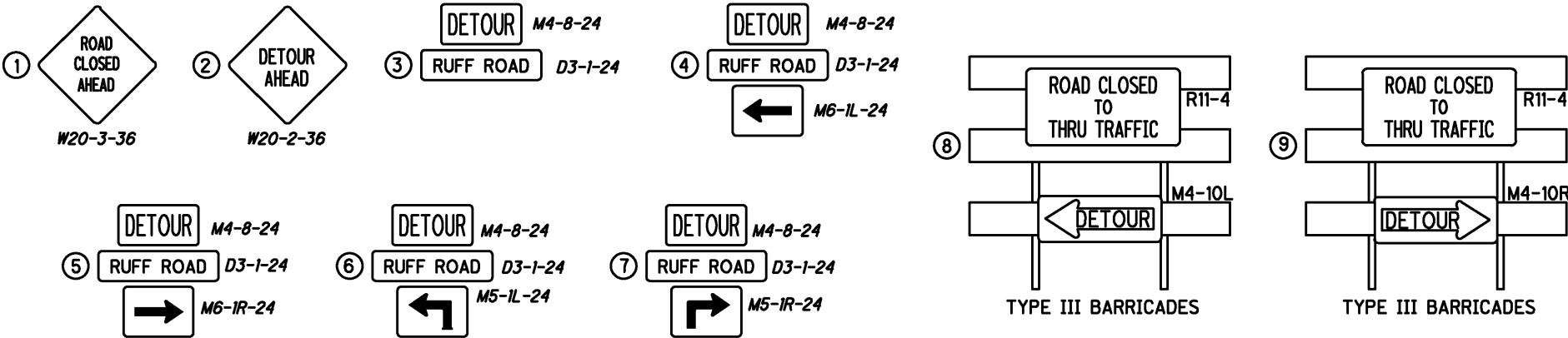


- X - PROJECT LOCATION
- ← → - OFFICIAL SIGNED DETOUR
- || - GATES AND BARRICADES, AS PER MT-101.60

RUFF ROAD DETOUR MAP



SIGN LEGEND



MAINTAINING TRAFFIC

TWO-WAY TRAFFIC ALONG STRATTON ROAD SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT THROUGH TRAFFIC ON STRUCTURE WAY-71-0508 WILL BE DETOURED AS SHOWN ON THIS SHEET FOR A MAXIMUM OF 21 CONSECUTIVE CALENDAR DAYS. THE 21 DAYS SHALL BE CONSIDERED AS AN INTERIM COMPLETION DATE (SECTION 108), AND FOR EACH CALENDAR DAY BEYOND THE 21 DAYS THAT THE ROADWAY REMAINS CLOSED TO TRAFFIC, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE FEE OF \$1000 PER DAY.

WORK SHALL NOT BEGIN UNTIL AFTER JUNE 3, 2012.

STRATTON ROAD SHALL NOT BE CLOSED AT THE SAME TIME AS RUFF ROAD OR BRITTON ROAD.

SEE MAINTAINING TRAFFIC NOTE FOR INTERSTATE 71 ON SHEET 3, WHEN WORKING OVER THE I-71 ROADWAY.

THE CONTRACTOR SHALL NOTIFY THE ROADWAY SERVICES MANAGER, IN WRITING, A MINIMUM OF 14 DAYS IN ADVANCE OF THE DETOUR BEING PLACED.

THE CONTRACTOR SHALL ALSO NOTIFY, IN WRITING, THE FOLLOWING AGENCIES AT LEAST 14 DAYS PRIOR TO THE TIME WHEN THE DETOUR WILL BE IMPLEMENTED:

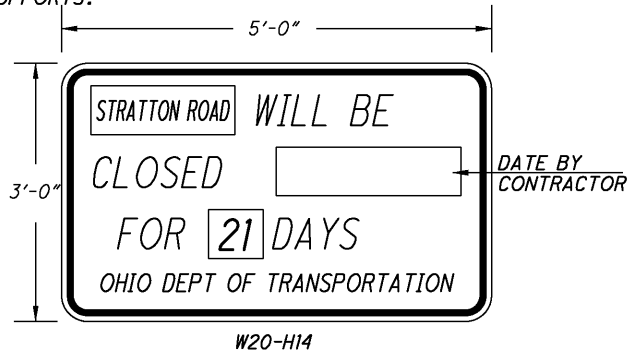
WAYNE COUNTY ENGINEER
CONGRESS TOWNSHIP TRUSTEES
LOCAL FIRE DEPARTMENT(S)
LOCAL SCHOOL DISTRICT(S)
WAYNE COUNTY SHERIFF

THE CONTRACTOR SHALL PROVIDE, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE THE STRATTON ROAD DETOUR SIGNING AS DETAILED ON THIS SHEET. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE GATES AND BARRICADES AT THE END OF THE WORK AREA AND THE ADVANCE WARNING SIGNS AS SHOWN ON STANDARD CONSTRUCTION DRAWING MT 101.60.

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

NOTICE OF CLOSURE SIGNS

THESE SIGNS SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD CLOSURE FOR STRATTON ROAD. THE SIGNS SHALL BE ERECTED ON THE RIGHT HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE LOCATED IN THE FIELD SO AS NOT TO INTERFERE WITH ANY PERMANENT SIGNS. ON THIS PROJECT THEY SHOULD BE ERECTED AT THE POINT OF CLOSURE. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC AND SHALL INCLUDE FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE SIGNS INCLUDING SUPPORTS.



MAINTENANCE OF DETOUR ROUTE

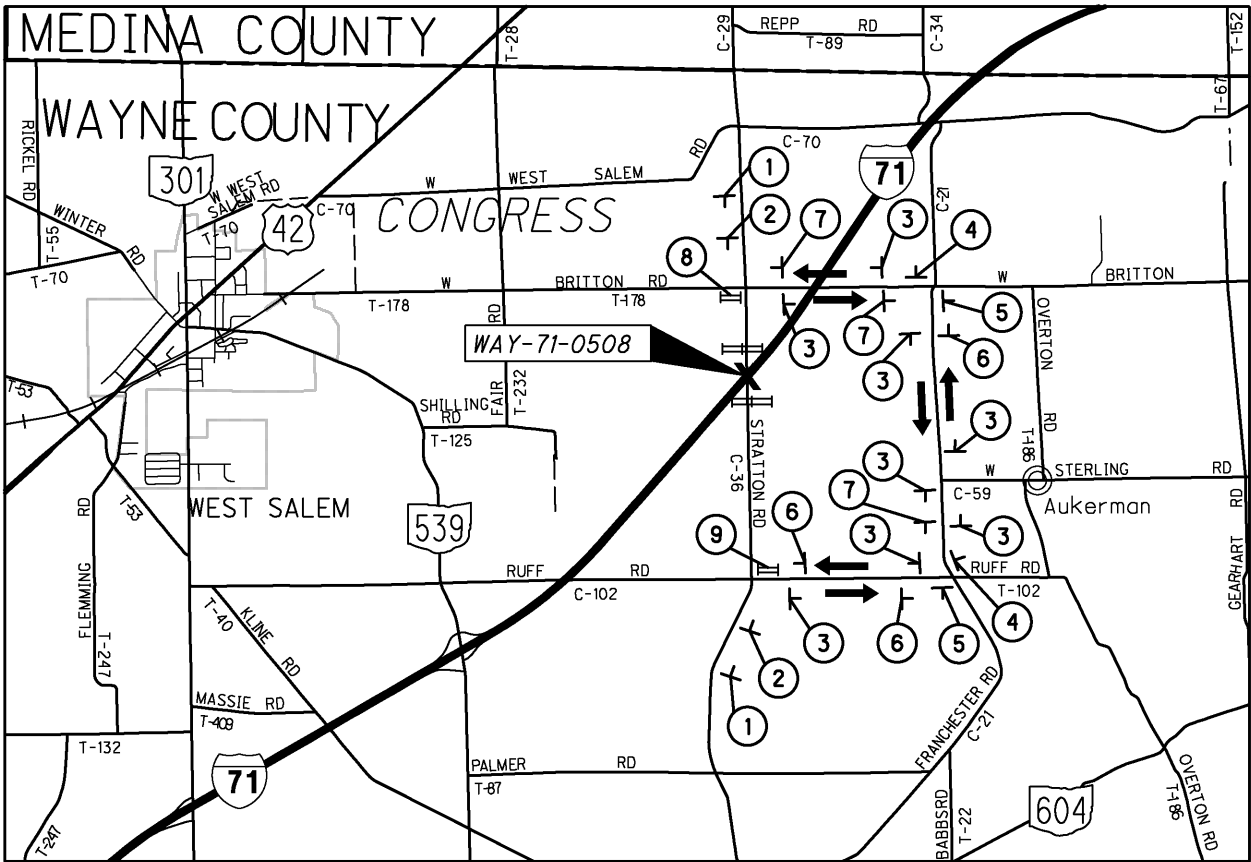
DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THE ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DIRECTED BY THE ENGINEER. THE DETOUR ROUTE IS TO BE REVIEWED AND REPAIRED PRIOR TO THE ASPHALT CONTRACTOR OR SUBCONTRACTOR LEAVING THE PROJECT.

PAYMENT FOR THE WORK NECESSARY TO REPAIR THE DETOUR ROUTE WILL BE PERFORMED BY CHANGE ORDER.

DETOUR SIGNING

THE FOLLOWING QUANTITY IS INCLUDED FOR THE CONTRACTOR TO PROVIDE THE DETOUR SIGNING AS SHOWN AS PER 614.06 (B):

ITEM 614, DETOUR SIGNING LUMP

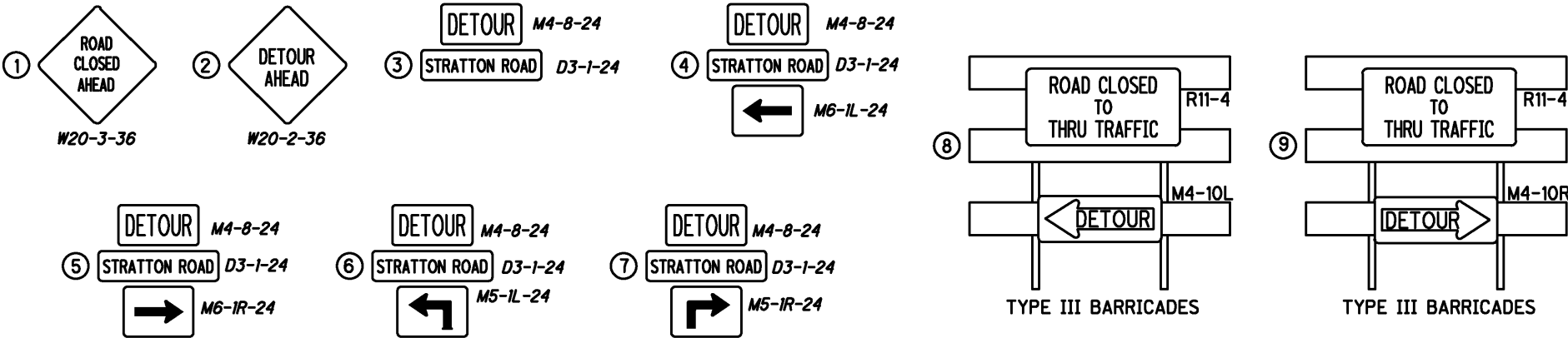


- X** - PROJECT LOCATION
- ⇄** - OFFICIAL SIGNED DETOUR
- ||** - GATES AND BARRICADES, AS PER MT-101.60

STRATTON ROAD DETOUR MAP



SIGN LEGEND



MAINTAINING TRAFFIC

TWO-WAY TRAFFIC ALONG BRITTON ROAD SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT THROUGH TRAFFIC ON STRUCTURE WAY-71-0569 WILL BE DETOURED AS SHOWN ON THIS SHEET FOR A MAXIMUM OF 21 CONSECUTIVE CALENDAR DAYS. THE 21 DAYS SHALL BE CONSIDERED AS AN INTERIM COMPLETION DATE (SECTION 108), AND FOR EACH CALENDAR DAY BEYOND THE 21 DAYS THAT THE ROADWAY REMAINS CLOSED TO TRAFFIC, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE FEE OF \$1000 PER DAY.

WORK SHALL NOT BEGIN UNTIL AFTER JUNE 3, 2012.

BRITTON ROAD SHALL NOT BE CLOSED AT THE SAME TIME AS RUFF ROAD OR STRATTON ROAD.

SEE MAINTAINING TRAFFIC NOTE FOR INTERSTATE 71 ON SHEET 3, WHEN WORKING OVER THE I-71 ROADWAY.

THE CONTRACTOR SHALL NOTIFY THE ROADWAY SERVICES MANAGER, IN WRITING, A MINIMUM OF 14 DAYS IN ADVANCE OF THE DETOUR BEING PLACED.

THE CONTRACTOR SHALL ALSO NOTIFY, IN WRITING, THE FOLLOWING AGENCIES AT LEAST 14 DAYS PRIOR TO THE TIME WHEN THE DETOUR WILL BE IMPLEMENTED:

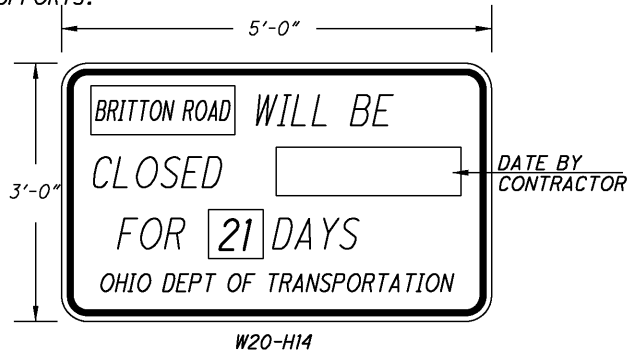
WAYNE COUNTY ENGINEER
CONGRESS TOWNSHIP TRUSTEES
LOCAL FIRE DEPARTMENT(S)
LOCAL SCHOOL DISTRICT(S)
WAYNE COUNTY SHERIFF

THE CONTRACTOR SHALL PROVIDE, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE THE BRITTON ROAD DETOUR SIGNING AS DETAILED ON THIS SHEET. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE GATES AND BARRICADES AT THE END OF THE WORK AREA AND THE ADVANCE WARNING SIGNS AS SHOWN ON STANDARD CONSTRUCTION DRAWING MT 101.60.

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

NOTICE OF CLOSURE SIGNS

THESE SIGNS SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD CLOSURE FOR BRITTON ROAD. THE SIGNS SHALL BE ERECTED ON THE RIGHT HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE LOCATED IN THE FIELD SO AS NOT TO INTERFERE WITH ANY PERMANENT SIGNS. ON THIS PROJECT THEY SHOULD BE ERECTED AT THE POINT OF CLOSURE. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC AND SHALL INCLUDE FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE SIGNS INCLUDING SUPPORTS.



MAINTENANCE OF DETOUR ROUTE

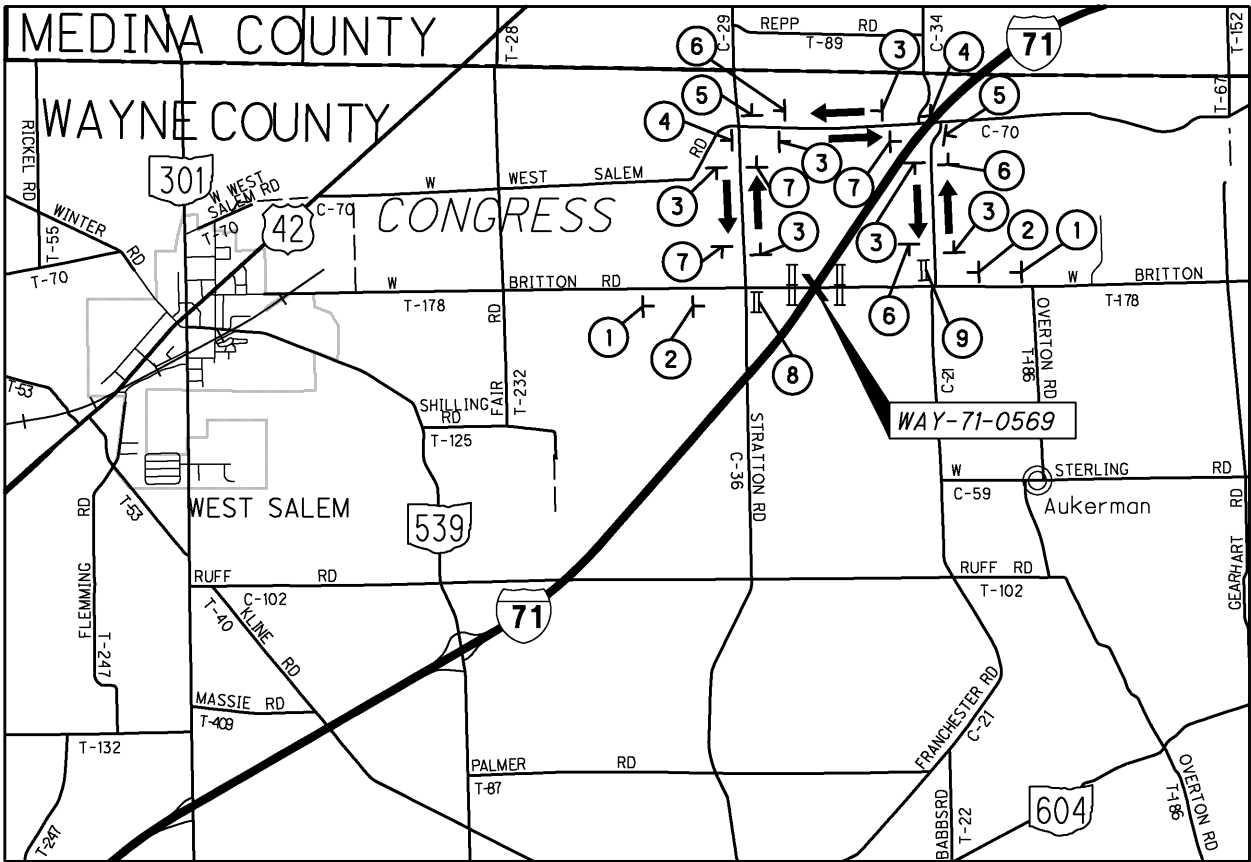
DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THE ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DIRECTED BY THE ENGINEER. THE DETOUR ROUTE IS TO BE REVIEWED AND REPAIRED PRIOR TO THE ASPHALT CONTRACTOR OR SUBCONTRACTOR LEAVING THE PROJECT.

PAYMENT FOR THE WORK NECESSARY TO REPAIR THE DETOUR ROUTE WILL BE PERFORMED BY CHANGE ORDER.

DETOUR SIGNING

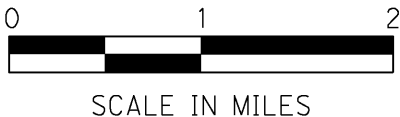
THE FOLLOWING QUANTITY IS INCLUDED FOR THE CONTRACTOR TO PROVIDE THE DETOUR SIGNING AS SHOWN AS PER 614.06 (B):

ITEM 614, DETOUR SIGNING LUMP

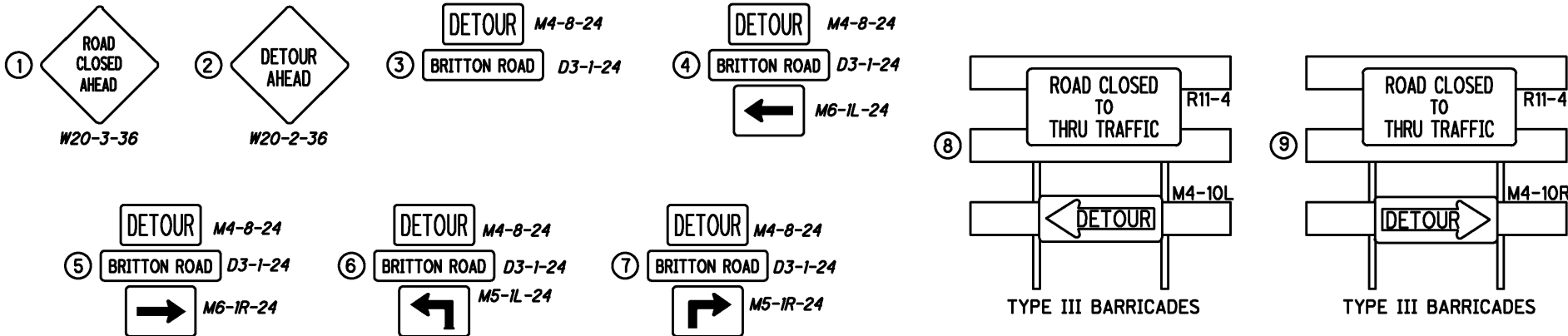


- X** - PROJECT LOCATION
- ⇄** - OFFICIAL SIGNED DETOUR
- ||** - GATES AND BARRICADES, AS PER MT-101.60

BRITTON ROAD DETOUR MAP



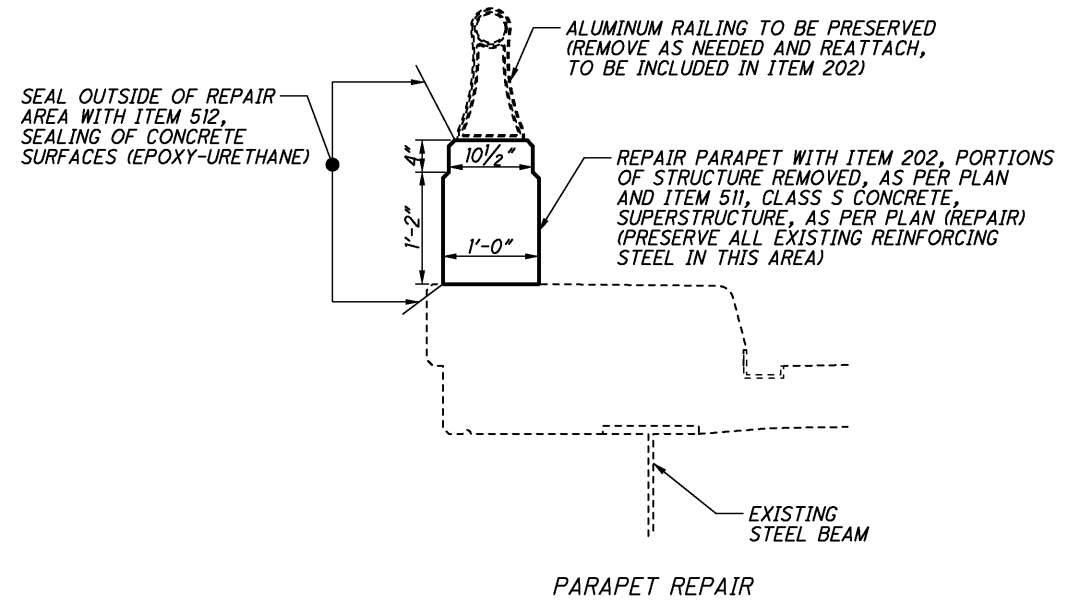
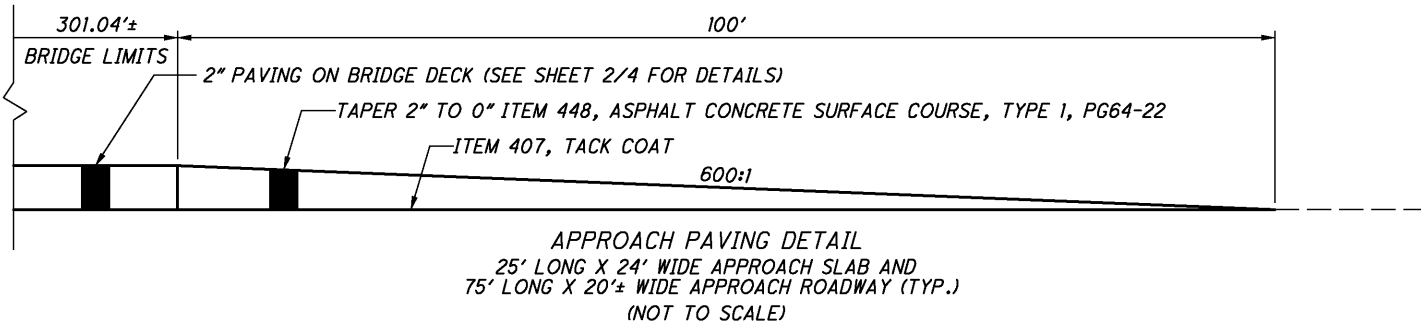
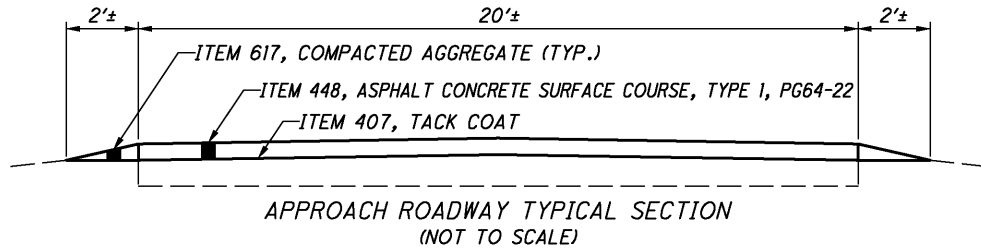
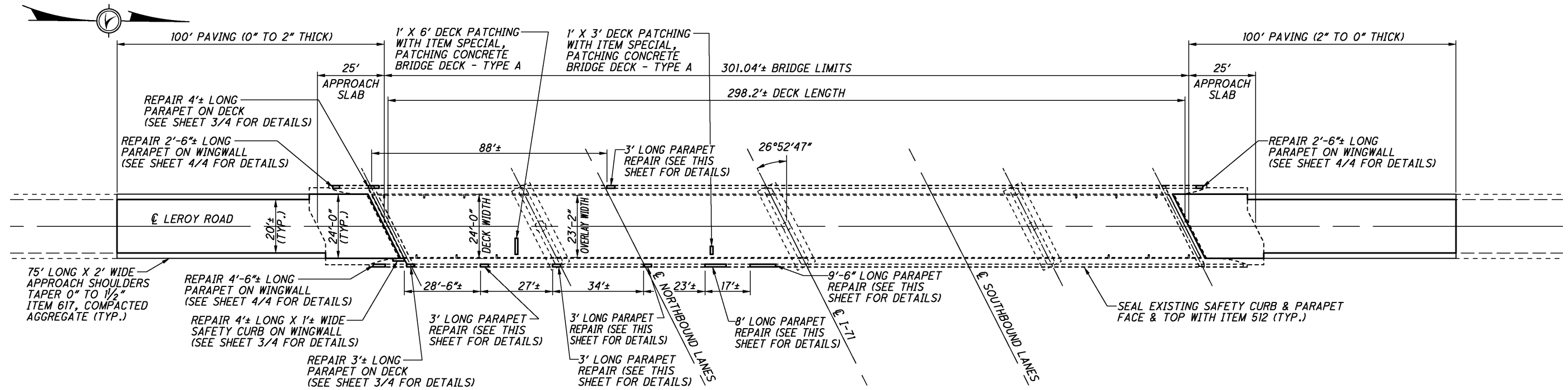
SIGN LEGEND



DESIGN FILE: \\projects\80189\structures\80189CG001.dgn
WORKSTATION:ksalay
MODEL NAME: Design
DATE: 8/30/2011

SHEET NUMBER												PARTICIPATION		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
			11	15	18	20	22	26	31			BR	NON-BR						
																		EROSION CONTROL	
												1,000		832	30000	1,000	EACH	EROSION CONTROL	
																		PAVEMENT	
								467				467		254	01000	467	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE	
			99	102			121	121	111			554		407	10000	554	GALLON	TACK COAT	
								86				86		442	20000	86	CU YD	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448)	
			56	57			71		63			247		448	47020	247	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22	
			1	1			1	1	1			5		617	10100	5	CU YD	COMPACTED AGGREGATE	
																		TRAFFIC CONTROL	
			0.19	0.19								0.38		642	00100	0.38	MILE	EDGE LINE, TYPE 1	
			0.10	0.10								0.20		642	00300	0.20	MILE	CENTER LINE, TYPE 1	
																		STRUCTURES (20' AND OVER)	
																		MED-71-0563 (SFN 5202736)	
			3									3		202	11301	3	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	2
			3									3		511	34401	3	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)	2
			391									391		512	10100	391	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
			768									768		512	33010	768	SQ YD	TYPE 3 WATERPROOFING	
			54									54		SPECIAL	51631300	54	FT	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	37
			1									1		SPECIAL	51912200	1	SQ YD	PATCHING CONCRETE BRIDGE DECK - TYPE A	2
																		MED-71-0675 (SFN 5202760)	
				2								2		202	11301	2	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	2
				2								2		511	34401	2	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)	2
				1,076								1,076		512	10100	1,076	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
				768								768		512	33010	768	SQ YD	TYPE 3 WATERPROOFING	
				54								54		SPECIAL	51631300	54	FT	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	37
																		MED-71-1992L (SFN 5203813)	
					1,462								1,462	514	00050	1,462	SQ FT	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	
					1,462								1,462	514	00056	1,462	SQ FT	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	
					1,462								1,462	514	00060	1,462	SQ FT	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	
					1,462								1,462	514	00066	1,462	SQ FT	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	
					10								10	514	00504	10	MAN HOUR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	
					1								1	514	10000	1	EACH	FINAL INSPECTION REPAIR	
																		MED-71-1992R (SFN 5203848)	
						1,462							1,462	514	00050	1,462	SQ FT	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	
						1,462							1,462	514	00056	1,462	SQ FT	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	
						1,462							1,462	514	00060	1,462	SQ FT	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	
						1,462							1,462	514	00066	1,462	SQ FT	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	
						10							10	514	00504	10	MAN HOUR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	
						1							1	514	10000	1	EACH	FINAL INSPECTION REPAIR	
																		WAY-71-0368 (SFN 8503125)	
							12					12		202	11301	12	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	2
							3					3		511	34401	3	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)	2
							6					6		511	34450	6	CU YD	CLASS S CONCRETE, MISC.: APPROACH SLAB REPAIR	2
							3					3		511	45701	3	CU YD	CLASS C CONCRETE, ABUTMENT, AS PER PLAN (REPAIR)	2
							535					535		512	10100	535	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
							1,040					1,040		512	33010	1,040	SQ YD	TYPE 3 WATERPROOFING	
							74					74		516	31000	74	FT	JOINT SEALER	
							74					74		SPECIAL	51631300	74	FT	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	37
							6					6		SPECIAL	51912200	6	SQ YD	PATCHING CONCRETE BRIDGE DECK - TYPE A	2

DESIGN FILE: I:\projects\80189\structures\MED071_0563CGP001.dgn
WORKSTATION: ksdlay DATE: 8/30/2011



ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
202	3	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
407	99	GALLON	TACK COAT
448	56	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
617	1	CU YD	COMPACTED AGGREGATE
511	3	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)
512	391	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	768	SQ YD	TYPE 3 WATERPROOFING
SPECIAL	54	FT	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM
SPECIAL	1	SQ YD	PATCHING CONCRETE BRIDGE DECK - TYPE A
642	0.19	MILE	EDGE LINE, TYPE 1
642	0.10	MILE	CENTER LINE, TYPE 1

ALL QUANTITIES CARRIED TO THE GENERAL SUMMARY.

NOTES:

- 1) THE EXISTING GUARDRAIL IS NOT SHOWN.
- 2) THE PROPOSED OVERLAY SHALL BE SLOPED TO DRAIN TO THE EXISTING SCUPPERS. THE EXISTING SCUPPERS AND BULB ANGLES SHALL NOT BE DISTURBED.
- 3) SEE SHEET 37 FOR POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM DETAILS.
- 4) REPAIR PARAPET WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN, AND ITEM 511, CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR).
- 5) ALL EXISTING REINFORCING STEEL SHALL BE PRESERVED.
- 6) ALL SEALING SHALL BE PERFORMED AFTER ALL REPAIRS ARE MADE.

DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

DATE
8-16-11
REVIEWED
DCM
STRUCTURE FILE NUMBER
5202736

DRAWN
KRB
CHECKED
HYH
REVISED

PLAN VIEW
MED-71-0563
I-71 UNDER LEROY ROAD (T.H. 57)

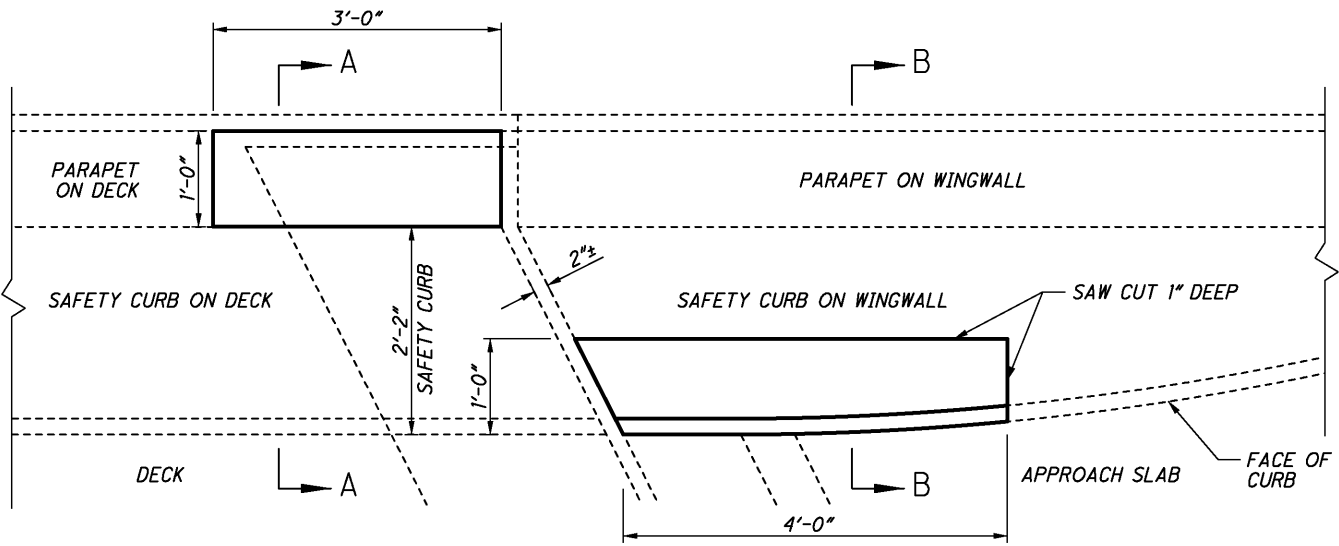
D 03-BH - F Y 2012(B)

1 / 4

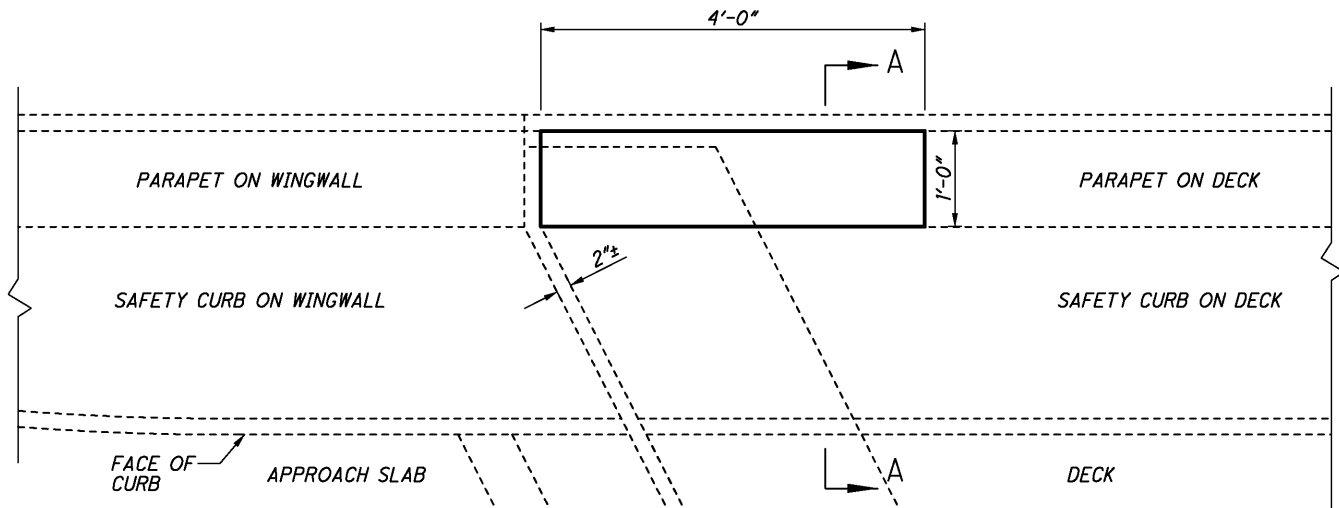
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37



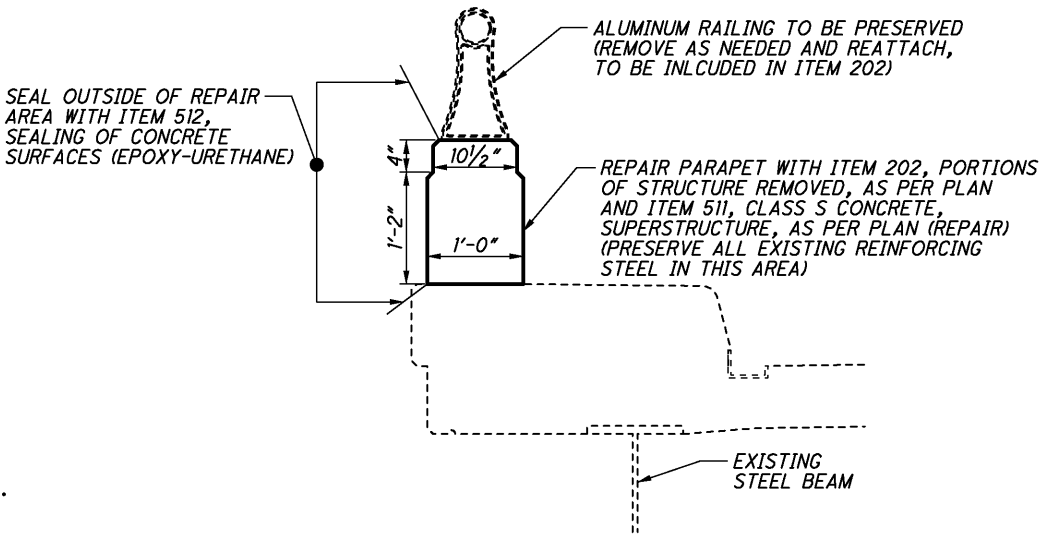
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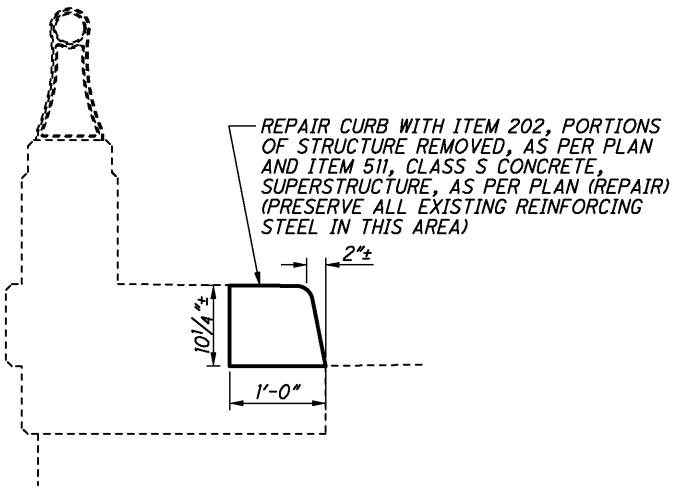
PLAN VIEW OF CURB & PARAPET REPAIR AT EXPANSION JOINT
RIGHT REAR LOCATION



PLAN VIEW OF PARAPET REPAIR AT EXPANSION JOINT
LEFT REAR LOCATION



SECTION A-A



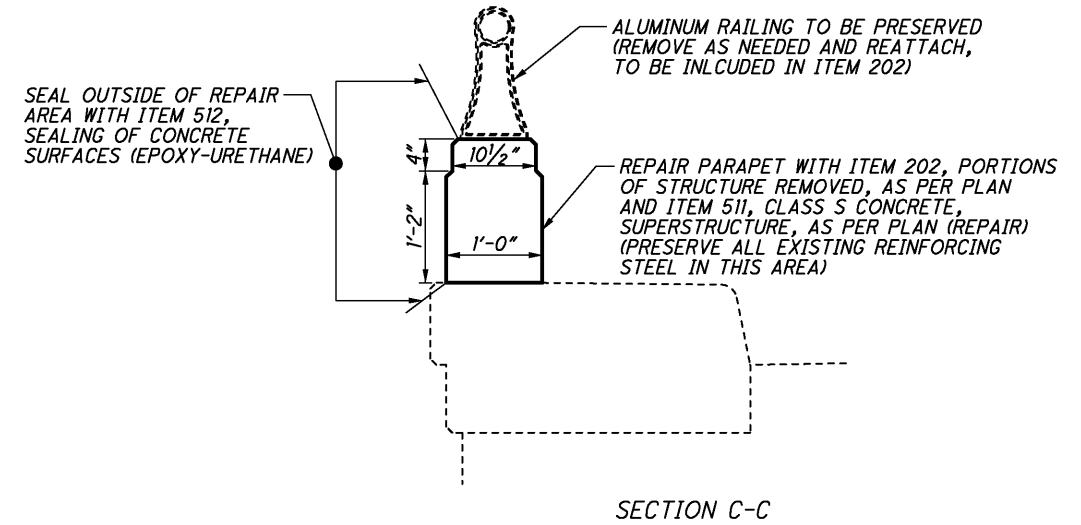
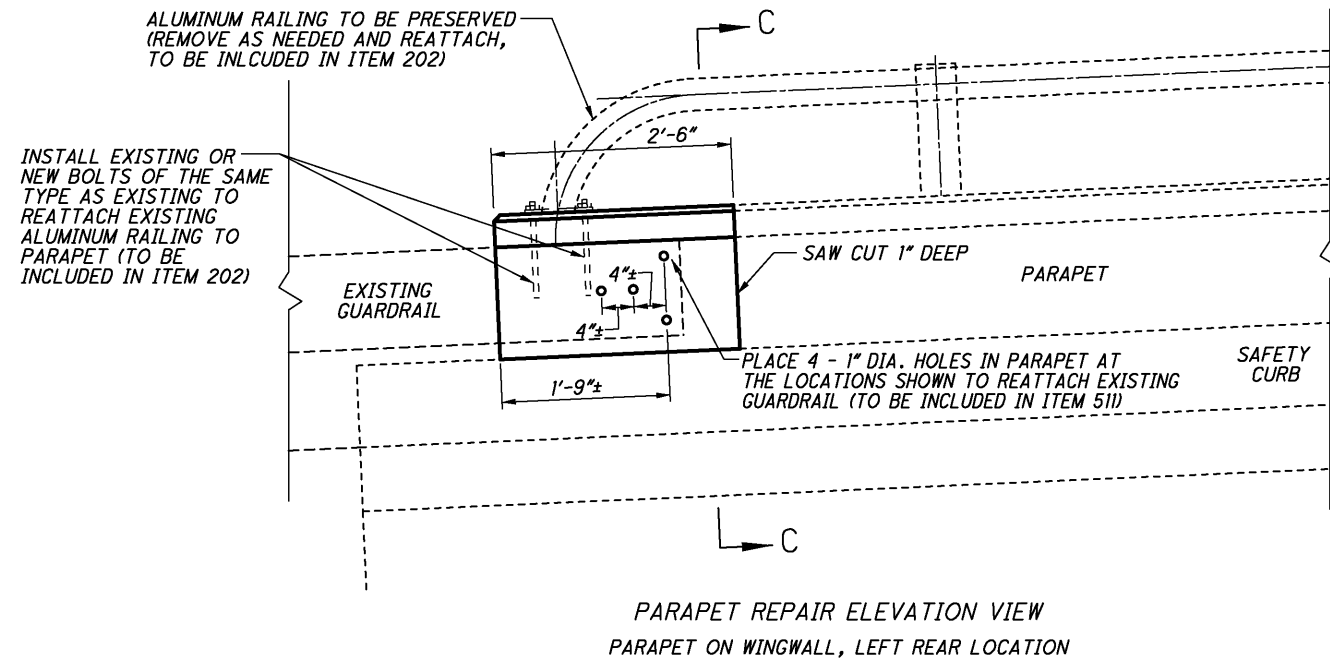
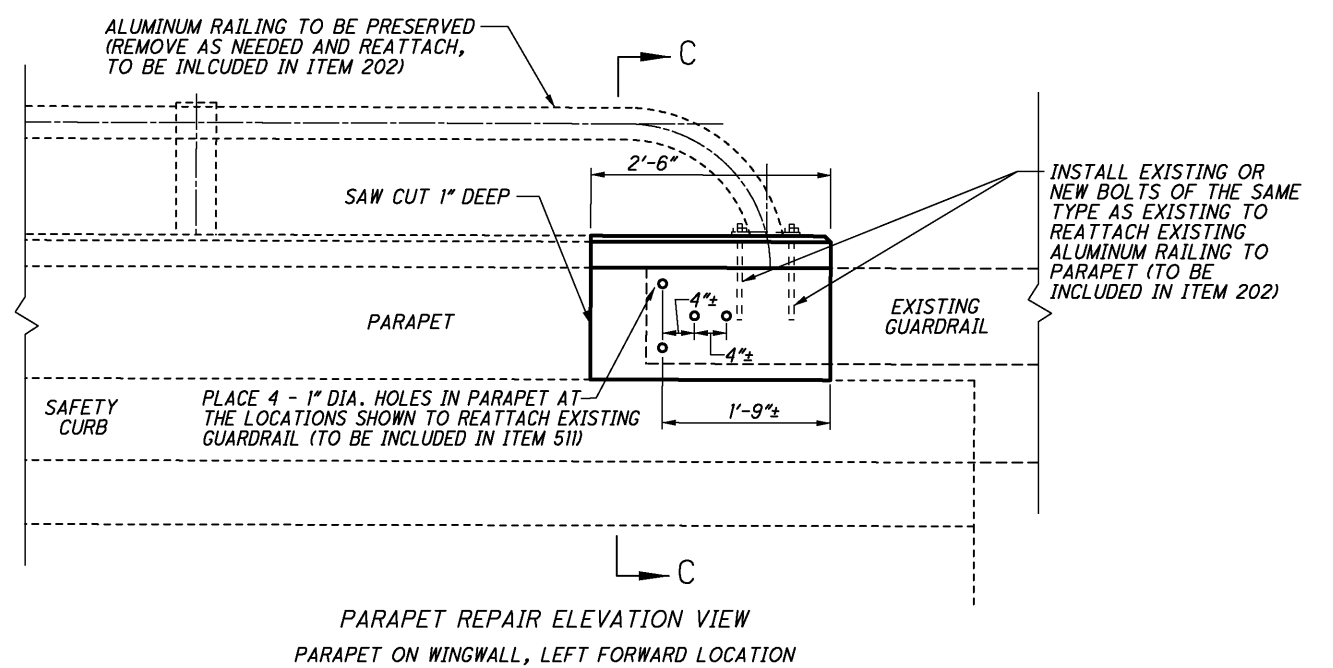
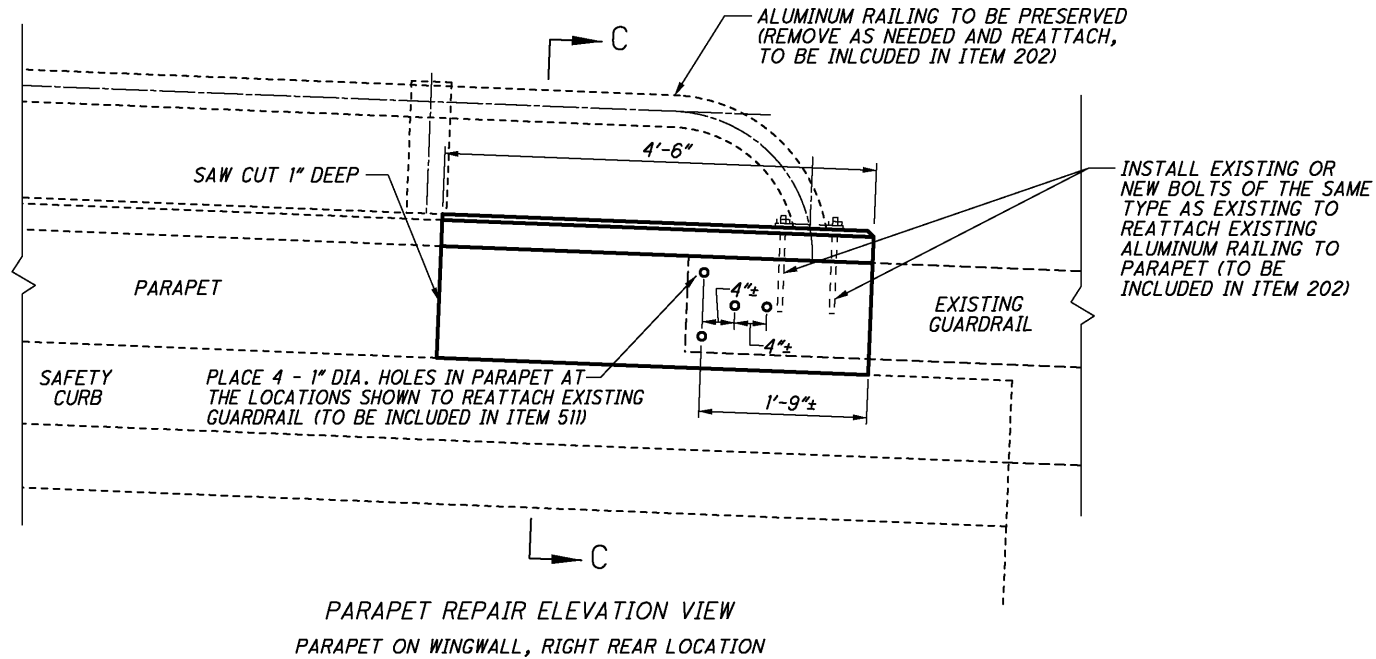
SECTION B-B

- NOTES:
- 1) REPAIR PARAPET AT EXPANSION JOINT LOCATIONS WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN, AND ITEM 511, CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR).
 - 2) REPAIR CURB AT EXPANSION JOINT LOCATION WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN, AND ITEM 511, CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR).
 - 3) ALL EXISTING REINFORCING STEEL SHALL BE PRESERVED.
 - 4) ALL SEALING SHALL BE PERFORMED AFTER ALL REPAIRS ARE MADE.

ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
202	0.5	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
511	0.5	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)
512	1	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

ALL QUANTITIES CARRIED TO SHEET 1/4.

DESIGN FILE: I:\projects\80189\structures\MED071_0563CMD001.dgn
WORKSTATION: kslay DATE: 8/30/2011



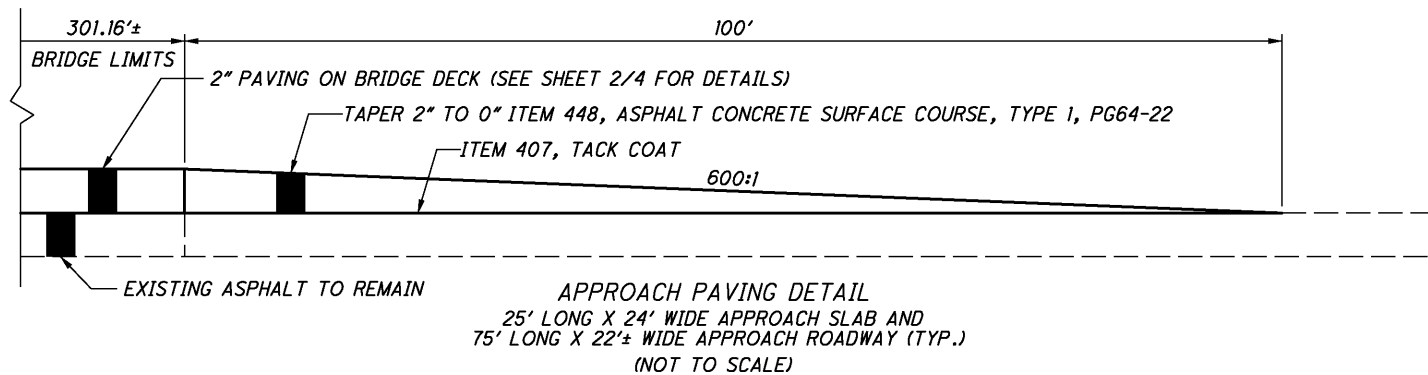
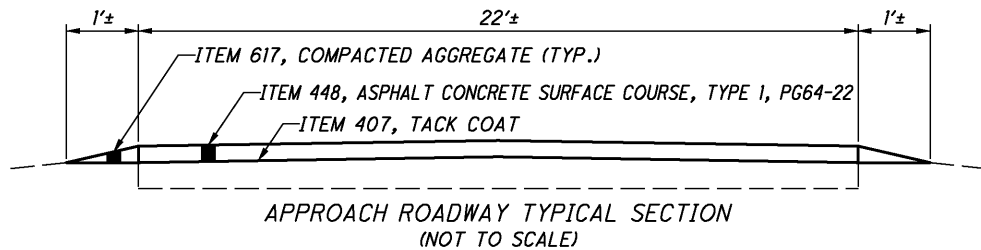
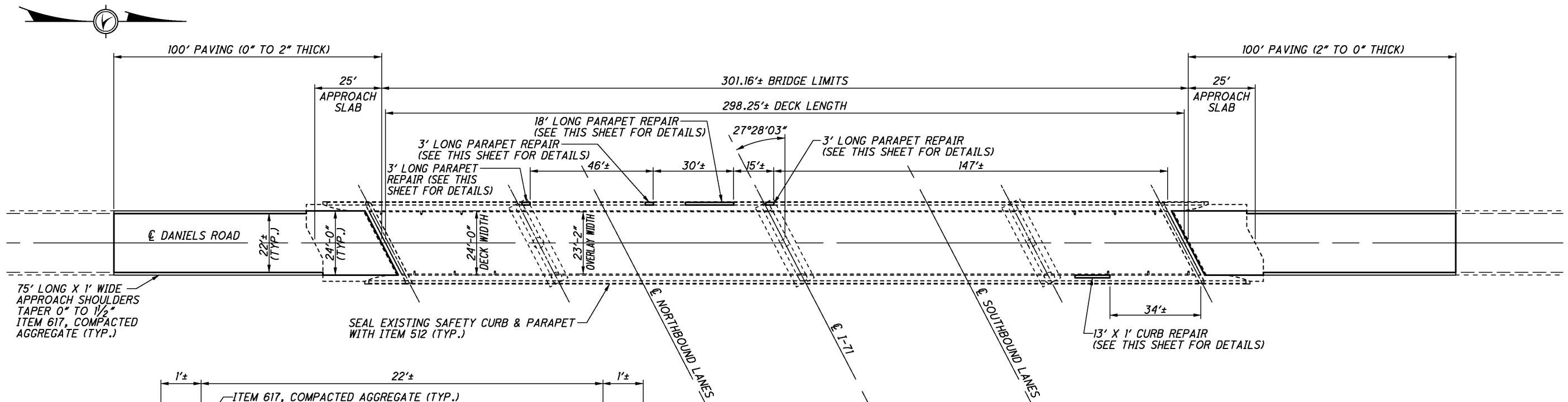
ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
202	0.5	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
511	0.5	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)
512	2	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

ALL QUANTITIES CARRIED TO SHEET 1/4.

NOTES:

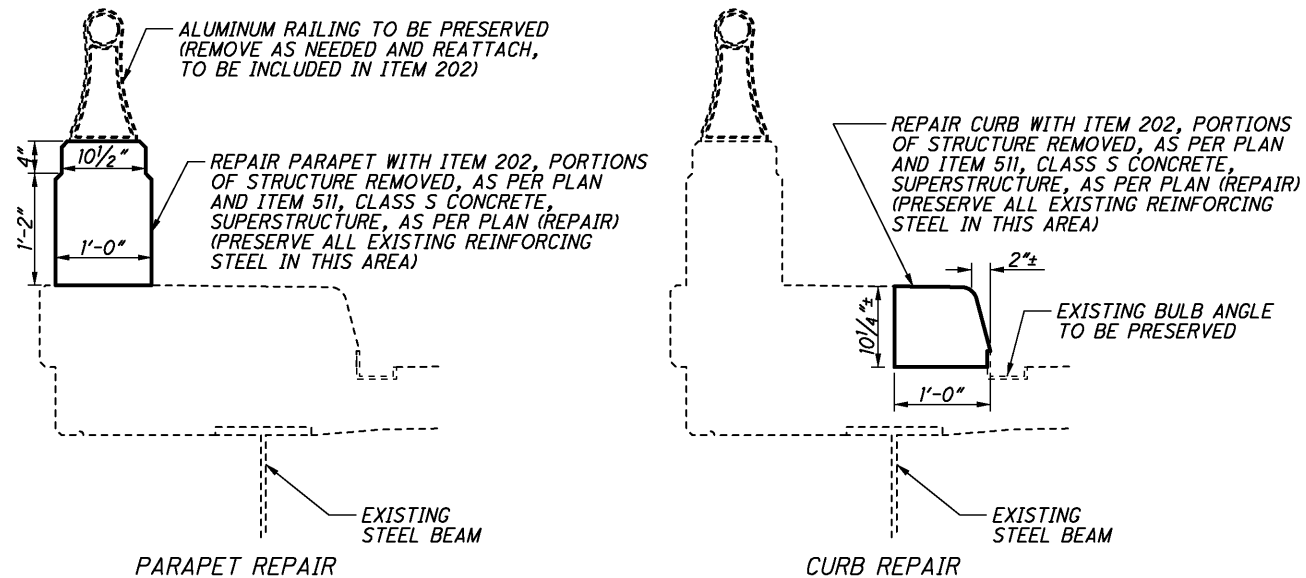
- 1) REMOVE EXISTING GUARDRAIL AND REATTACH AFTER PARAPET IS REPAIRED, COST TO BE INCLUDED IN ITEM 202.
- 2) REMOVE EXISTING ALUMINUM RAILING AND REATTACH AFTER PARAPET IS REPAIRED, COST TO BE INCLUDED IN ITEM 202.
- 3) REPAIR PARAPET WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN, AND ITEM 511, CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR).
- 4) ALL EXISTING REINFORCING STEEL SHALL BE PRESERVED.
- 5) ALL SEALING SHALL BE PERFORMED AFTER ALL REPAIRS ARE MADE.

DESIGN FILE: I:\projects\80189\structures\MED071_0675CCGP001.dgn
WORKSTATION: ksdlay DATE: 8/30/2011



ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
202	2	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
407	102	GALLON	TACK COAT
448	57	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
617	1	CU YD	COMPACTED AGGREGATE
511	2	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)
512	1076	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	768	SQ YD	TYPE 3 WATERPROOFING
SPECIAL	54	FT	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM
642	0.19	MILE	EDGE LINE, TYPE 1
642	0.10	MILE	CENTER LINE, TYPE 1

ALL QUANTITIES CARRIED TO THE GENERAL SUMMARY.



NOTES:

- 1) THE EXISTING GUARDRAIL IS NOT SHOWN.
- 2) THE PROPOSED OVERLAY SHALL BE SLOPED TO DRAIN TO THE EXISTING SCUPPERS. THE EXISTING SCUPPERS AND BULB ANGLES SHALL NOT BE DISTURBED.
- 3) SEE SHEET 37 FOR POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM DETAILS.
- 4) REPAIR PARAPET WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN, AND ITEM 511, CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR).
- 5) REPAIR CURB WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN, AND ITEM 511, CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR).
- 6) ALL EXISTING REINFORCING STEEL SHALL BE PRESERVED.
- 7) ALL SEALING SHALL BE PERFORMED AFTER ALL REPAIRS ARE MADE.

PLAN VIEW
MED-71-0675
I-71 UNDER DANIELS ROAD (T.H. 246)

D03-BH-FY2012(B)

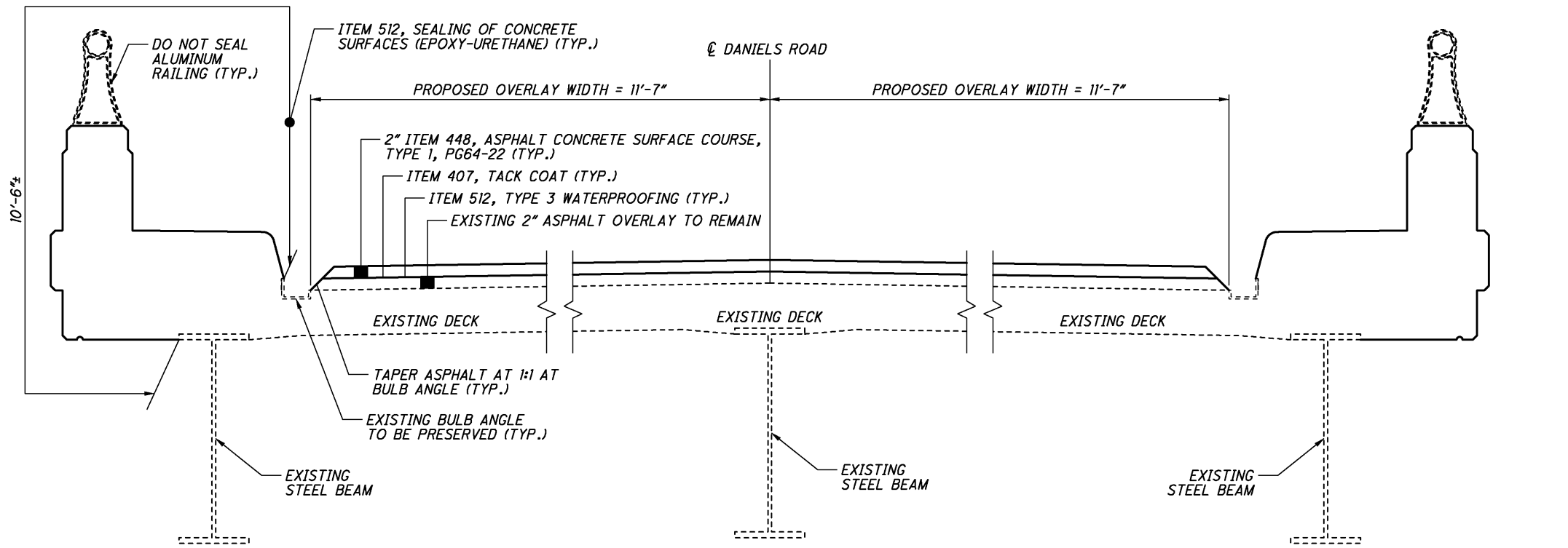
1 / 3

15
37

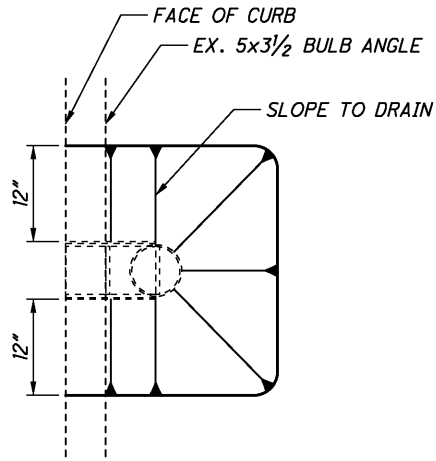
DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

DATE
8-16-11
REVIEWED
DCM
STRUCTURE FILE NUMBER
5202160

DRAWN
KRB
CHECKED
HYH
REVISED



OVERLAY & CURB/PARAPET SEALING TYPICAL DETAIL
OVERLAY LENGTH = 301.16'± (BRIDGE LIMITS)
SEALING & WATERPROOFING LENGTH = 298.25'± (DECK LENGTH)

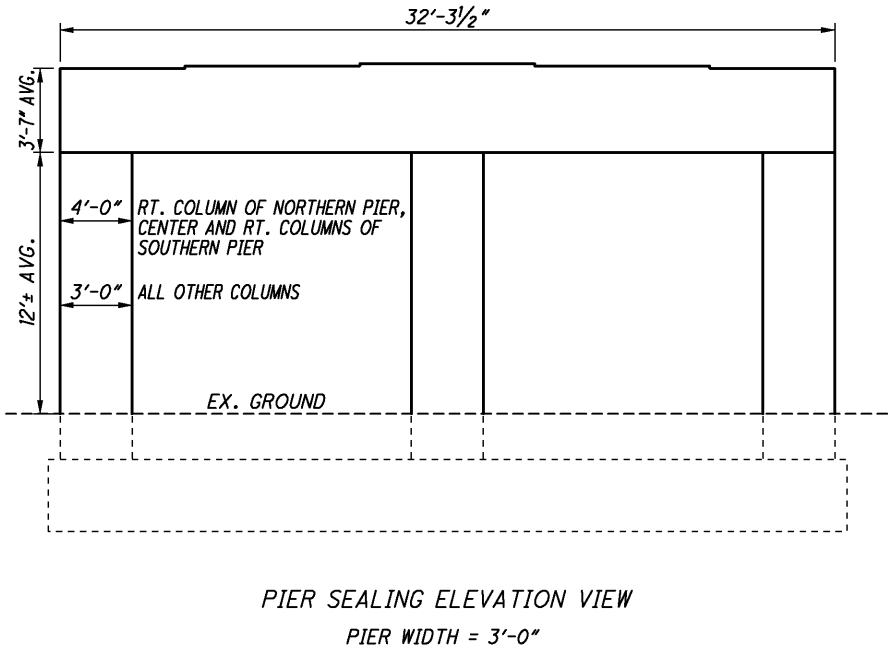
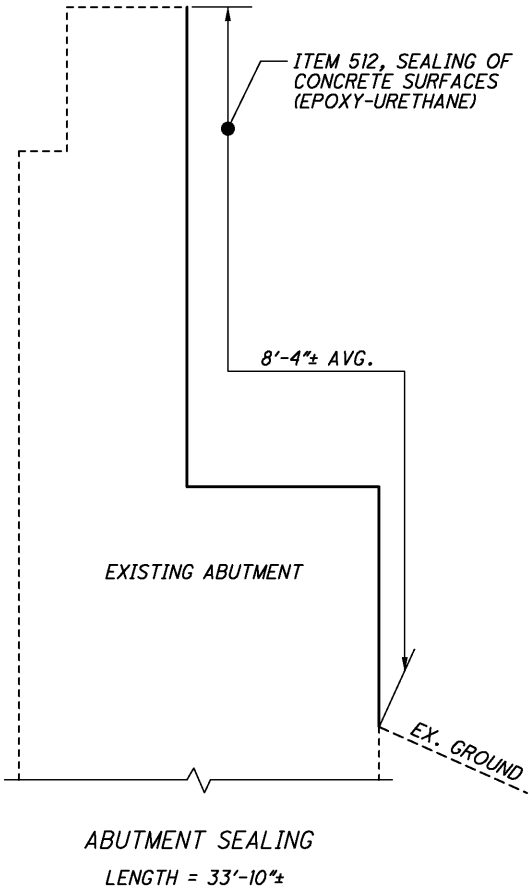
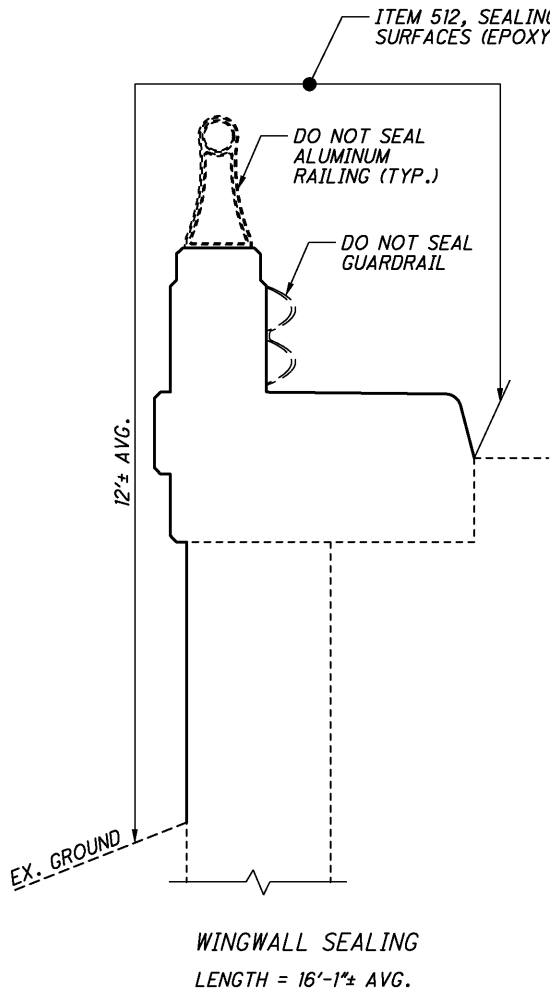


TYPICAL PLAN VIEW AT SCUPPER

- NOTES:
- 1) THE PROPOSED OVERLAY SHALL BE SLOPED TO DRAIN TO THE EXISTING SCUPPERS. THE EXISTING SCUPPERS AND BULB ANGLES SHALL NOT BE DISTURBED.
 - 2) ALL EXISTING REINFORCING STEEL SHALL BE PRESERVED.
 - 3) ALL SEALING SHALL BE PERFORMED AFTER ALL REPAIRS ARE MADE.

ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
407	62	GALLON	TACK COAT
448	43	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
512	696	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	768	SQ YD	TYPE 3 WATERPROOFING

ALL QUANTITIES CARRIED TO SHEET 1/3.

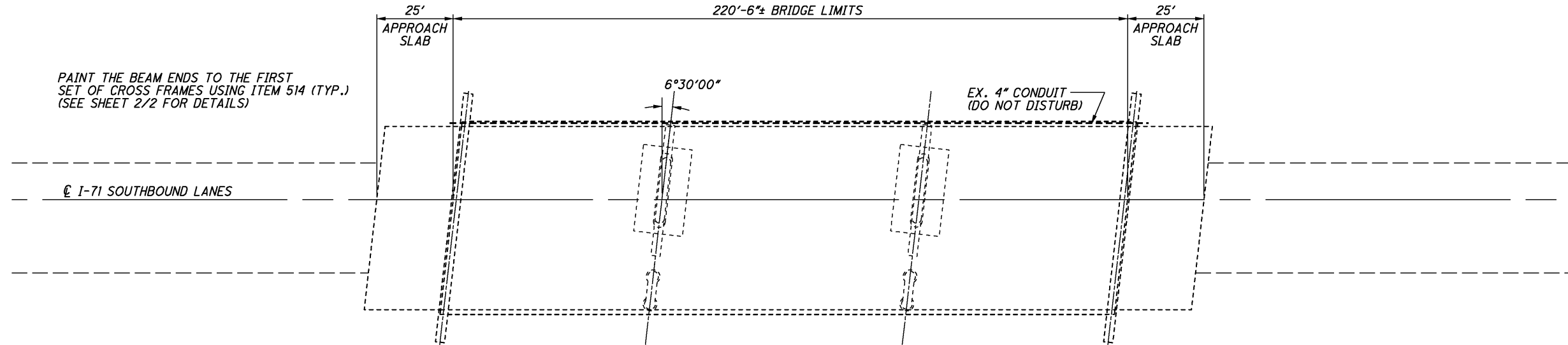


NOTES:

1) ALL EXISTING REINFORCING STEEL SHALL BE PRESERVED.

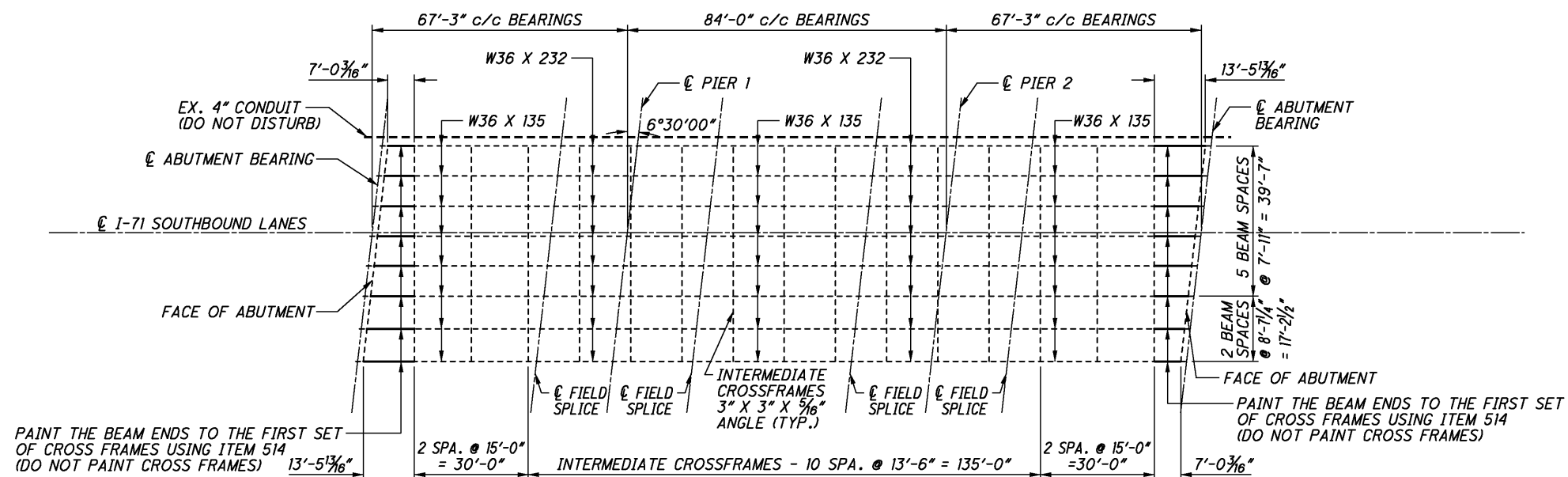
ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
512	380	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

ALL QUANTITIES CARRIED TO SHEET 1/3.



ALL QUANTITIES CARRIED TO THE GENERAL SUMMARY.

2) THE APPROXIMATE LOCATION OF AN EXISTING CONDUIT IS SHOWN ON THE PLAN VIEW.
THE CONDUIT IS FOR FUTURE USE AND SHALL NOT BE DISTURBED.

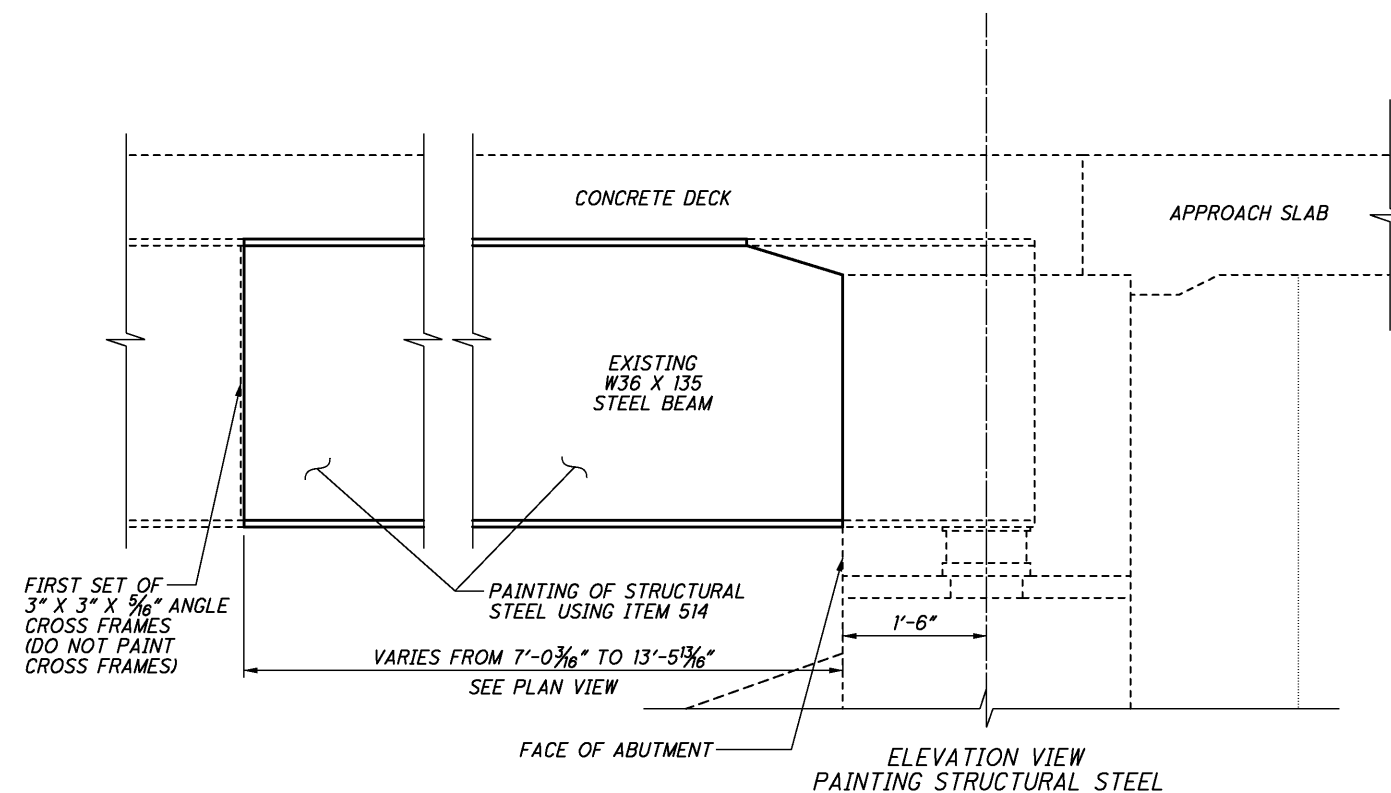


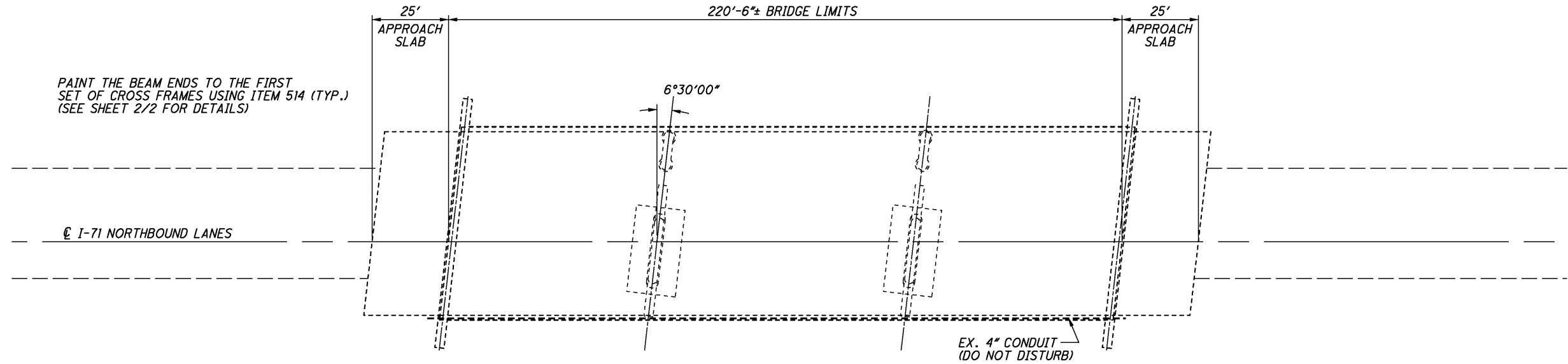
NOTES:

- 1) THE EXISTING BEAMS ARE WEATHERING STEEL BEAMS. THE FINISH COAT SHALL BE A CHOCOLATE BROWN COLOR, FEDERAL COLOR STANDARD NO. 20045.
- 2) THE APPROXIMATE LOCATION OF AN EXISTING CONDUIT IS SHOWN ON THE PLAN VIEW. THE CONDUIT IS FOR FUTURE USE AND SHALL NOT BE DISTURBED.

[illegible]

ALL QUANTITIES CARRIED TO SHEET 1/2.

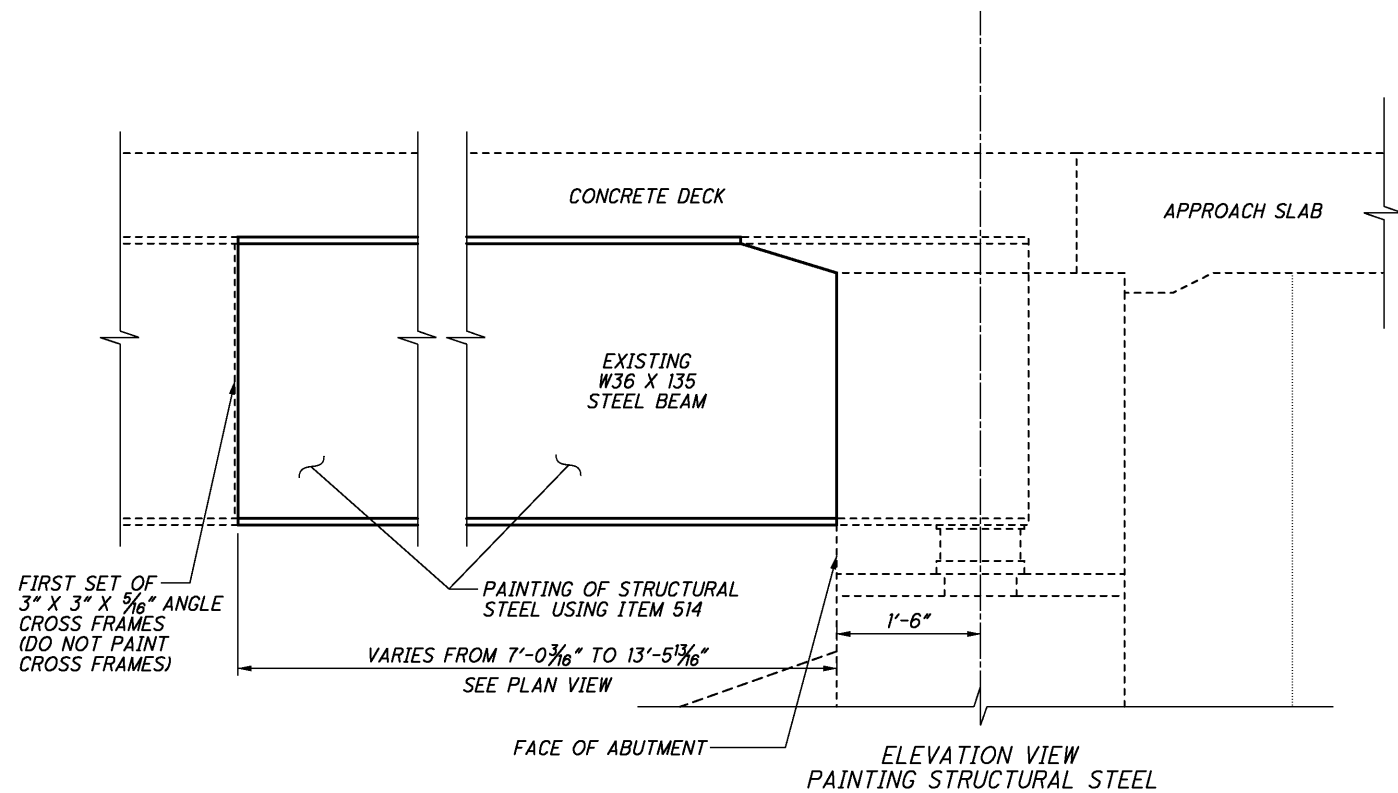




ALL QUANTITIES CARRIED TO THE GENERAL SUMMARY.

2) THE APPROXIMATE LOCATION OF AN EXISTING CONDUIT IS SHOWN ON THE PLAN VIEW.
THE CONDUIT IS FOR FUTURE USE AND SHALL NOT BE DISTURBED.

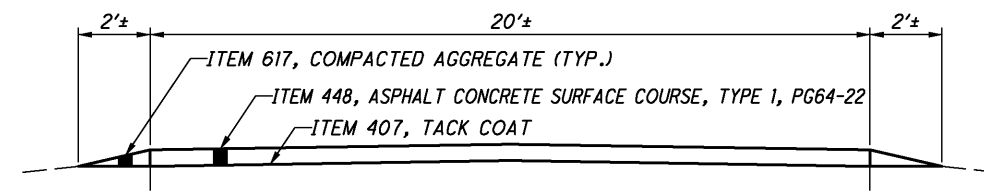
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1) THE EXISTING BEAMS ARE WEATHERING STEEL BEAMS. THE FINISH COAT SHALL BE A CHOCOLATE BROWN COLOR, FEDERAL COLOR STANDARD NO. 20045.

2) THE APPROXIMATE LOCATION OF AN EXISTING CONDUIT IS SHOWN ON THE PLAN VIEW. THE CONDUIT IS FOR FUTURE USE AND SHALL NOT BE DISTURBED.

ALL QUANTITIES CARRIED TO SHEET 1/2.

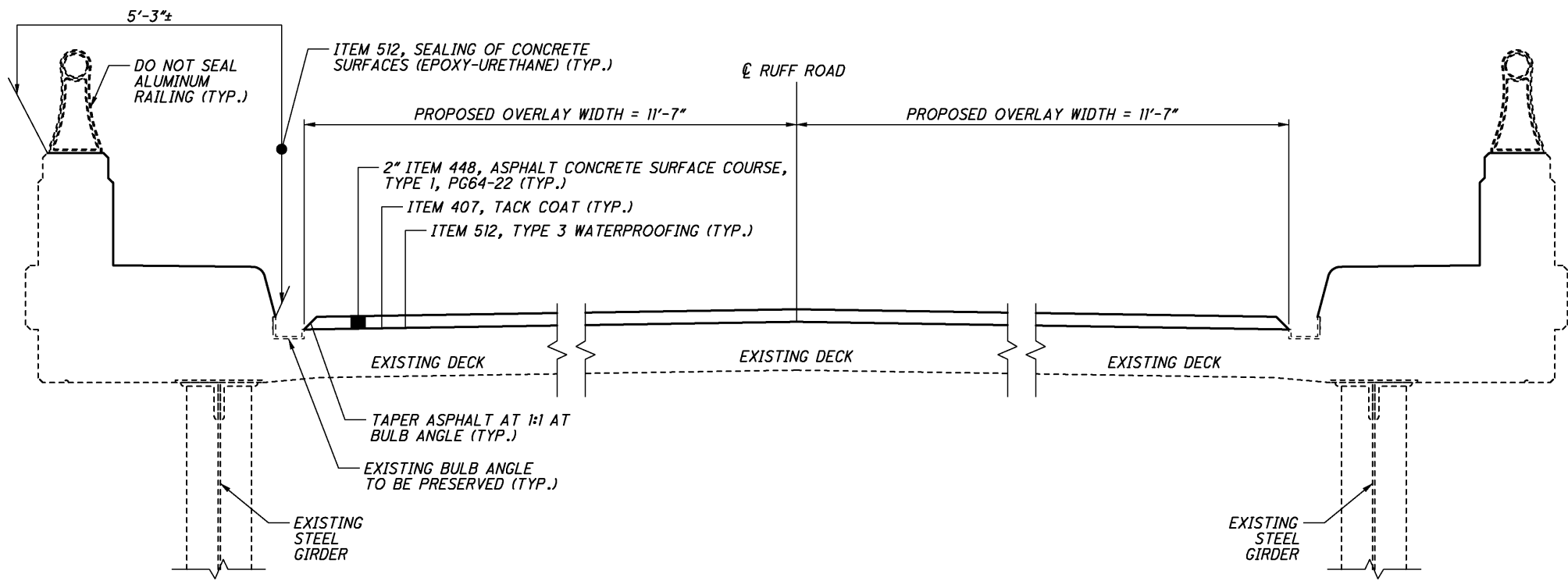


APPROACH ROADWAY TYPICAL SECTION
(NOT TO SCALE)

NOTES:

- ALL QUANTITIES CARRIED TO THE GENERAL SUMMARY.

DESIGN FILE: I:\projects\80189\structures\WAY071_0368CMD001.dgn
WORKSTATION: ksdlay DATE: 8/30/2011



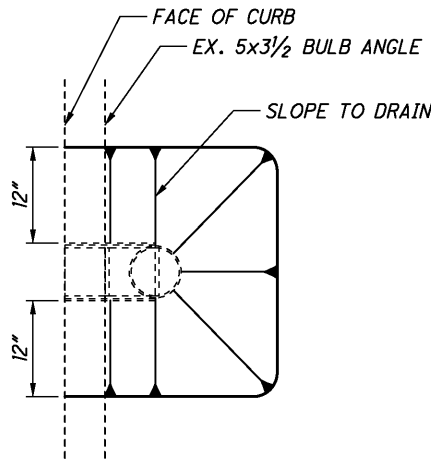
OVERLAY & CURB/PARAPET SEALING TYPICAL DETAIL
OVERLAY LENGTH = 407.92'± (BRIDGE LIMITS)
SEALING & WATERPROOFING LENGTH = 404.08'± (DECK LENGTH)

NOTES:

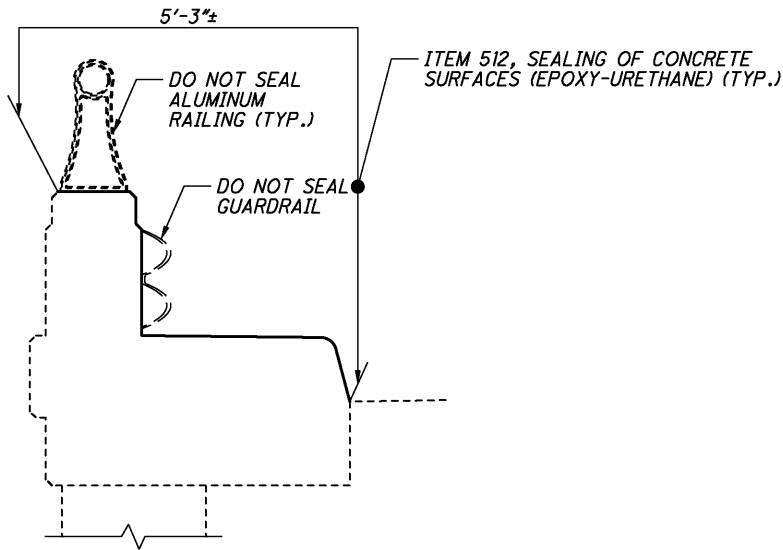
- 1) THE PROPOSED OVERLAY SHALL BE SLOPED TO DRAIN TO THE EXISTING SCUPPERS. THE EXISTING SCUPPERS AND BULB ANGLES SHALL NOT BE DISTURBED.
- 2) ALL EXISTING REINFORCING STEEL SHALL BE PRESERVED.
- 3) ALL SEALING SHALL BE PERFORMED AFTER ALL REPAIRS ARE MADE.

ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
407	84	GALLON	TACK COAT
448	58	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
512	527	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	1,040	SQ YD	TYPE 3 WATERPROOFING

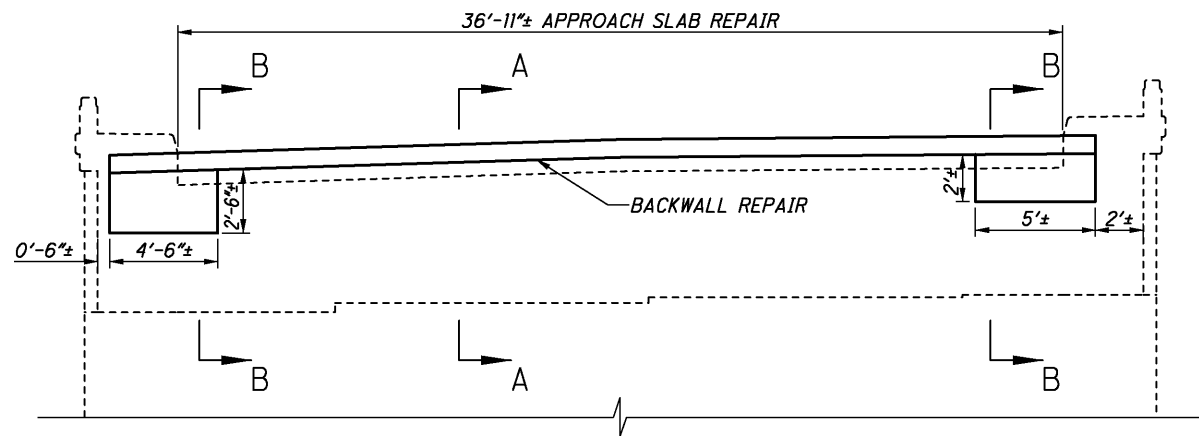
ALL QUANTITIES CARRIED TO SHEET 1/4.



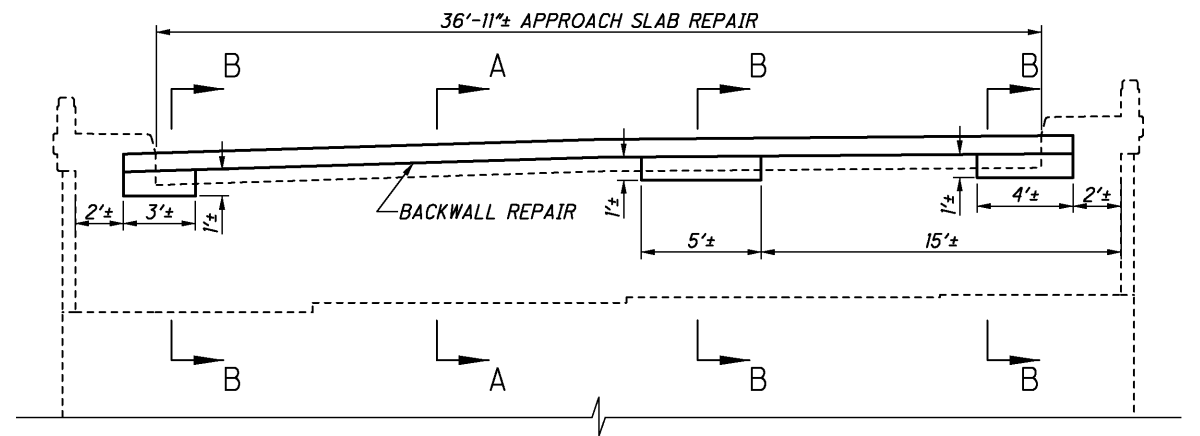
TYPICAL PLAN VIEW AT SCUPPER



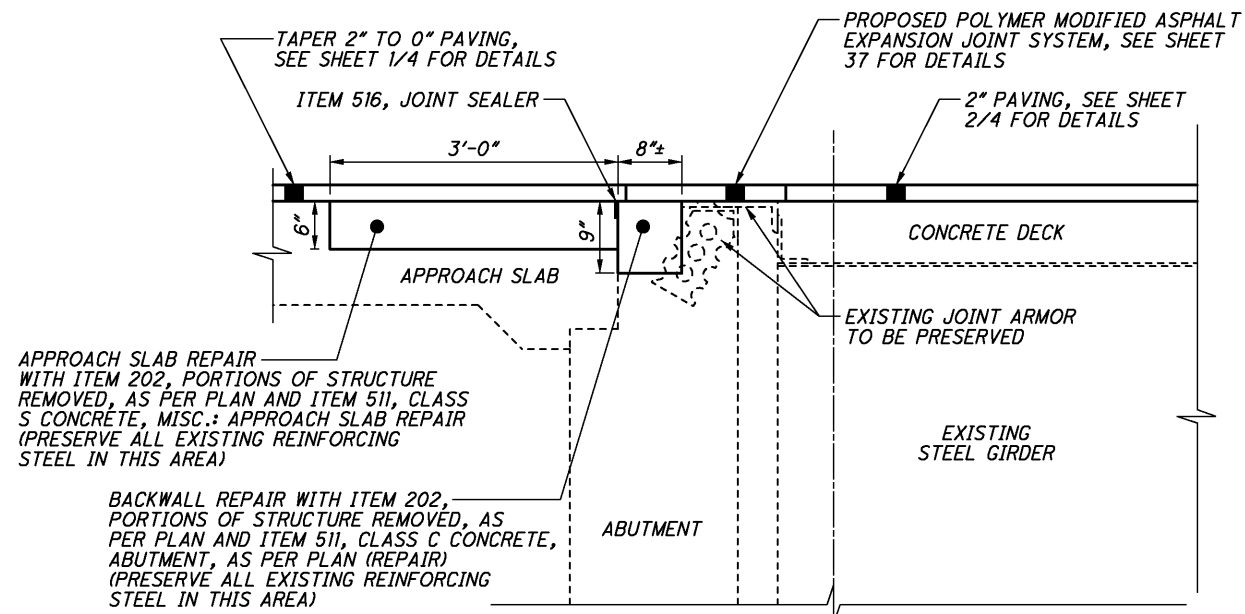
PARAPET & CURB SEALING ON WINGWALL
LENGTH = 24'± AVG.



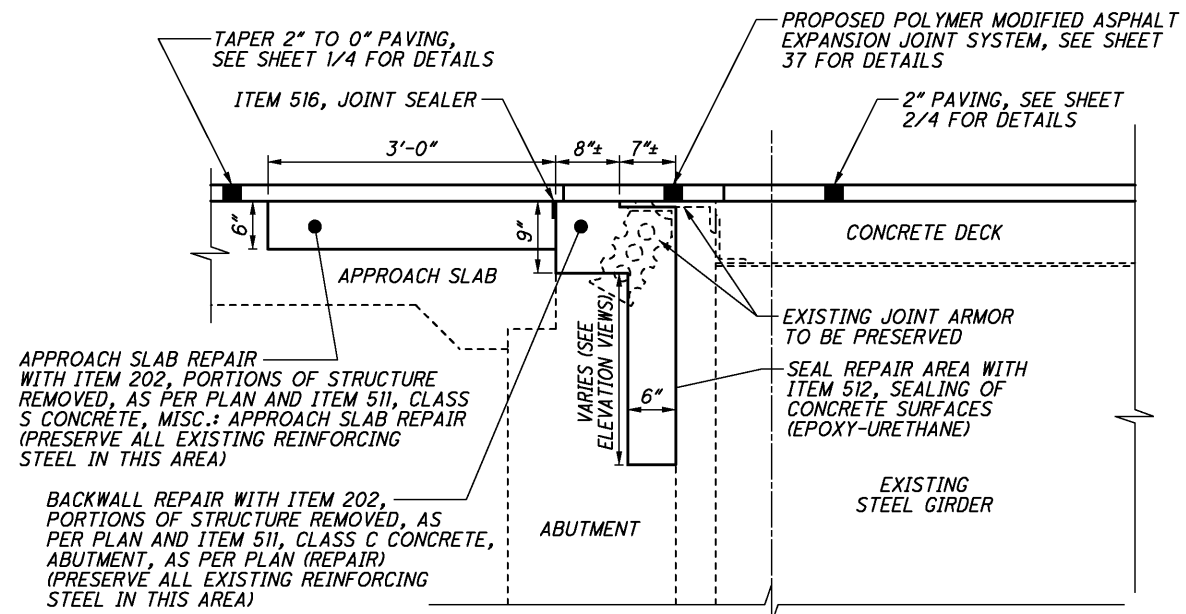
FORWARD ABUTMENT ELEVATION VIEW



REAR ABUTMENT ELEVATION VIEW



SECTION A-A
BACKWALL/APPROACH SLAB REPAIR



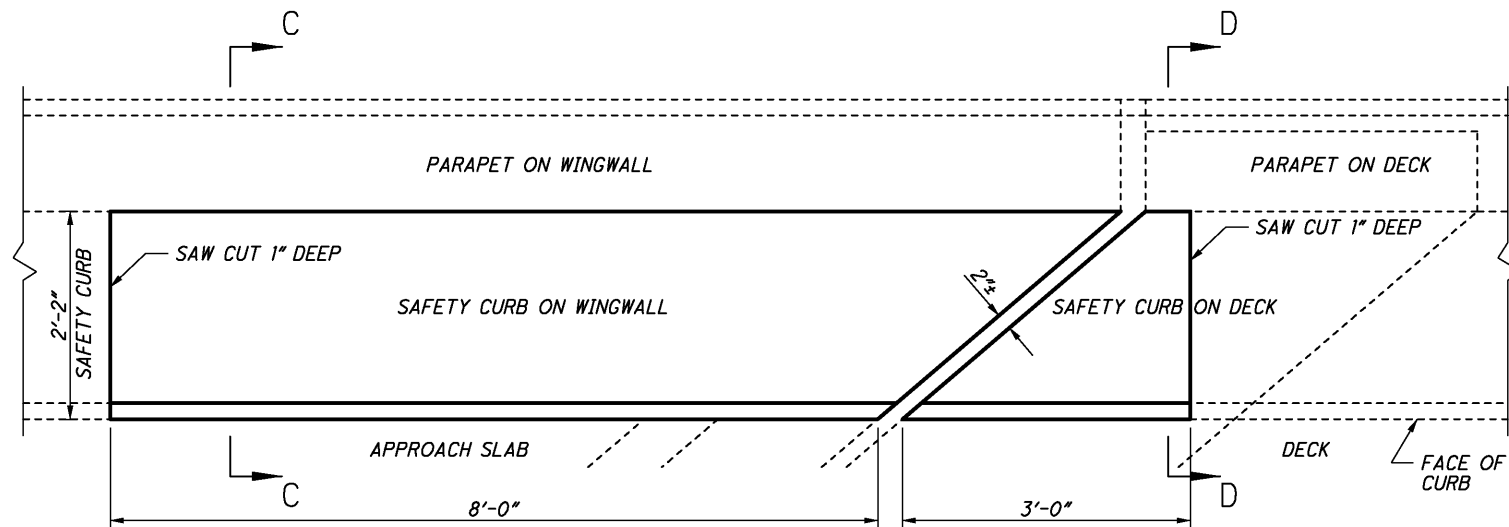
SECTION B-B
BACKWALL/APPROACH SLAB REPAIR

ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
202	7	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
511	4	CU YD	CLASS S CONCRETE, MISC.: APPROACH SLAB REPAIR
511	3	CU YD	CLASS C CONCRETE, ABUTMENT, AS PER PLAN (REPAIR)
512	6	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
516	74	FT	JOINT SEALER

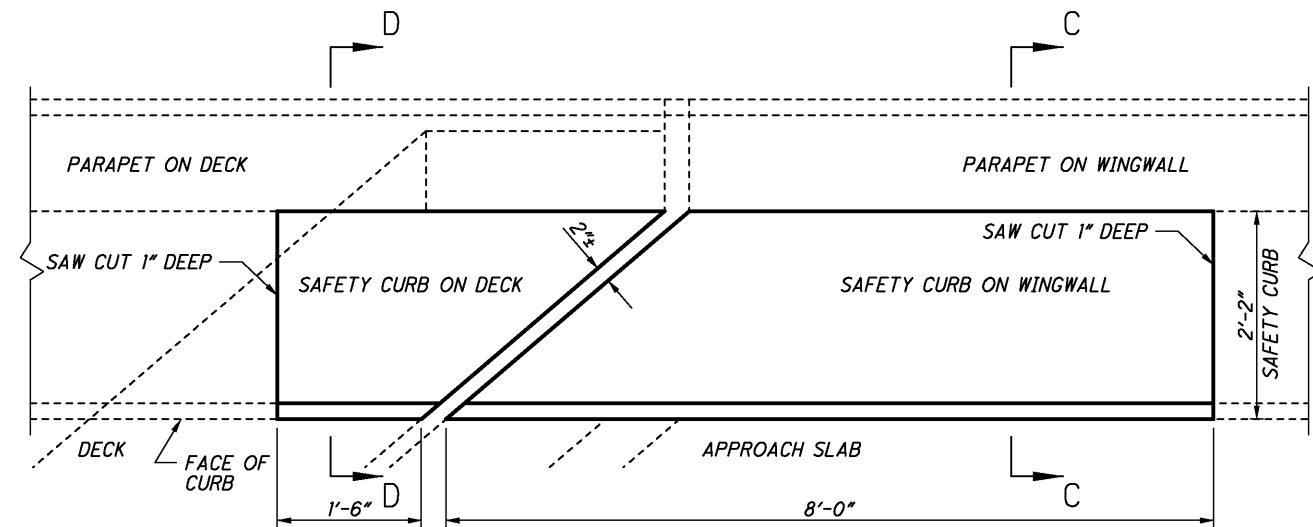
ALL QUANTITIES CARRIED TO SHEET 1/4.

NOTES:

- 1) REPAIR APPROACH SLAB WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN, ITEM 511, CLASS S CONCRETE, MISC.: APPROACH SLAB REPAIR, AND ITEM 516, JOINT SEALER.
- 2) REPAIR BACKWALL WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN, AND ITEM 511, CLASS C CONCRETE, ABUTMENT, AS PER PLAN (REPAIR).
- 3) ALL EXISTING REINFORCING STEEL SHALL BE PRESERVED.
- 4) SEAL AREAS OF BACKWALL REPAIR WITH ITEM 512, SEALING OF CONCRETE SURFACES (EPOXY-URETHANE).
- 5) ALL SEALING SHALL BE PERFORMED AFTER ALL REPAIRS ARE MADE.



PLAN VIEW OF CURB REPAIR AT EXPANSION JOINT
RIGHT FORWARD & LEFT REAR LOCATIONS



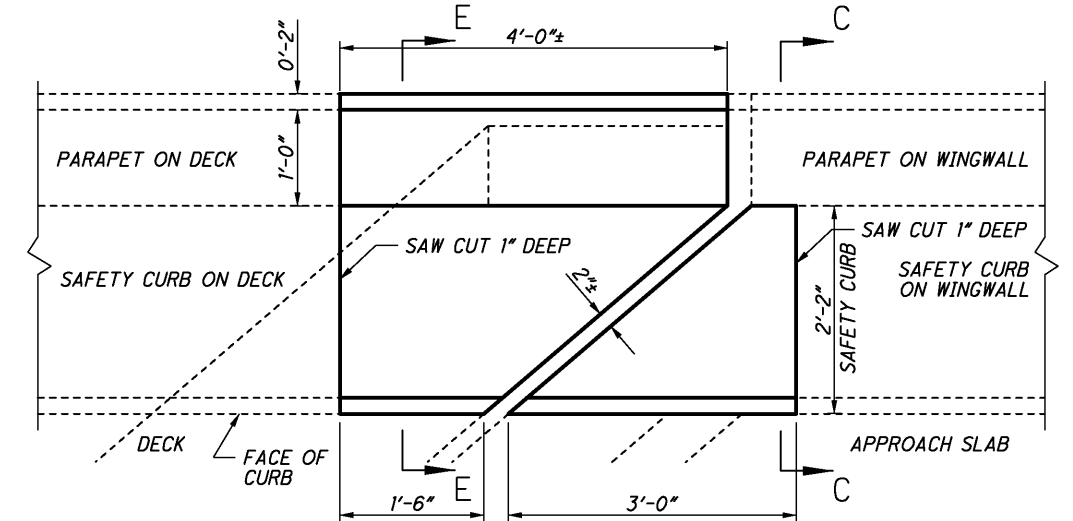
PLAN VIEW OF CURB REPAIR AT EXPANSION JOINT
LEFT FORWARD LOCATION

NOTES:

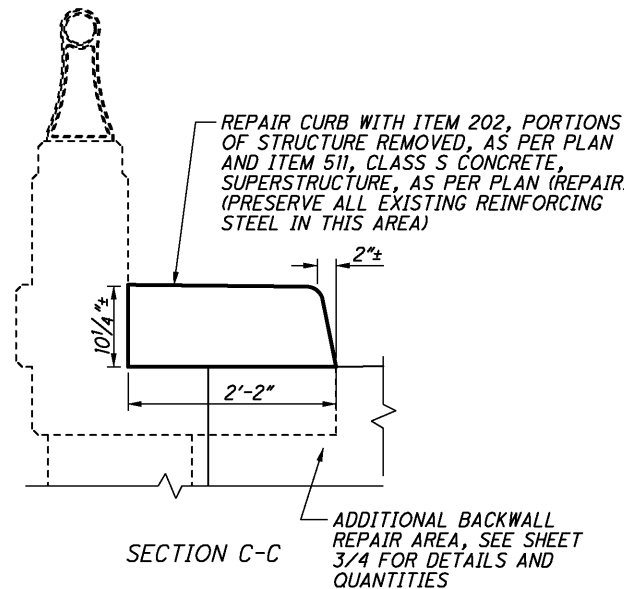
- 1) REPAIR PARAPET AT EXPANSION JOINT LOCATION WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN, AND ITEM 511, CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR).
- 2) REPAIR CURB AT EXPANSION JOINT LOCATIONS WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN, AND ITEM 511, CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR).
- 3) ALL EXISTING REINFORCING STEEL SHALL BE PRESERVED.
- 4) ALL SEALING SHALL BE PERFORMED AFTER ALL REPAIRS ARE MADE.

ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
202	3	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
511	3	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)
512	2	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

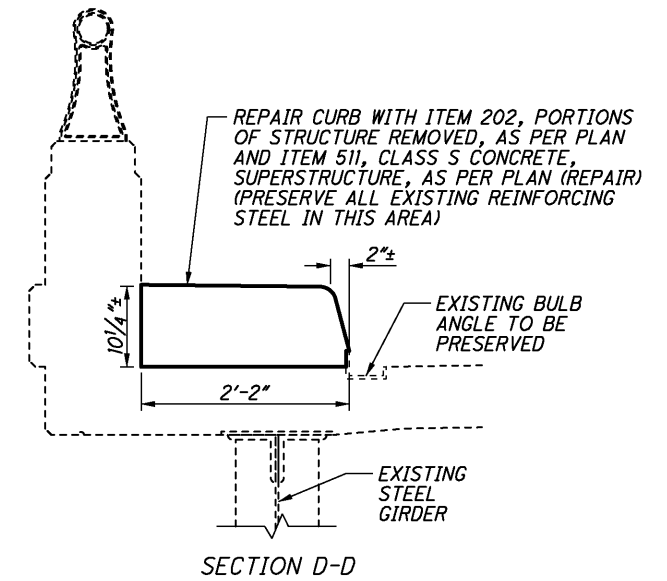
ALL QUANTITIES CARRIED TO SHEET 1/4.



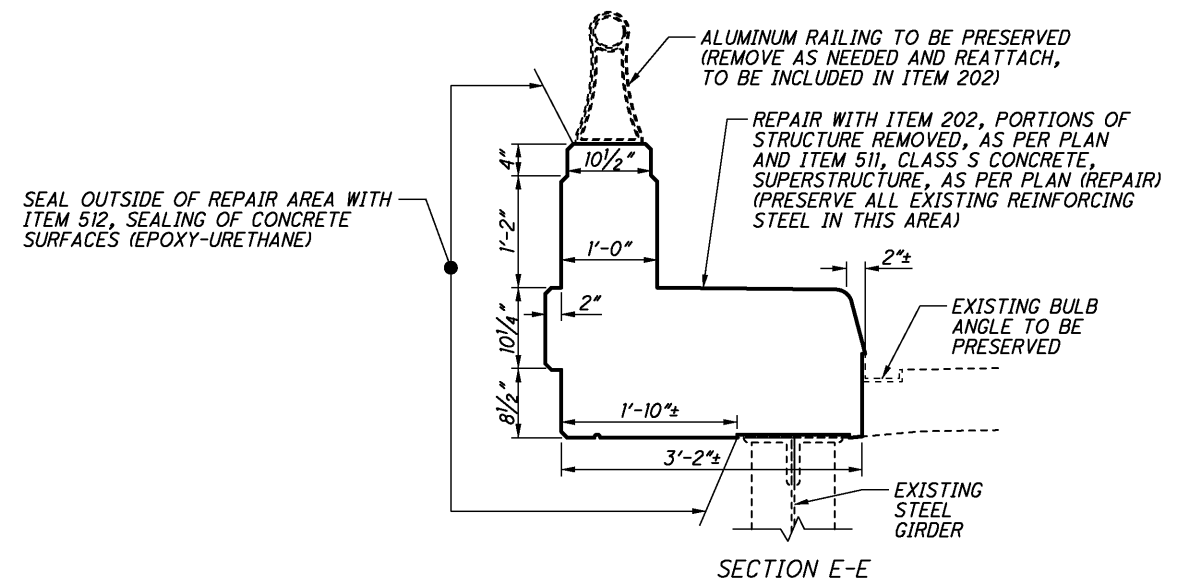
PLAN VIEW OF CURB & PARAPET REPAIR AT EXPANSION JOINT
RIGHT REAR LOCATION



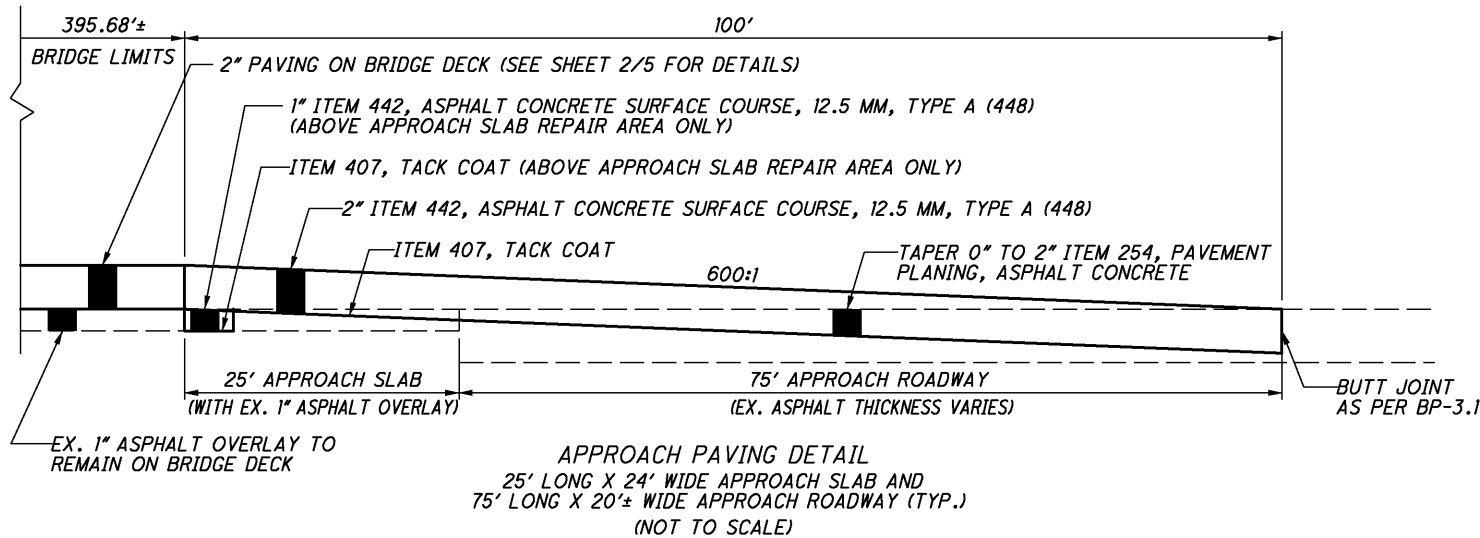
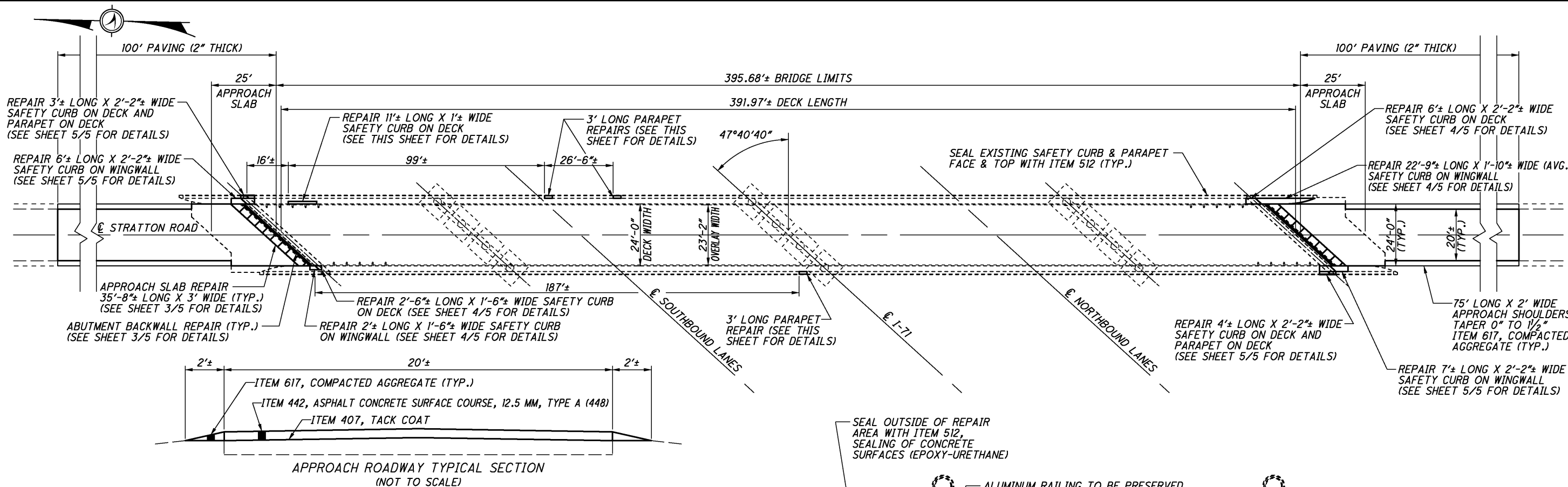
SECTION C-C
ADDITIONAL BACKWALL
REPAIR AREA, SEE SHEET
3/4 FOR DETAILS AND
QUANTITIES



SECTION D-D

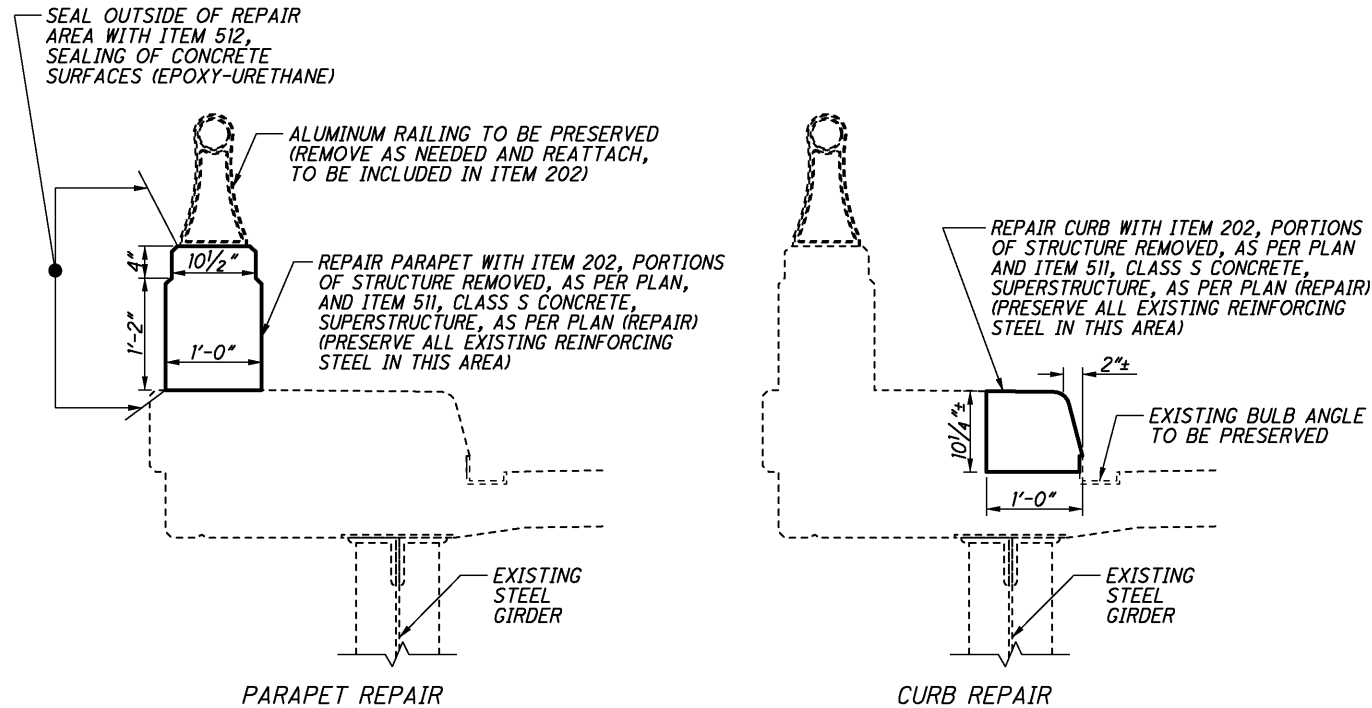


SECTION E-E



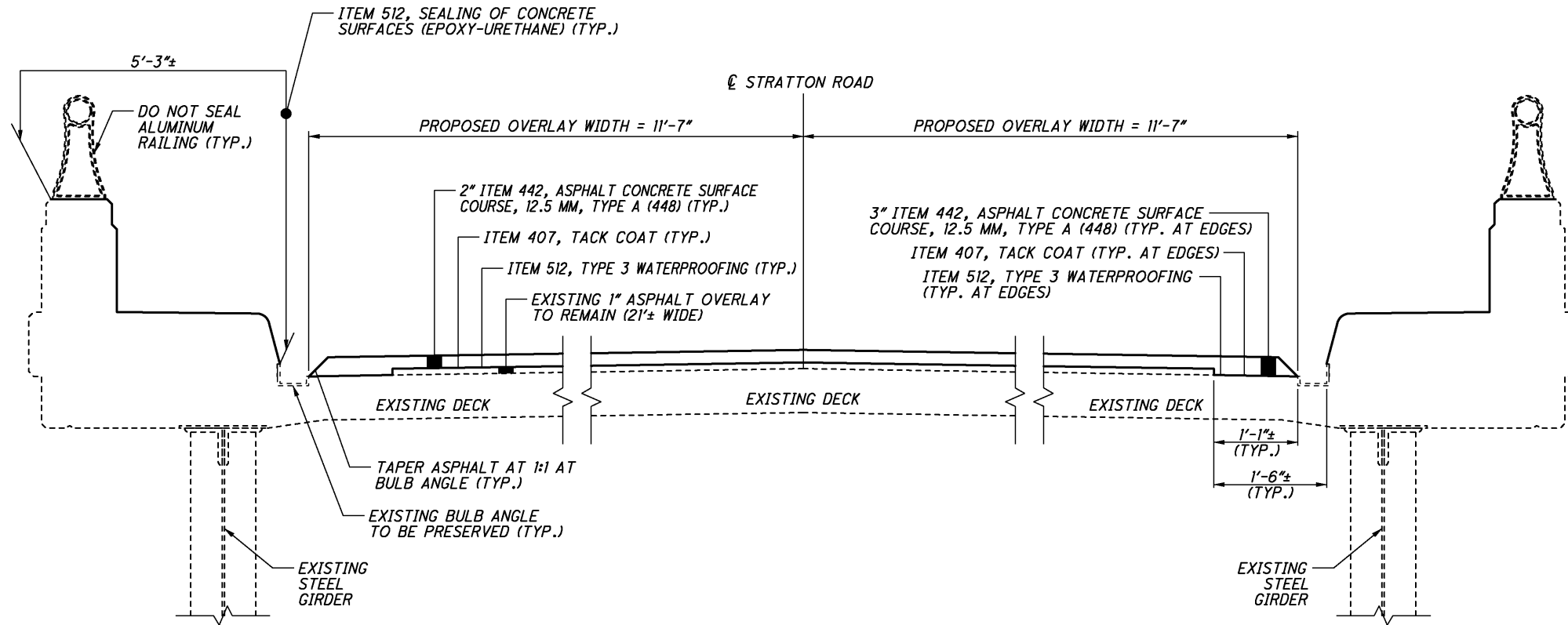
ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
202	14	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
254	467	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE (0" TO 2")
407	121	GALLON	TACK COAT
442	86	CU YD	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448)
617	1	CU YD	COMPACTED AGGREGATE
511	7	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)
511	4	CU YD	CLASS S CONCRETE, MISC.: APPROACH SLAB REPAIR
511	3	CU YD	CLASS C CONCRETE, ABUTMENT, AS PER PLAN (REPAIR)
512	528	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	1,016	SQ YD	TYPE 3 WATERPROOFING
516	71	FT	JOINT SEALER
SPECIAL	71	FT	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM

ALL QUANTITIES CARRIED TO THE GENERAL SUMMARY.



NOTES:

- 1) THE EXISTING GUARDRAIL IS NOT SHOWN.
- 2) THE PROPOSED 1" PAVING ABOVE THE APPROACH SLAB REPAIR AREA AND THE PROPOSED 2" PAVING ABOVE THE APPROACH SLAB AND APPROACH ROADWAY SHALL BE PERFORMED IN TWO SEPARATE OPERATIONS.
- 3) THE PROPOSED OVERLAY SHALL BE SLOPED TO DRAIN TO THE EXISTING SCUPPERS. THE EXISTING SCUPPERS AND BULB ANGLES SHALL NOT BE DISTURBED.
- 4) SEE SHEET 37 FOR POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM DETAILS.
- 5) REPAIR PARAPET WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN, AND ITEM 511, CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR).
- 6) REPAIR CURB WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN, AND ITEM 511, CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR).
- 7) ALL EXISTING REINFORCING STEEL SHALL BE PRESERVED.
- 8) ALL SEALING SHALL BE PERFORMED AFTER ALL REPAIRS ARE MADE.



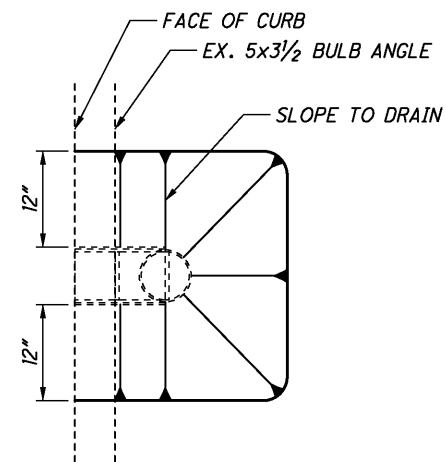
OVERLAY & CURB/PARAPET SEALING TYPICAL DETAIL
OVERLAY LENGTH = 395.68'± (BRIDGE LIMITS)
SEALING & WATERPROOFING LENGTH = 391.97'± (DECK LENGTH)

NOTES:

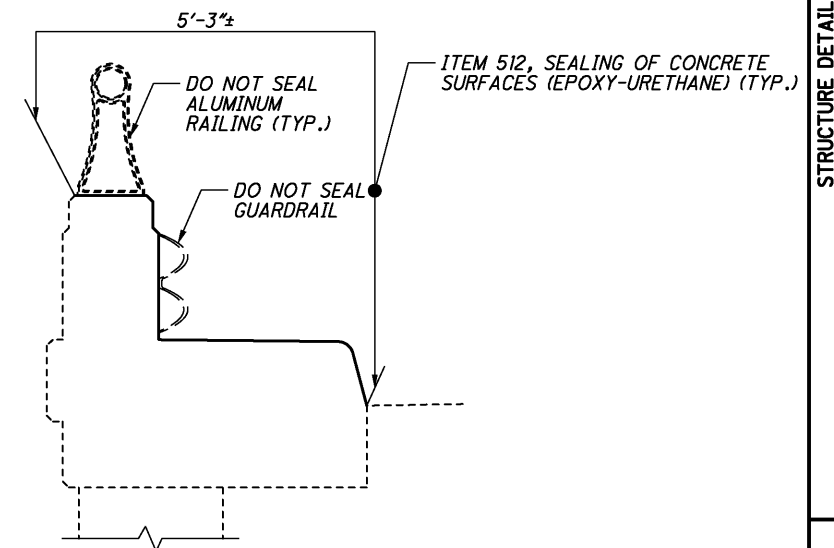
- 1) THE PAVING OF THE BRIDGE DECK WITH ITEM 442, ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448) SHALL BE PERFORMED IN A SINGLE OPERATION.
- 2) THE PROPOSED OVERLAY SHALL BE SLOPED TO DRAIN TO THE EXISTING SCUPPERS. THE EXISTING SCUPPERS AND BULB ANGLES SHALL NOT BE DISTURBED.
- 3) ALL EXISTING REINFORCING STEEL SHALL BE PRESERVED.
- 4) ALL SEALING SHALL BE PERFORMED AFTER ALL REPAIRS ARE MADE.

ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
407	82	GALLON	TACK COAT
442	59	CU YD	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448)
512	513	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	1,016	SQ YD	TYPE 3 WATERPROOFING

ALL QUANTITIES CARRIED TO SHEET 1/5.

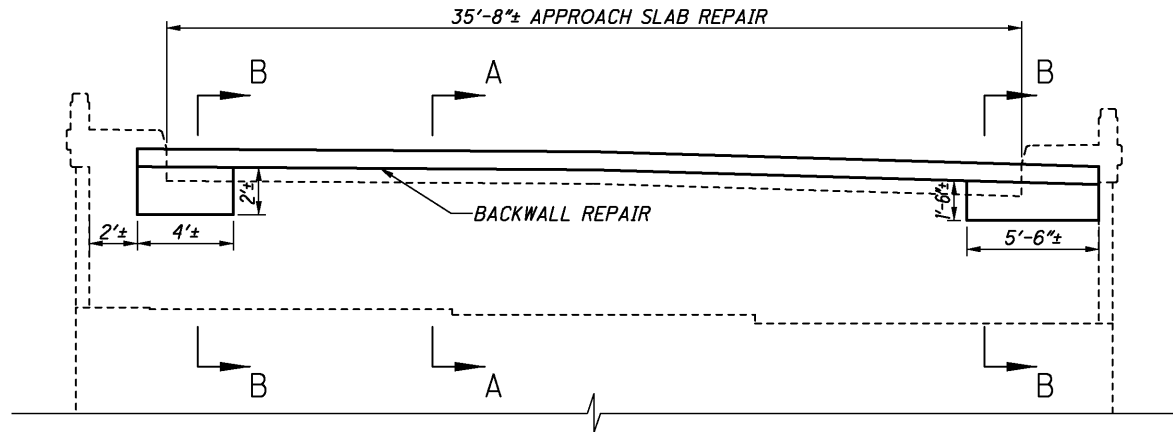


TYPICAL PLAN VIEW AT SCUPPER

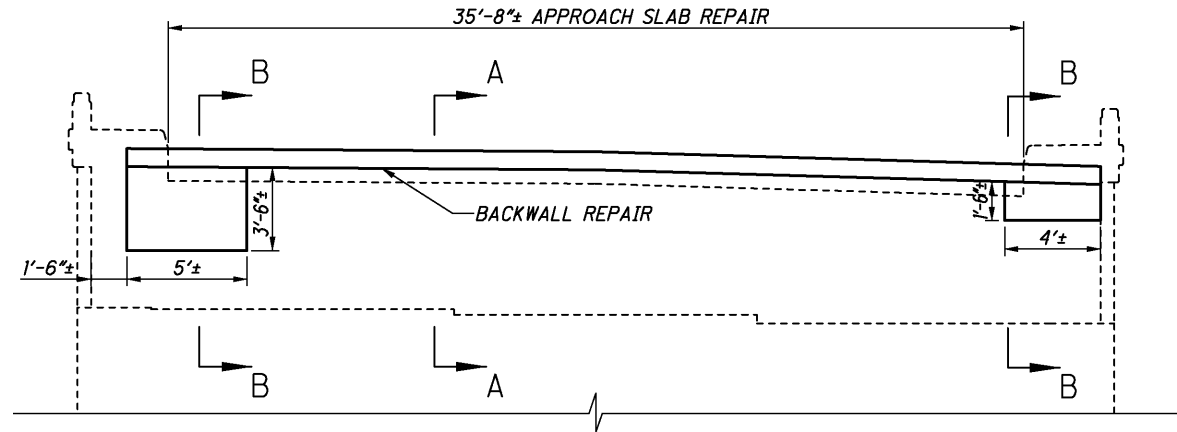


PARAPET & CURB SEALING ON WINGWALL
LENGTH = 23'-9"± AVG.

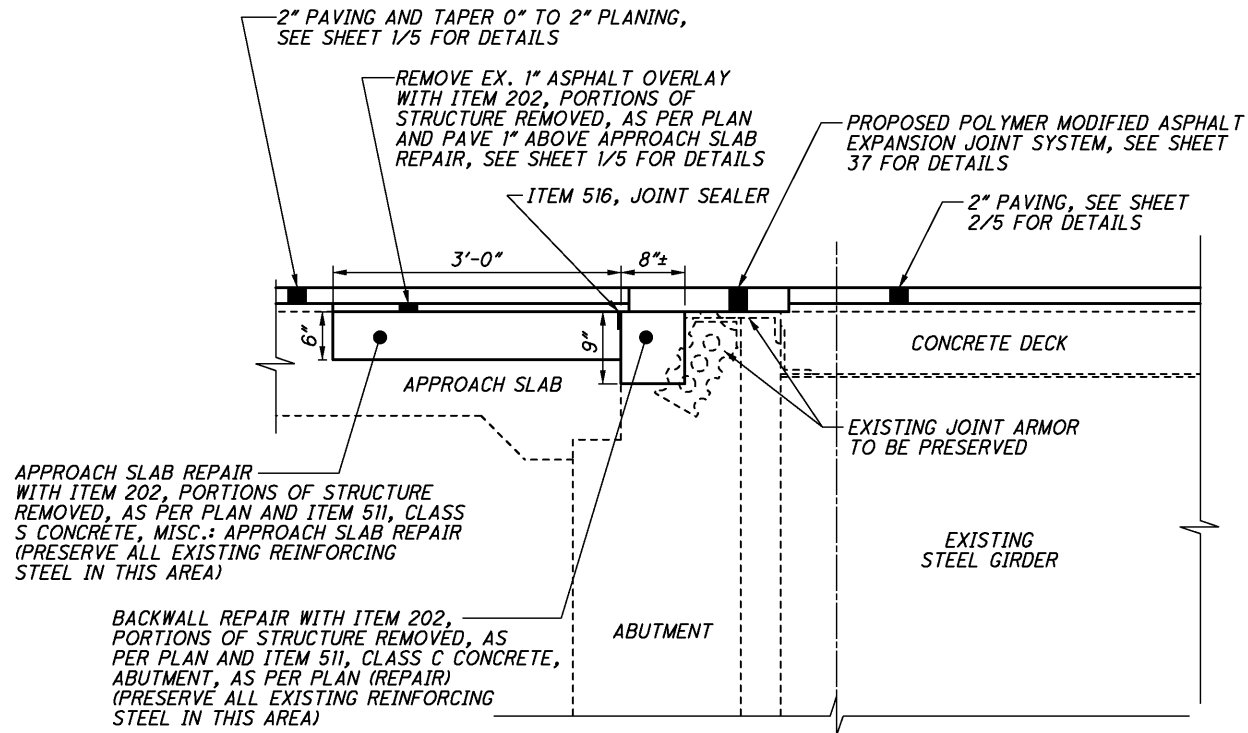
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WORKSTATION: kslay DATE: 8/30/2011



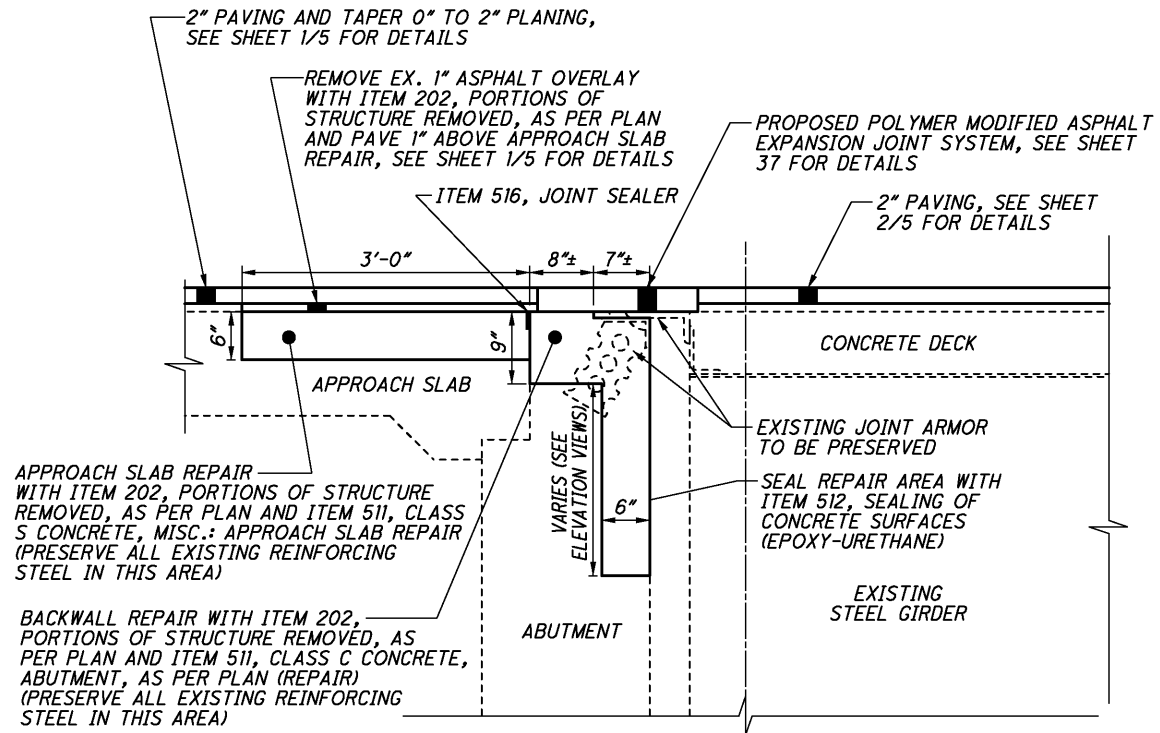
FORWARD ABUTMENT ELEVATION VIEW



REAR ABUTMENT ELEVATION VIEW



SECTION A-A
BACKWALL/APPROACH SLAB REPAIR



SECTION B-B
BACKWALL/APPROACH SLAB REPAIR

ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
202	7	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
511	4	CU YD	CLASS S CONCRETE, MISC.: APPROACH SLAB REPAIR
511	3	CU YD	CLASS C CONCRETE, ABUTMENT, AS PER PLAN (REPAIR)
512	6	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
516	71	FT	JOINT SEALER

ALL QUANTITIES CARRIED TO SHEET 1/5.

NOTES:

- 1) EXISTING 1" ASPHALT OVERLAY ABOVE APPROACH SLAB REPAIR SHALL BE REMOVED WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.
- 2) REPAIR APPROACH SLAB WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN, ITEM 511, CLASS S CONCRETE, MISC.: APPROACH SLAB REPAIR, AND ITEM 516, JOINT SEALER.
- 3) REPAIR BACKWALL WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN, AND ITEM 511, CLASS C CONCRETE, ABUTMENT, AS PER PLAN (REPAIR).
- 4) ALL EXISTING REINFORCING STEEL SHALL BE PRESERVED.
- 5) SEAL AREAS OF BACKWALL REPAIR WITH ITEM 512, SEALING OF CONCRETE SURFACES (EPOXY-URETHANE).
- 6) ALL SEALING SHALL BE PERFORMED AFTER ALL REPAIRS ARE MADE.

DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

DATE
8-16-11
REVIEWED
DCM
STRUCTURE FILE NUMBER
8503184

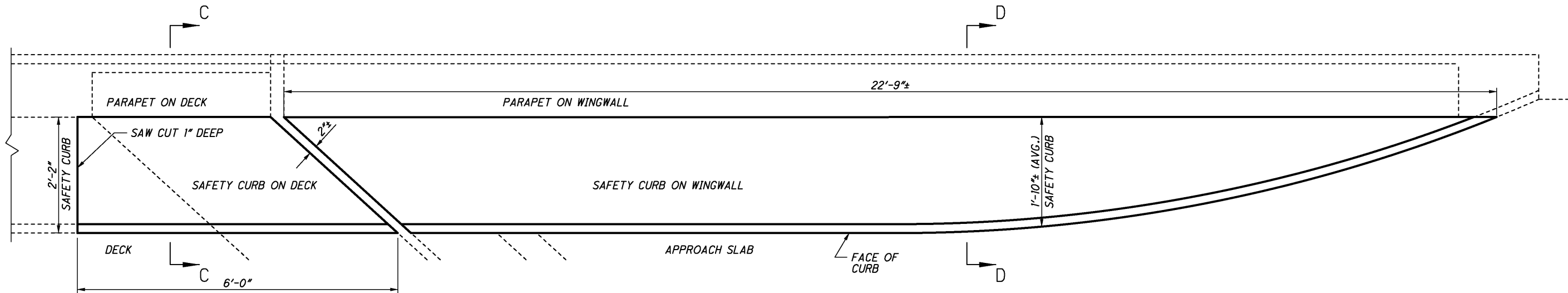
DRAWN
KRB
REVIS
CHECKED
HYH

STRUCTURE DETAILS
WAY-71-0508
I-71 UNDER STRATTON ROAD (C.H. 36)

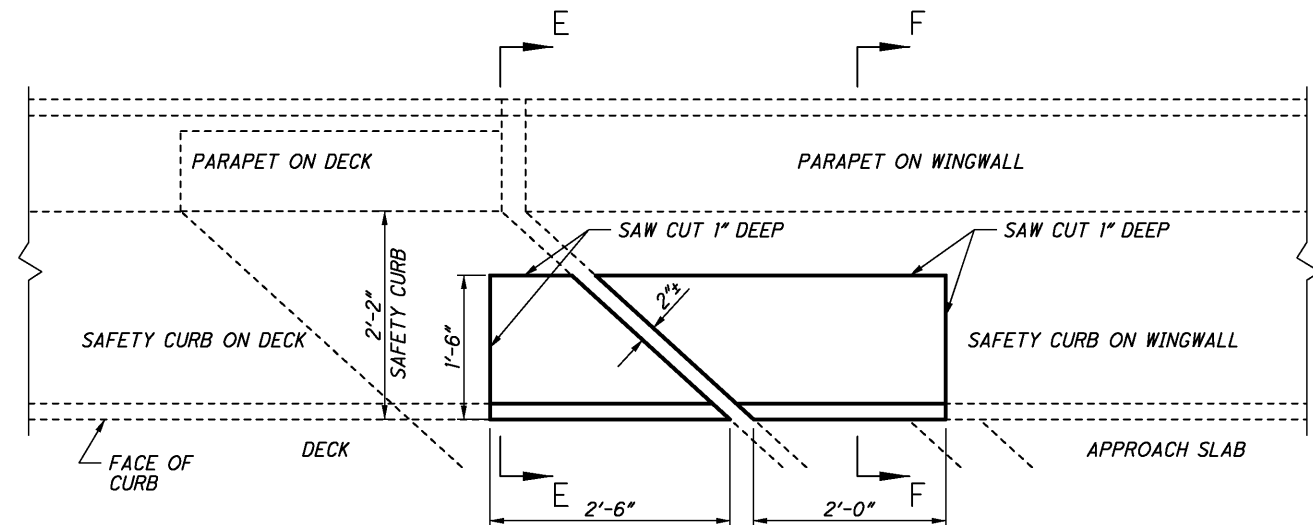
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3 / 5

28
37



PLAN VIEW OF CURB REPAIR AT EXPANSION JOINT
RIGHT REAR LOCATION

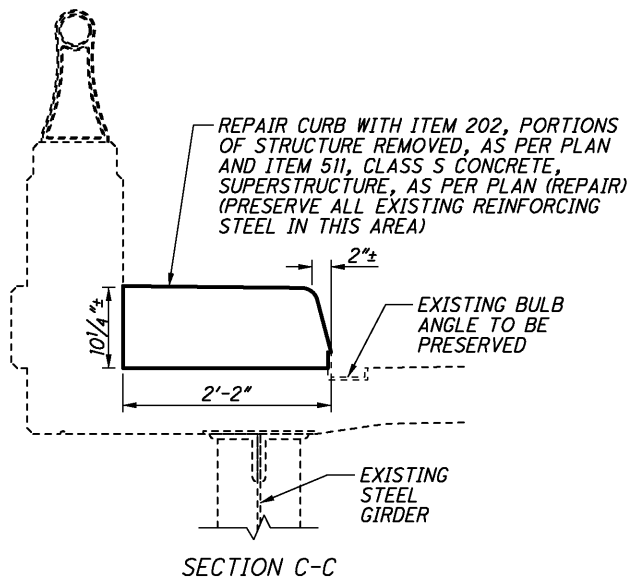


PLAN VIEW OF CURB REPAIR AT EXPANSION JOINT
LEFT FORWARD LOCATION

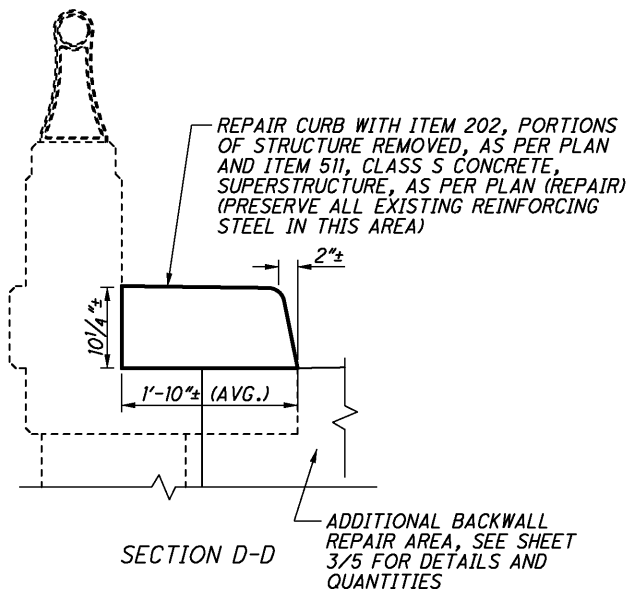
- NOTES:
- 1) REPAIR CURB AT EXPANSION JOINT LOCATIONS WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN, AND ITEM 511, CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR).
 - 2) ALL EXISTING REINFORCING STEEL SHALL BE PRESERVED.

ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
202	2	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
511	2	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)

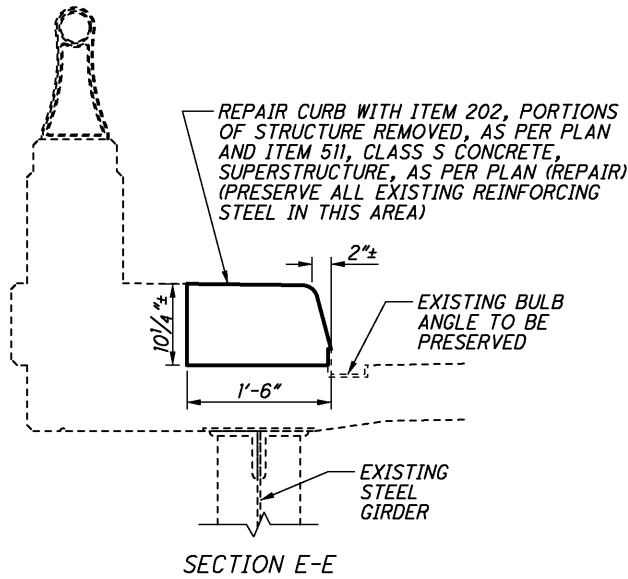
ALL QUANTITIES CARRIED TO SHEET 1/5.



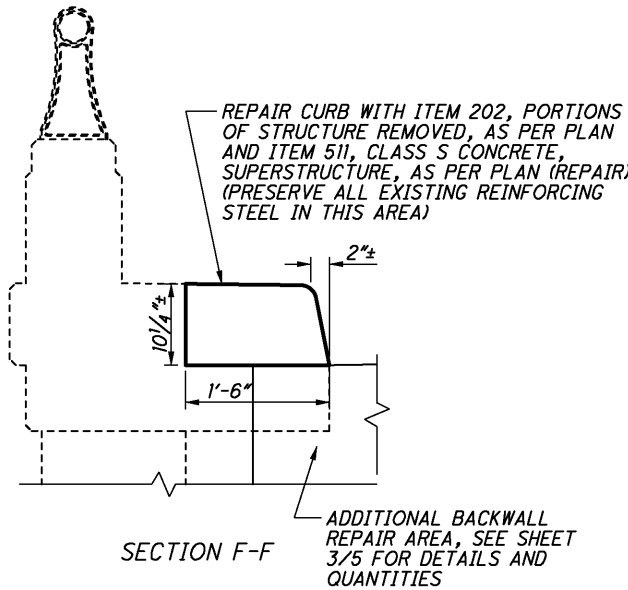
SECTION C-C



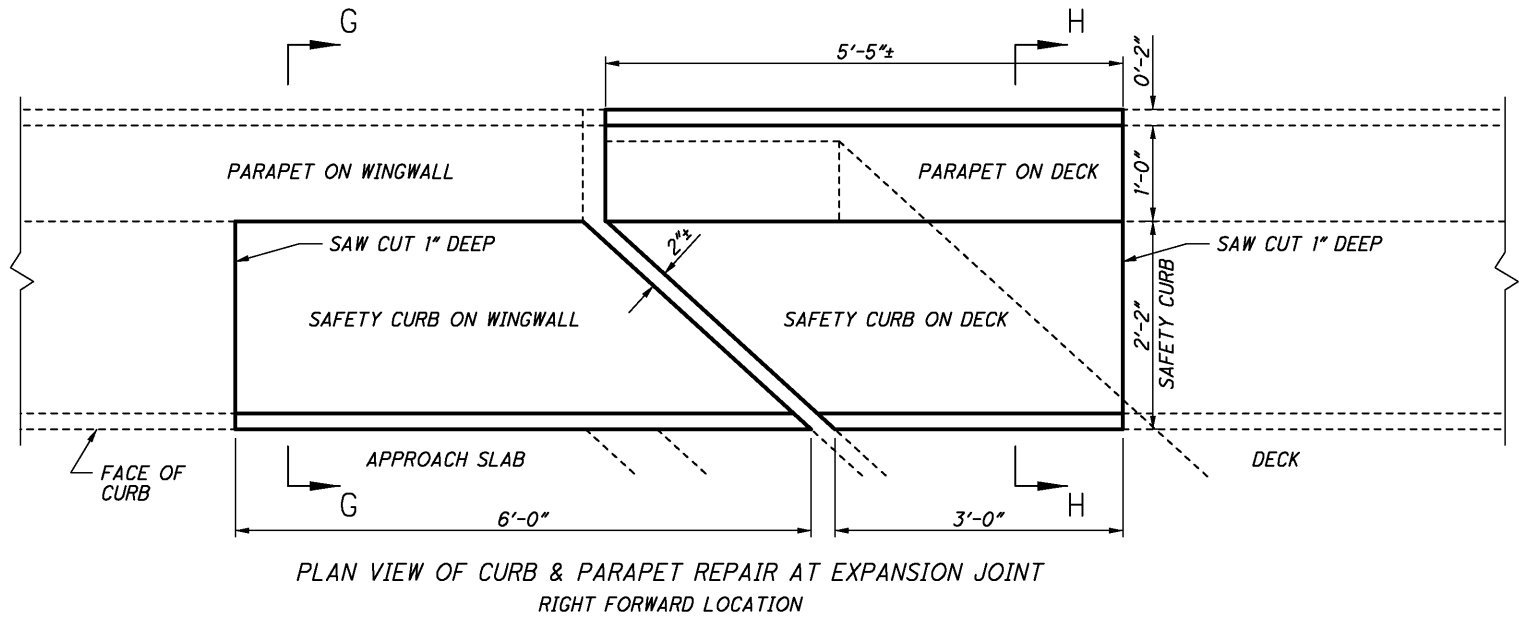
SECTION D-D



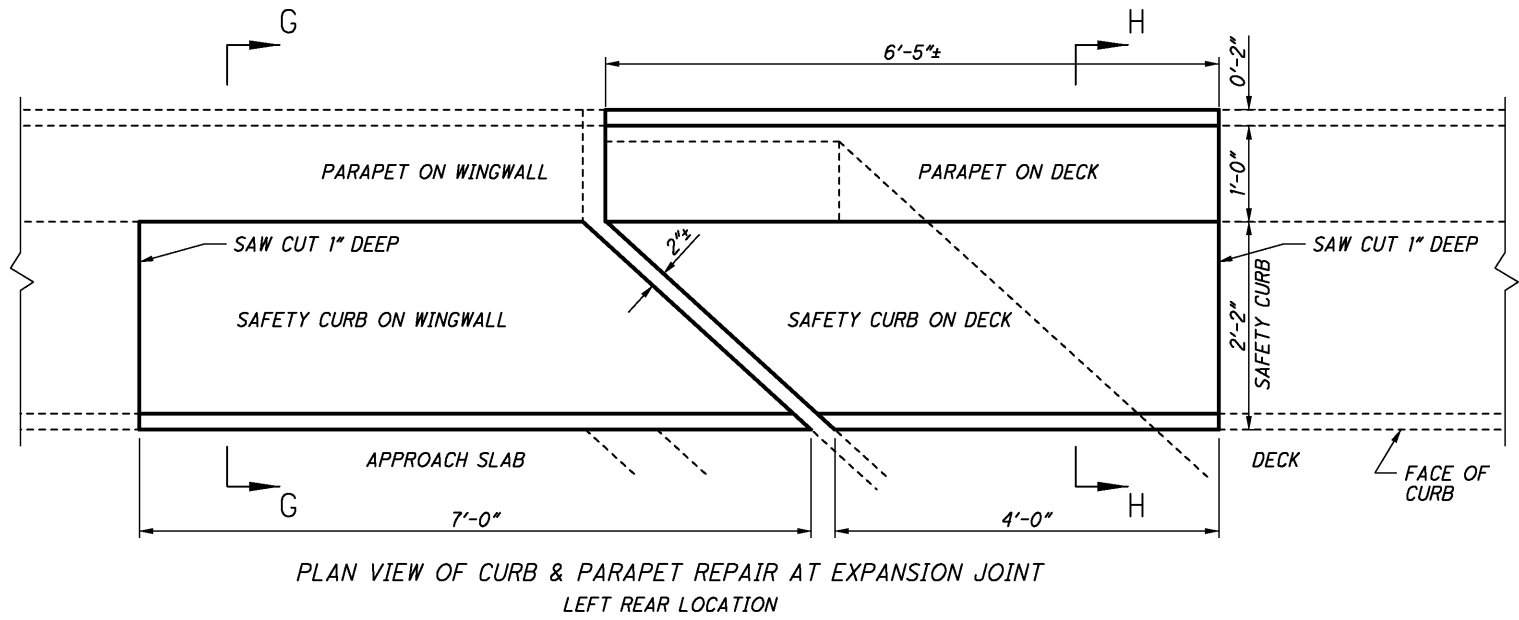
SECTION E-E



SECTION F-F



PLAN VIEW OF CURB & PARAPET REPAIR AT EXPANSION JOINT
RIGHT FORWARD LOCATION



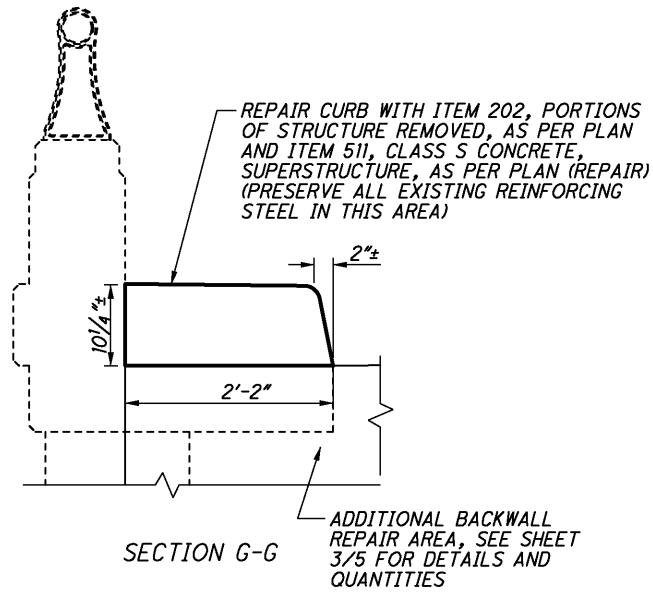
PLAN VIEW OF CURB & PARAPET REPAIR AT EXPANSION JOINT
LEFT REAR LOCATION

NOTES:

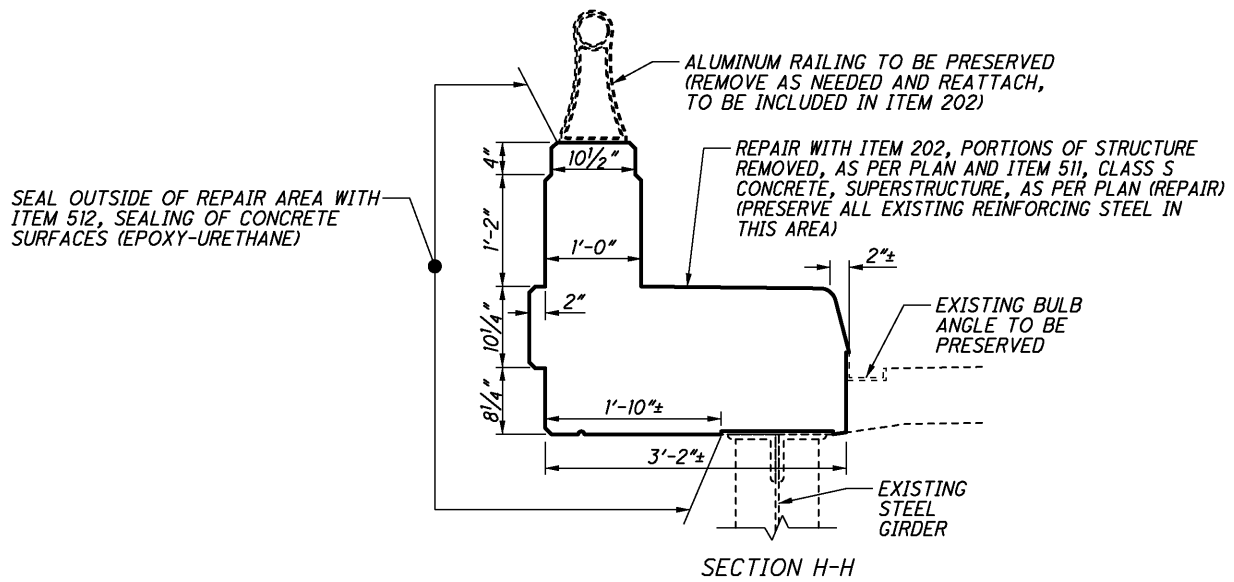
- 1) REPAIR PARAPET AT EXPANSION JOINT LOCATIONS WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN, AND ITEM 511, CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR).
- 2) REPAIR CURB AT EXPANSION JOINT LOCATIONS WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN, AND ITEM 511, CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR).
- 3) ALL EXISTING REINFORCING STEEL SHALL BE PRESERVED.
- 4) ALL SEALING SHALL BE PERFORMED AFTER ALL REPAIRS ARE MADE.

ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
202	4	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
511	4	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)
512	7	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

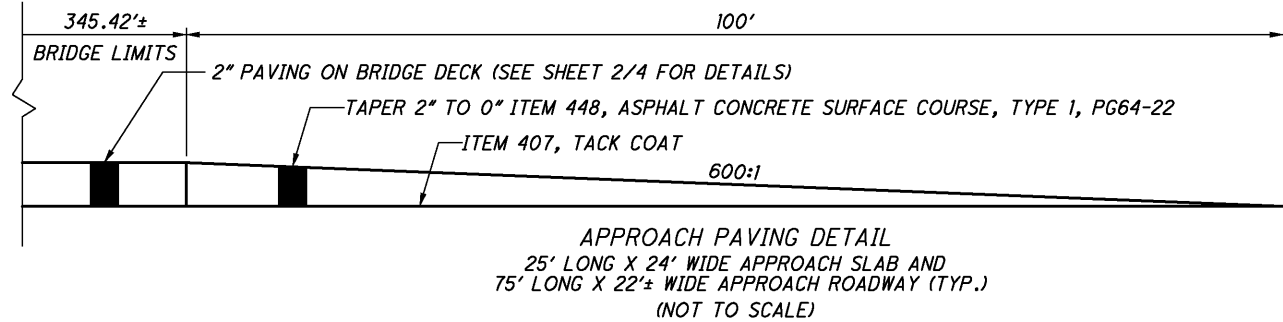
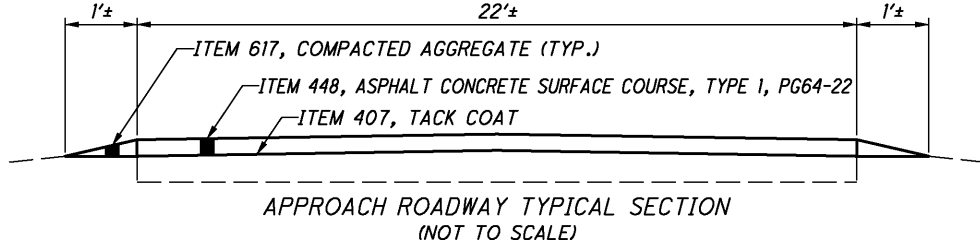
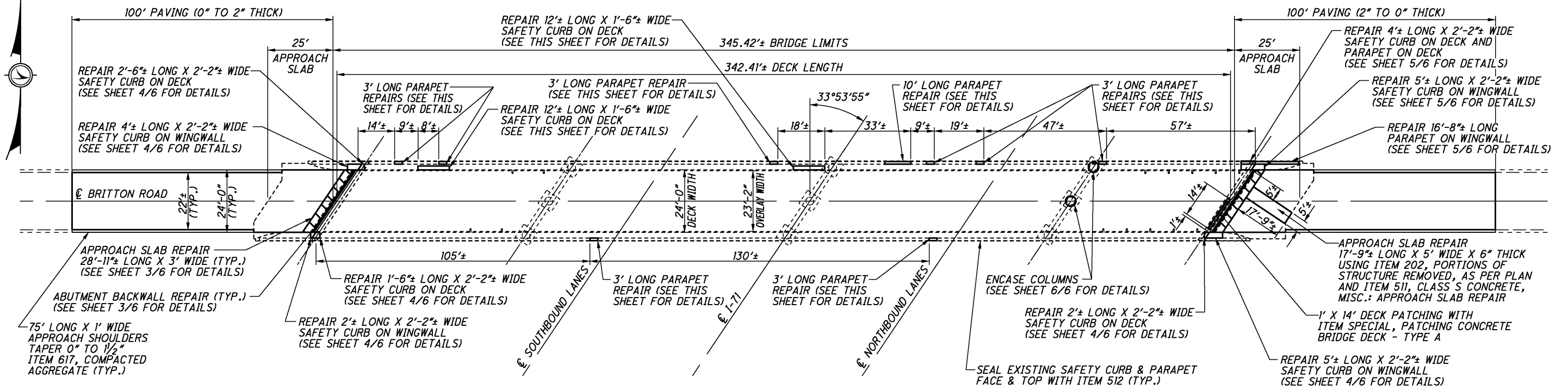
ALL QUANTITIES CARRIED TO SHEET 1/5.



SECTION G-G

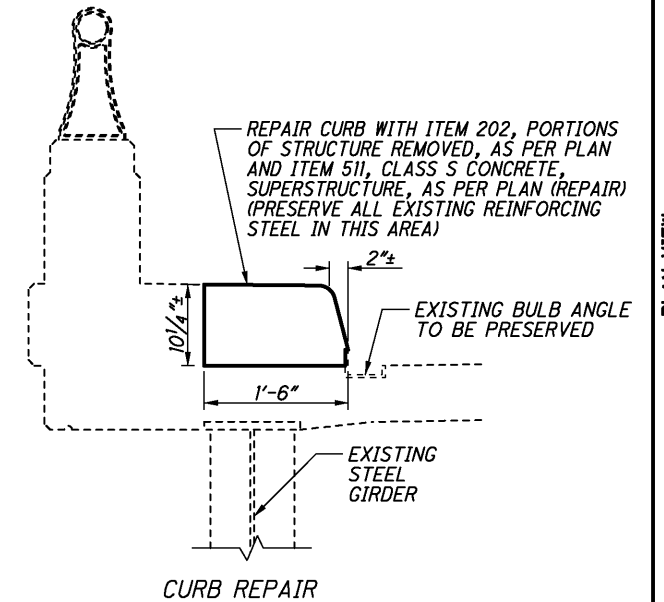
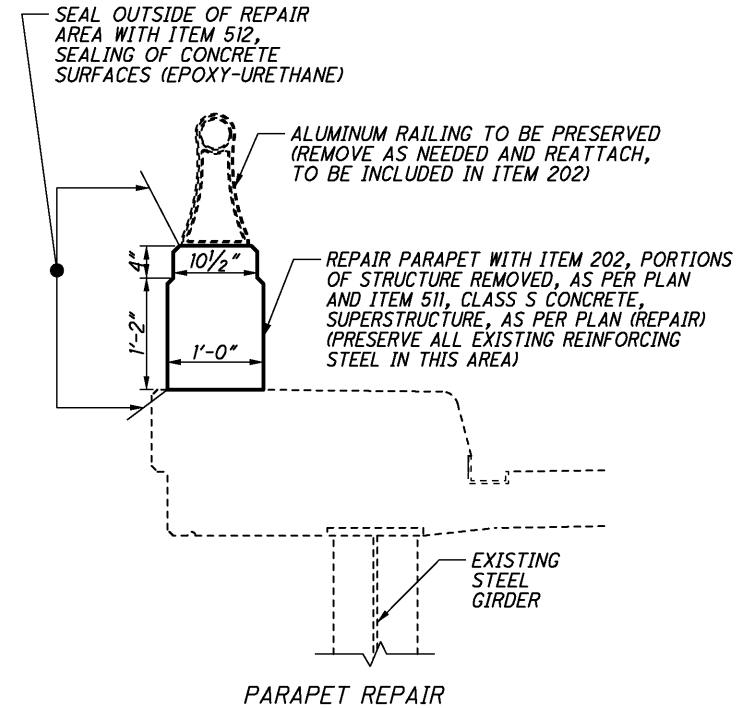


SECTION H-H



ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
202	15	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
407	III	GALLON	TACK COAT
448	63	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
617	1	CU YD	COMPACTED AGGREGATE
509	437	POUND	EPOXY COATED REINFORCING STEEL
511	7	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)
511	5	CU YD	CLASS S CONCRETE, MISC.: APPROACH SLAB REPAIR
511	5	CU YD	CLASS C CONCRETE, PIER, AS PER PLAN (REPAIR)
511	3	CU YD	CLASS C CONCRETE, ABUTMENT, AS PER PLAN (REPAIR)
512	498	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	881	SQ YD	TYPE 3 WATERPROOFING
516	58	FT	JOINT SEALER
SPECIAL	58	FT	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM
SPECIAL	2	SQ YD	PATCHING CONCRETE BRIDGE DECK - TYPE A

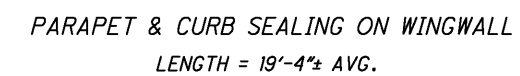
ALL QUANTITIES CARRIED TO THE GENERAL SUMMARY.



NOTES:

- 1) THE EXISTING GUARDRAIL IS NOT SHOWN.
- 2) THE PROPOSED OVERLAY SHALL BE SLOPED TO DRAIN TO THE EXISTING SCUPPERS. THE EXISTING SCUPPERS AND BULB ANGLES SHALL NOT BE DISTURBED.
- 3) SEE SHEET 37 FOR POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM DETAILS.
- 4) REPAIR PARAPET WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN, AND ITEM 511, CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR).
- 5) REPAIR CURB WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN, AND ITEM 511, CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR).
- 6) REPAIR APPROACH SLAB WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN, AND ITEM 511, CLASS S CONCRETE, MISC.: APPROACH SLAB REPAIR.
- 7) ALL EXISTING REINFORCING STEEL SHALL BE PRESERVED.
- 8) ALL SEALING SHALL BE PERFORMED AFTER ALL REPAIRS ARE MADE.

WORKSTATION: ksalay



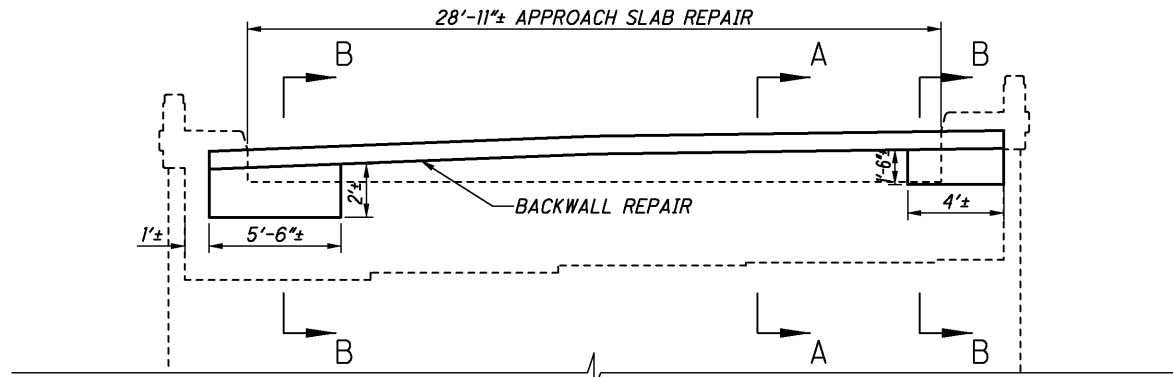
NOTES:

- 1) THE PROPOSED OVERLAY SHALL BE SLOPED TO DRAIN TO THE EXISTING SCUPPERS. THE EXISTING SCUPPERS AND BULB ANGLES SHALL NOT BE DISTURBED.
- 2) ALL EXISTING REINFORCING STEEL SHALL BE PRESERVED.
- 3) ALL SEALING SHALL BE PERFORMED AFTER ALL REPAIRS ARE MADE.

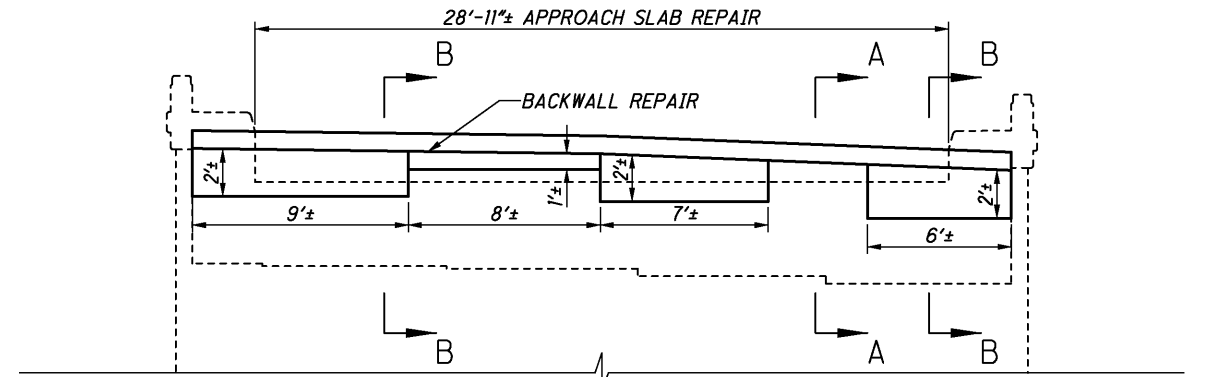
ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
407	71	GALLON	TACK COAT
448	49	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
512	445	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	881	SQ YD	TYPE 3 WATERPROOFING

ALL QUANTITIES CARRIED TO SHEET 1/6.

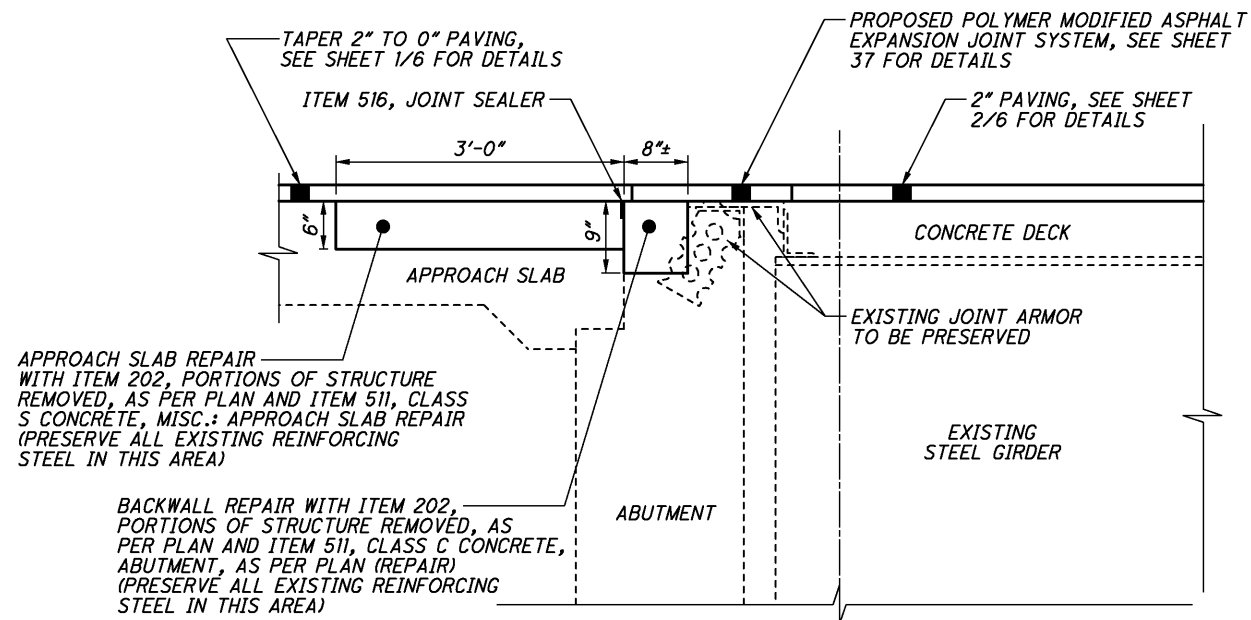
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WORKSTATION: ksdlay DATE: 8/30/2011



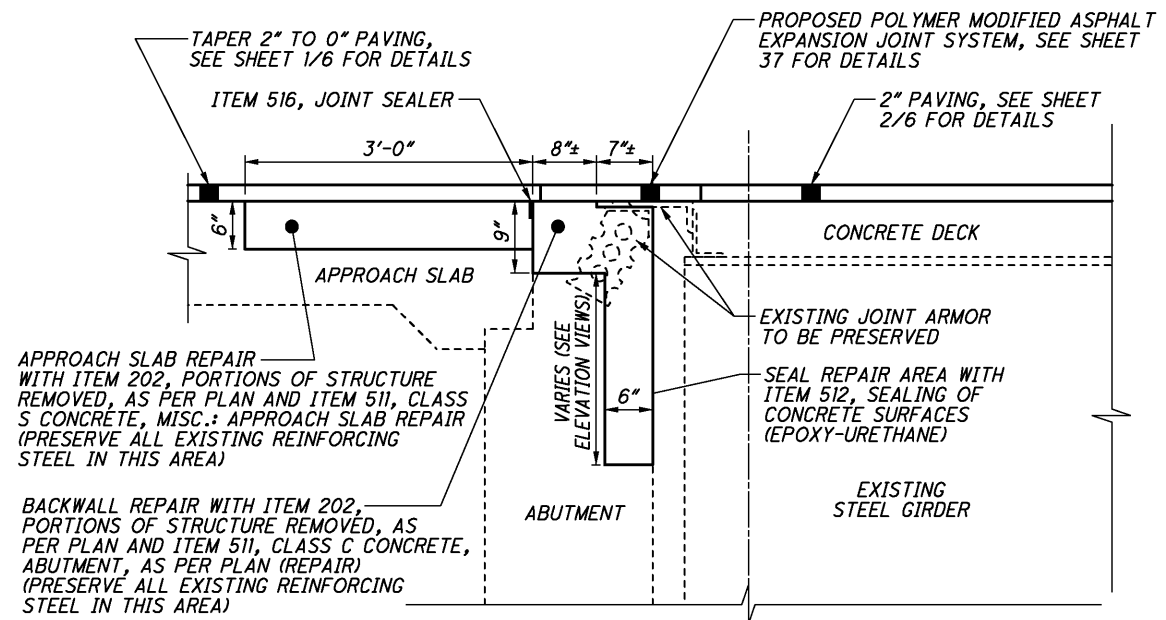
FORWARD ABUTMENT ELEVATION VIEW



REAR ABUTMENT ELEVATION VIEW



SECTION A-A
BACKWALL/APPROACH SLAB REPAIR



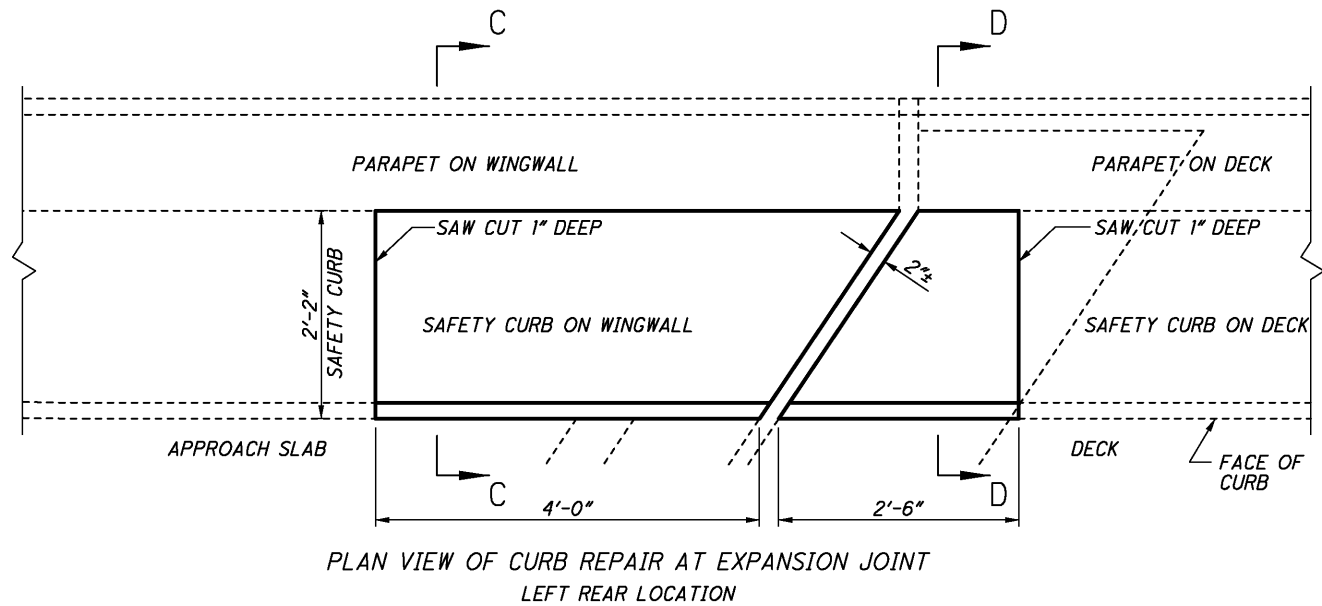
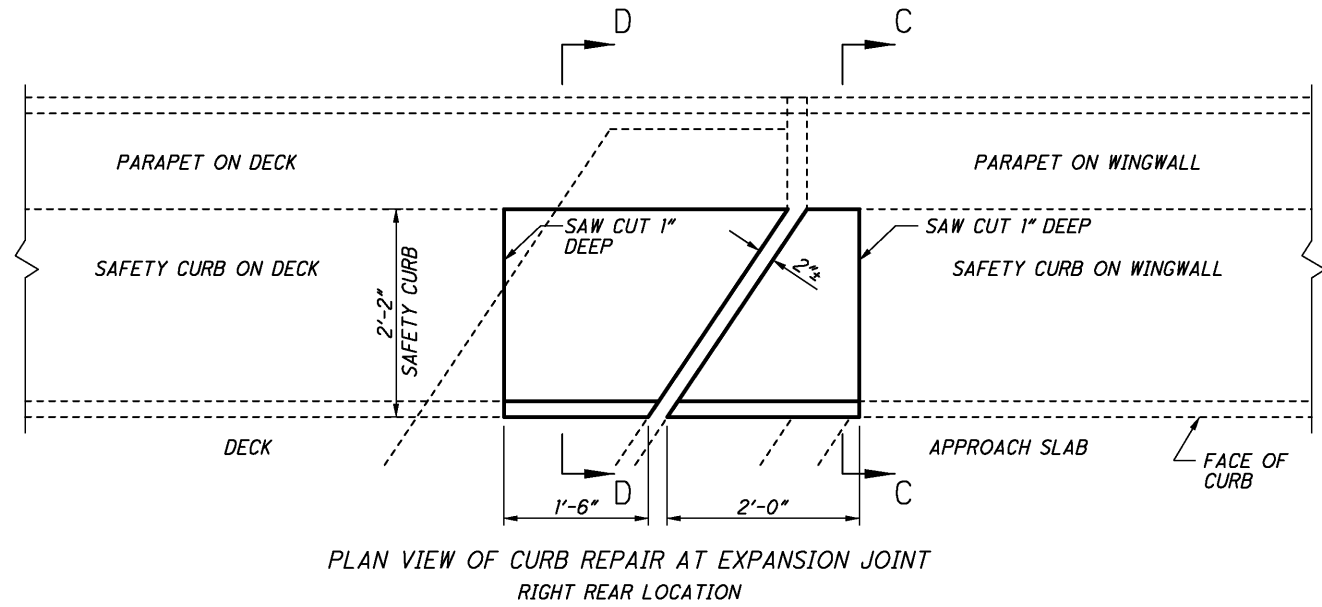
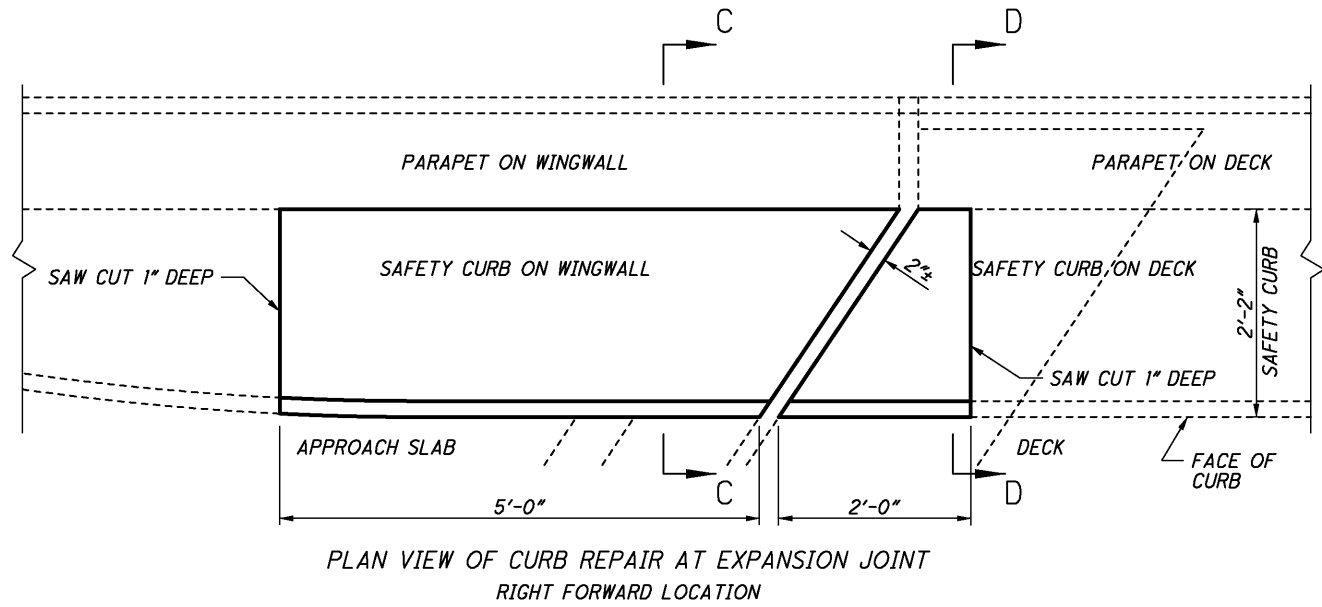
SECTION B-B
BACKWALL/APPROACH SLAB REPAIR

ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
202	6	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
511	3	CU YD	CLASS S CONCRETE, MISC.: APPROACH SLAB REPAIR
511	3	CU YD	CLASS C CONCRETE, ABUTMENT, AS PER PLAN (REPAIR)
512	11	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
516	58	FT	JOINT SEALER

ALL QUANTITIES CARRIED TO SHEET 1/6.

NOTES:

- 1) REPAIR APPROACH SLAB WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN, ITEM 511, CLASS S CONCRETE, MISC.: APPROACH SLAB REPAIR, AND ITEM 516, JOINT SEALER.
- 2) REPAIR BACKWALL WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN, AND ITEM 511, CLASS C CONCRETE, ABUTMENT, AS PER PLAN (REPAIR).
- 3) ALL EXISTING REINFORCING STEEL SHALL BE PRESERVED.
- 4) SEAL AREAS OF BACKWALL REPAIR WITH ITEM 512, SEALING OF CONCRETE SURFACES (EPOXY-URETHANE).
- 5) ALL SEALING SHALL BE PERFORMED AFTER ALL REPAIRS ARE MADE.

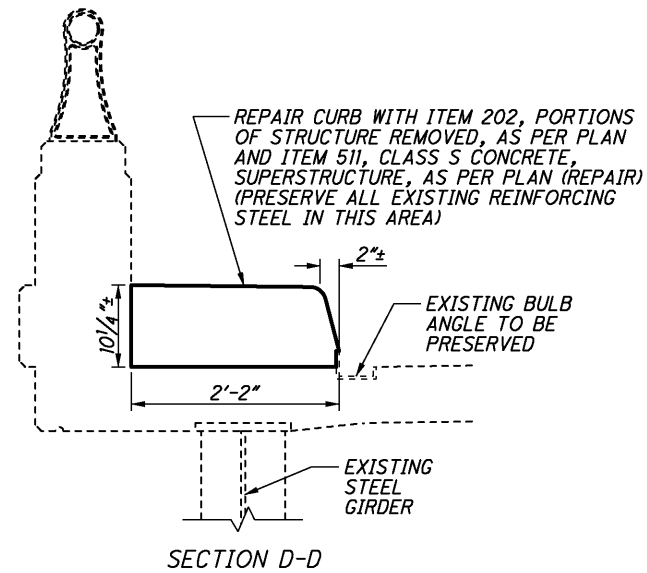
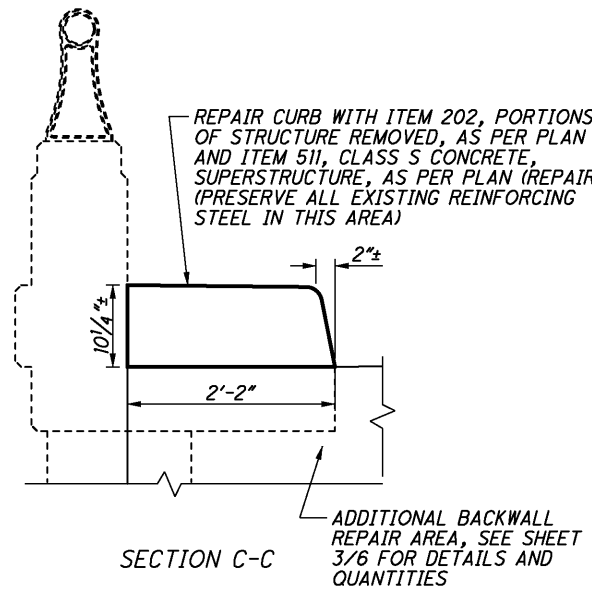


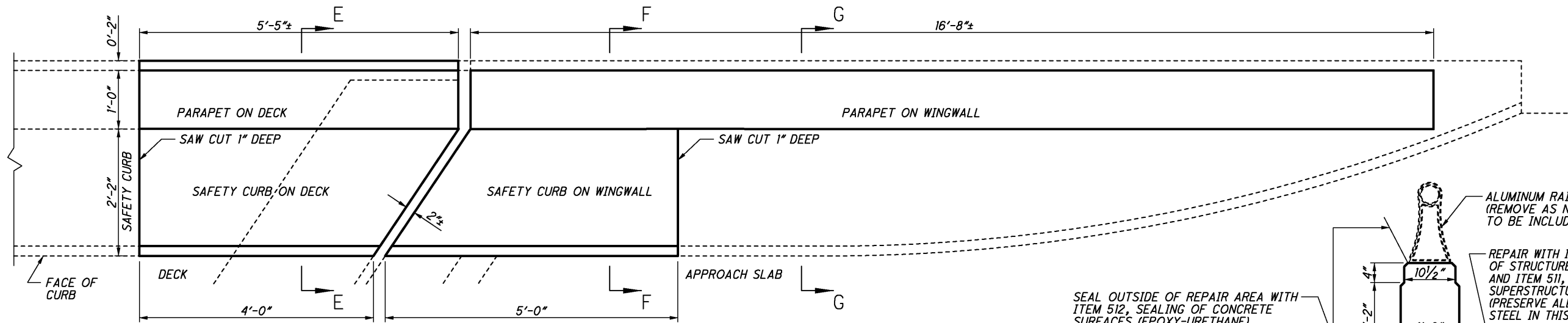
NOTES:

- 1) REPAIR CURB AT EXPANSION JOINT LOCATIONS WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN, AND ITEM 511, CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR).
- 2) ALL EXISTING REINFORCING STEEL SHALL BE PRESERVED.

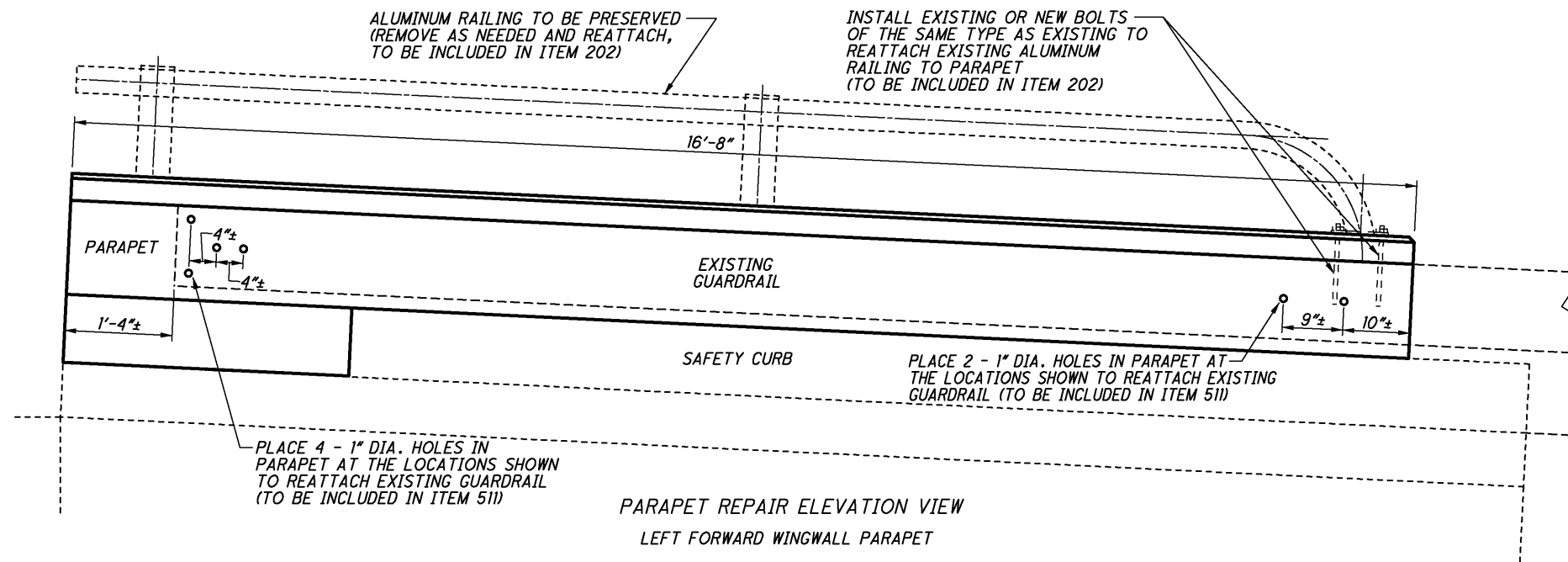
ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
202	1	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
511	1	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)

ALL QUANTITIES CARRIED TO SHEET 1/6.





PLAN VIEW OF CURB & PARAPET REPAIR AT EXPANSION JOINT
LEFT FORWARD LOCATION



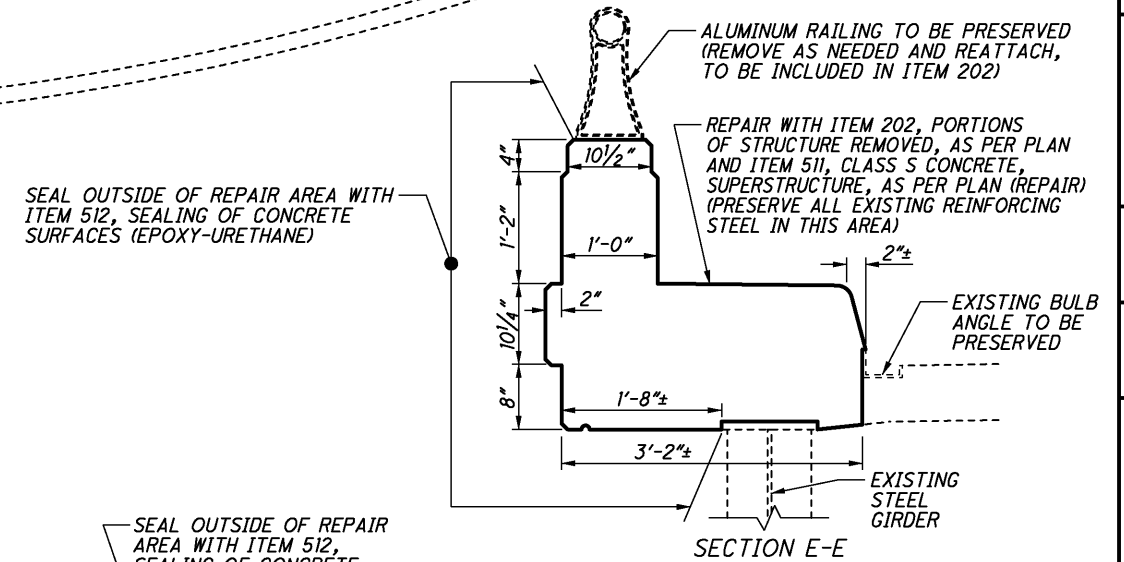
PARAPET REPAIR ELEVATION VIEW
LEFT FORWARD WINGWALL PARAPET

ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
202	3	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
511	3	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)
512	6	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

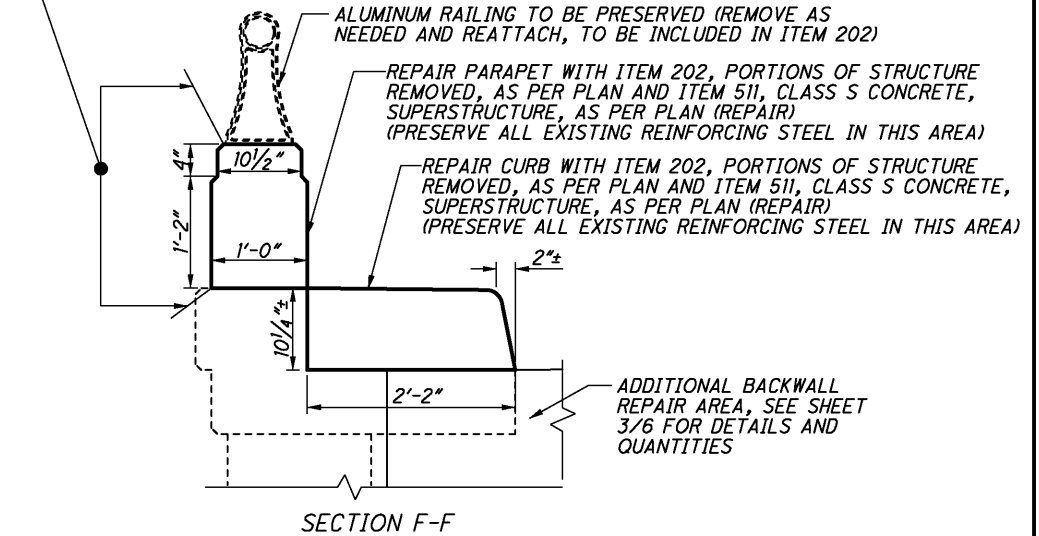
ALL QUANTITIES CARRIED TO SHEET 1/6.

NOTES:

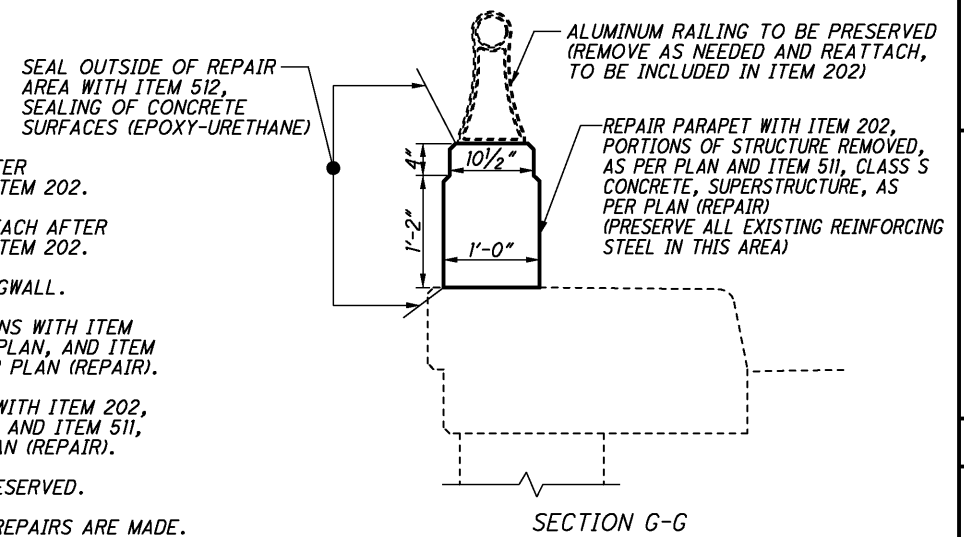
- 1) REMOVE EXISTING GUARDRAIL AND REATTACH AFTER PARAPET IS REPAIRED, COST TO BE INCLUDED IN ITEM 202.
- 2) REMOVE EXISTING ALUMINUM RAILING AND REATTACH AFTER PARAPET IS REPAIRED, COST TO BE INCLUDED IN ITEM 202.
- 3) REPAIR ENTIRE PARAPET ON LEFT FORWARD WINGWALL.
- 4) REPAIR PARAPET AT EXPANSION JOINT LOCATIONS WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN, AND ITEM 511, CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR).
- 5) REPAIR CURB AT EXPANSION JOINT LOCATIONS WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN, AND ITEM 511, CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR).
- 6) ALL EXISTING REINFORCING STEEL SHALL BE PRESERVED.
- 7) ALL SEALING SHALL BE PERFORMED AFTER ALL REPAIRS ARE MADE.



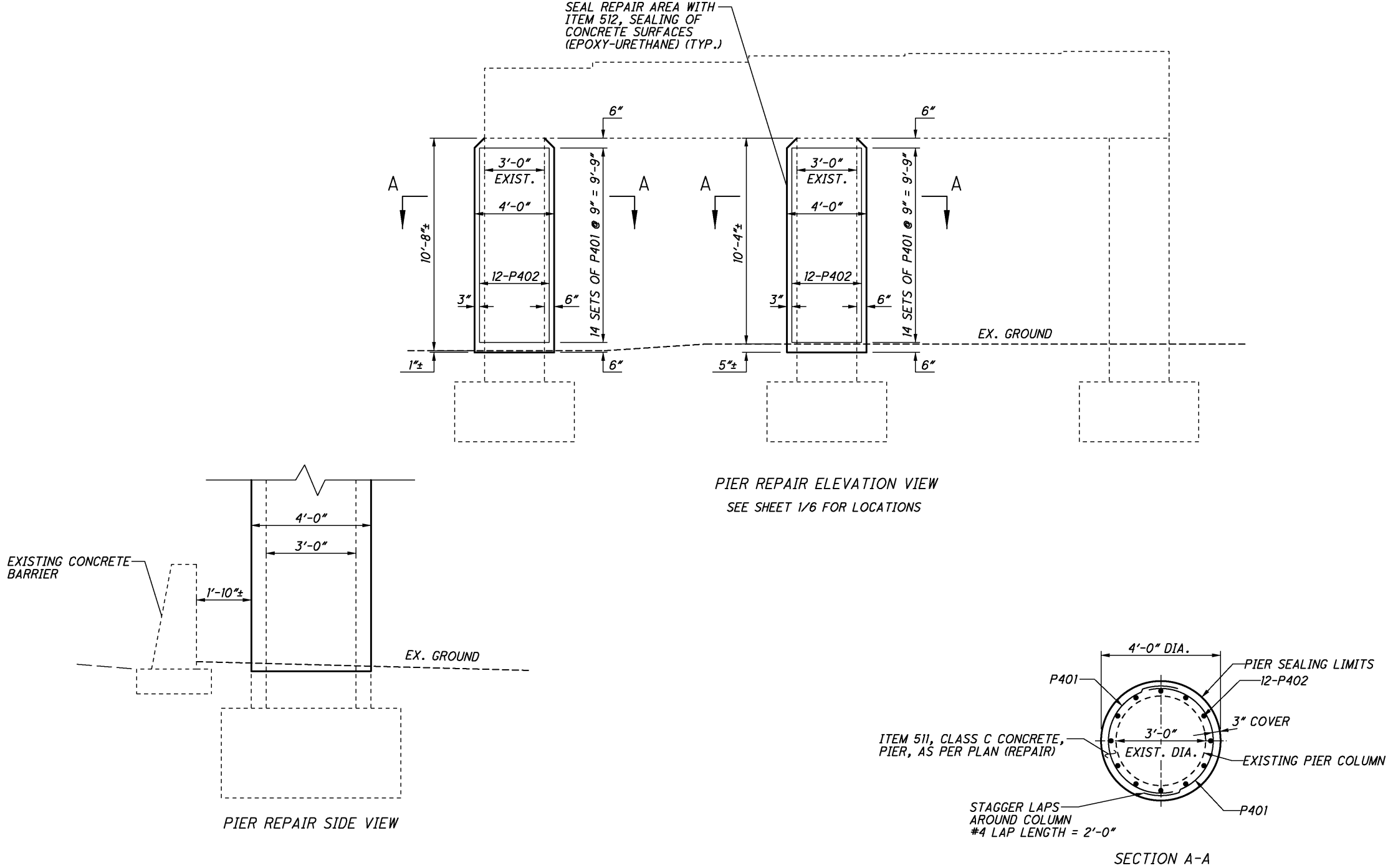
SEAL OUTSIDE OF REPAIR
AREA WITH ITEM 512,
SEALING OF CONCRETE
SURFACES (EPOXY-URETHANE)



SEAL OUTSIDE OF REPAIR
AREA WITH ITEM 512,
SEALING OF CONCRETE
SURFACES (EPOXY-URETHANE)



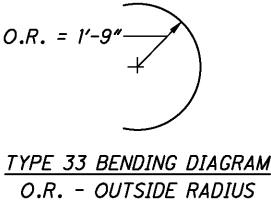
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WORKSTATION: ksdlay DATE: 8/30/2011



PIER REPAIR ELEVATION VIEW
SEE SHEET 1/6 FOR LOCATIONS

PIER REPAIR SIDE VIEW

SECTION A-A



- NOTES:
- 1) ALL EXISTING REINFORCING STEEL SHALL BE PRESERVED.
 - 2) ALL SEALING SHALL BE PERFORMED AFTER ALL REPAIRS ARE MADE.

ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
509	437	POUND	EPOXY COATED REINFORCING STEEL
511	5	CU YD	CLASS C CONCRETE, PIER, AS PER PLAN (REPAIR)
512	30	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

ALL QUANTITIES CARRIED TO SHEET 1/6.

PIERS				
MARK	NO.	LENGTH	WEIGHT	SHAPE
P401	56	7'-6"	281 LB	33
P402	24	9'-9"	156 LB	STRAIGHT
TOTAL			437 LB	

GENERAL NOTES AND DETAILS FOR POLYMER MODIFIED ASPHALT
EXPANSION JOINT SYSTEM

ITEM SPECIAL - POLYMER-MODIFIED ASPHALT EXPANSION
JOINT SYSTEM

THIS ITEM WILL BE USED TO SEAL THE EXPANSION/CONTRACTION JOINTS AS PER THESE DETAILS AND THE MANUFACTURER'S REQUIREMENTS USING A POLYMER-MODIFIED ASPHALT SYSTEM. THE PRIME CONTRACTOR WILL OBTAIN THE SERVICES OF ONE OF THE FOLLOWING APPROVED APPLICATORS WHO WILL FURNISH AND INSTALL THE NEW BRIDGE EXPANSION JOINT SYSTEM AFTER ALL PAVING ON THE AFFECTED BRIDGE(S) HAS BEEN COMPLETED.

PRODUCT NAME	SUPPLIER	ADDRESS	PHONE NO.
THORMA-JOINT	DYNAMIC SURFACE APPLICATIONS, LTD	373 VILLAGE RD. PENNSDALE, PA 17756	(570)546-6041
MATRIX 502	CRAFCO INC.	420 N. ROOSEVELT AVE. CHANDLER, AZ 85226	(800)528-8242
EXPANDEX JOINT SYSTEM	WATSON-BOWMAN ACME	95 PINEVIEW DR. AMHERST, NY 14228	(716)691-7566
APJ ASPHALTIC PLUG EXPANSION JOINT	WYOMING EQUIPMENT SALES	281 SIXTH STREET P.O. BOX 287 WEST WYOMING, PA 18644	(570)693-2810

MATERIALS:

BRIDGING PLATE:

MILD STEEL 1/8" OR 1/4" THICK PLATE, 8" WIDE OR 18 GAUGE
ALUMINUM, 8" WIDE.

BINDER:

TYPE: POLYMER MODIFIED ASPHALT
SOFTENING POINT: 180 DEGREES F. MIN.
FLOW: 3 mm. MAX. AT 140 DEGREES F.
PENETRATION: 9 mm. MAX. AT 77 DEGREES F.
1 mm. MIN AT 0 DEGREES F.
ASTM D 3407
DUCTILITY: 40 cm. MIN. ASTM D 113
RESILIENCE: 60% MIN. AT 77 DEGREES F.
TENSILE ADHESION: 700% MIN.
SPECIFIC GRAVITY: 1.10 * 0.05
POURING TEMP: 350 - 390 DEGREES F.

AGGREGATE:

TYPE: CRUSHED, DOUBLE WASHED, AND
DRIED GRANITE OR BASALT

GRADATION: THE GRADATION OF THE AGGREGATE
VARIES BY MANUFACTURER AND
WILL BE AS PER THE MANUFACTURER'S
RECOMMENDATIONS FOR THE SYSTEM
BEING USED ON THIS PROJECT.

BACKER ROD:

THE BACKER SHALL BE A CLOSED CELL FOAM EXPANSION JOINT FILLER
CAPABLE OF WITHSTANDING THE PLACEMENT TEMPERATURE OF THE
POLYMER MODIFIED ASPHALT.

NOTE: PRIOR TO PLACEMENT OF ANY PORTION OF THE JOINT SYSTEM,
THE PROJECT ENGINEER MUST HAVE CERTIFIED TEST DATA MEETING ALL
THE MINIMUM REQUIREMENTS OF ALL THE MATERIALS OF THE JOINT SYSTEM.

INSTALLATION PROCEDURES:

SAWING AND SURFACE PREPARATION:

AFTER ALL PAVING OPERATIONS ARE COMPLETE, THE OVERLAY IS TO BE
TRANSVERSELY SAW CUT FULL DEPTH NO LESS THAN TWO INCHES DEEP
(20" CENTERED OVER JOINT OPENING, UNLESS OTHERWISE NOTED).
REMOVE ALL MATERIAL, INCLUDING WATER-PROOFING MATERIAL, BETWEEN
SAW CUTS. THOROUGHLY CLEAN AND DRY EXPOSED CONCRETE, STEEL,
AND CUT SURFACES USING COMPRESSED AIR AND A HOT COMPRESSED AIR
(HCA) LANCE. THE LANCE MUST PRODUCE A FLAME RETARDED AIR STREAM
TEMPERATURE OF 3000 DEGREES F. AT A VELOCITY OF 3,000 FEET PER

SECOND WITH 15 PSIG CHAMBER PRESSURE. IF THERE IS AN INTERRUPTION
DUE TO WEATHER OR OTHER CAUSES, THE OPERATION WILL BE REPEATED
WITH THE HCA LANCE IMMEDIATELY BEFORE THE BINDER COAT OPERATION.
ALSO, 6 INCHES OF THE ROAD SURFACE ON EITHER SIDE OF THE JOINT
WILL BE DRIED SO THAT A SUITABLE SURFACE FOR BITUMEN ADHESION
IS OBTAINED.

SEALING OF EXPANSION JOINT: (PRE-STRESSED BOX OR CONCRETE SLAB)

THE EXPANSION JOINT GAP IS TO BE SEALED AND A BRIDGING PLATE
CENTERED ALONG IT. A VERY NARROW GAP WILL BE SEALED BY POURING
HOT BINDER INTO THE GAP. GAPS OF 1/8 " OR MORE WILL FIRST BE FILLED
WITH AN APPROPRIATELY SIZED BACKER ROD. THE BACKER ROD WILL BE
INSTALLED SO THAT IT IS BETWEEN 1/8 " AND 1/8 " BELOW THE TOP OF
THE EXISTING GAP. THE GAP WILL THEN BE FILLED WITH BINDER.

BOND BREAKER:

SPREAD BINDER OVER SURFACE AREA WHERE THE METAL BRIDGING PLATE
WILL BE PLACED. CENTER THE BRIDGING PLATE OVER THE EXISTING JOINT
AND BED INTO THE HOT BINDER. BUTT JOINT THE BRIDGING PLATES TO
ACCOMMODATE THE ENTIRE JOINT LENGTH. SPIKE HOLES WILL BE
DRILLED AT 1 FOOT INTERVALS ALONG THE LONGITUDINAL CENTERLINE
OF THE PLATES. SECURE BRIDGING PLATE WITH NAILS OR SPIKES.
SEAL BUTT JOINTS WITH HOT BINDER AND ALLOW BINDER TO SETUP
BEFORE NEXT OPERATION. WHEN ALUMINUM BRIDGING PLATES ARE USED,
ONLY THE BINDER IS REQUIRED TO SECURE THE INDIVIDUAL PLATES.

BINDER COAT:

SEAL ALL PREPARED, EXPOSED SURFACES OF THE JOINT WITH BINDER.
POUR THE HOT BINDER OVER THE FLOOR AREA OF THE JOINT AND
SPREAD TO COAT ALL EXPOSED SURFACES. THE BINDER WILL BE
A MINIMUM OF 1/32 " THICK ON THE BOTTOM OF THE JOINT CAVITY,
WITH POOLS OF GREATER THICKNESS WHERE SURFACE IRREGULARITIES
EXIST. THE BINDER APPLICATION TEMPERATURE WILL BE BETWEEN 350
AND 390 DEGREES F. THE BINDER WILL NOT BE ALLOWED TO BE
HEATED ABOVE 410 DEGREES F. NOR ALLOWED TO EXCEED 390 DEGREES
F. FOR MORE THAN 1 HOUR. A DOUBLE JACKETED OIL MELTER WILL
BE USED TO HEAT THE BINDER. THE MELTER WILL BE EQUIPPED WITH
A CONTINUOUS AGITATION SYSTEM, TEMPERATURE CONTROLS, AND A
CALIBRATED THERMOMETER. ALSO A SYSTEM FOR ACCURATELY MEASURING
THE WEIGHTS OF THE BINDER AND THE AGGREGATE WILL BE REQUIRED.

BUILD-UP OF JOINT LAYERS:

AGGREGATE PREPARATION:

HEAT THE AGGREGATE TO A TEMPERATURE OF 275 TO 325 DEGREES F.,
WITH A SUITABLE ROTATING DRUM WITH ATTACHED HEAT SOURCE OR A
HOT COMPRESSED AIR LANCE, TO REMOVE DUST AND MOISTURE.

AGGREGATE PROPORTION AND LAYER THICKNESS:

MIX THE AGGREGATE WITH THE BINDER SUCH THAT THE MINIMUM AGGREGATE
CONTENT BY WEIGHT WILL BE 68%. THE HEATED AGGREGATE AND BINDER
WILL BE COMBINED IN LAYERS, UNLESS PATENTED INSTALLATION REQUIRES
DIFFERENTLY, NOT LESS THAN 3/4 OF AN INCH NOR EXCEEDING 2-1/2 INCHES.
THE THICKNESS OF EACH LAYER CAN BE VARIED WITHIN THESE LIMITS, TO
ACHIEVE THE REQUIRED JOINT THICKNESS (MIN. 2 INCHES). THE OBJECTIVE
IS TO COAT EACH STONE AND FILL THE VOIDS WHILE AVOIDING AN EXCESS OF
BINDER. THIS WILL ACHIEVE THE MAXIMUM CONTENT OF STONE CONSISTENT
WITH ALL STONES BEING COATED WITH BINDER. RAKE THE MIXTURE TO MIX
AND LEVEL.

THE TOP LAYER THICKNESS WILL VARY BETWEEN 1/2 INCH AND ONE (1) INCH.
IN PREPARING THE TOP LAYER, THE RATIO OF AGGREGATE TO BINDER WILL
BE APPROXIMATELY 6:1 BY WEIGHT. OVERFILL THE TOP LAYER AND COMPACT
TO THE LEVEL OF THE ADJACENT SURFACES USING A ROLLER OR VIBRATORY
PLATE COMPACTOR. IMMEDIATELY AFTER COMPLETION OF THE COMPACTION,
POUR SUFFICIENT BINDER OVER THE JOINT TO FILL THE SURFACE VOIDS
AND COAT THE SURFACE STONE. DUST THE FINISHED JOINT WITH A FINE,
DRY AGGREGATE TO PREVENT TACKINESS.

MAINTENANCE OF TRAFFIC:

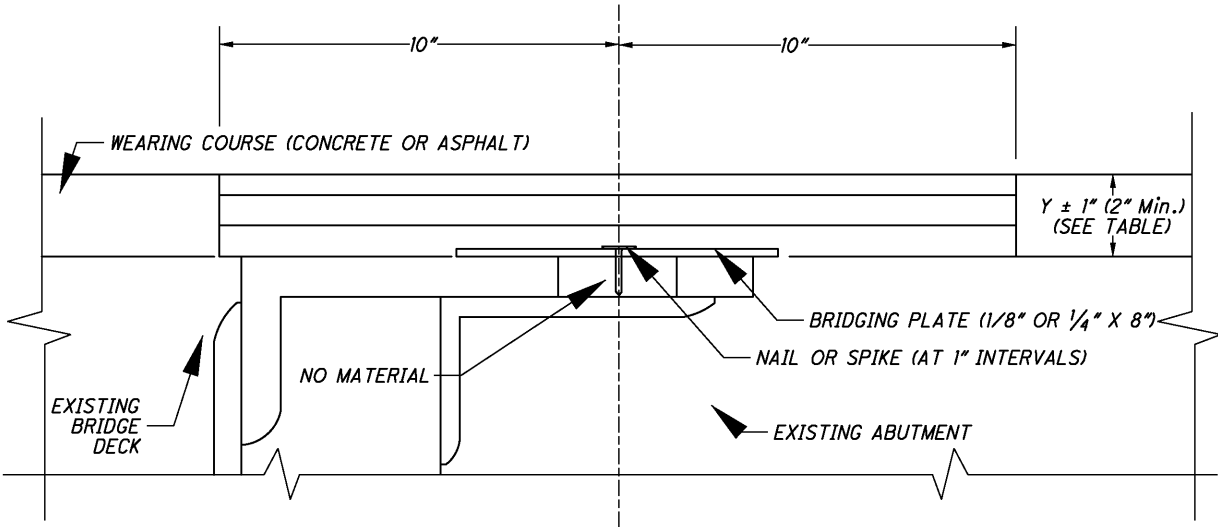
IF NECESSARY TO FACILITATE TRAFFIC MAINTENANCE, THE JOINT WILL BE
INSTALLED IN TWO (2) HALF-WIDTH PHASES. DURING PHASE 1
APPROXIMATELY HALF OF THE TOTAL JOINT WILL BE INSTALLED. DURING
PHASE 2, A MINIMUM OF TWO (2) INCHES OF THE PHASE 1 JOINT WILL
BE REMOVED, AT OR NEAR THE CENTERLINE, WITH THE REMAINDER OF THE
JOINT INSTALLED. IN ALL CASES, OPERATIONS WILL BE SCHEDULED SO
THAT ALL LANES CAN BE OPEN TO TRAFFIC DURING ALL NON-WORKING HOURS.

TESTING:

CERTIFICATION WILL BE SUPPLIED FOR EACH PROJECT SHOWING BINDER
COMPLIANCE WITH REQUIRED PROPERTIES. A ONE QUART SAMPLE OF
BINDER WILL BE RETRIEVED FROM EACH BRIDGE FOR FURTHER TESTING
BY THE O.D.O.T OFFICE OF MATERIALS MANAGEMENT.

METHOD OF MEASUREMENT AND BASIS OF PAYMENT:

THE DEPARTMENT WILL MEASURE THE JOINT BY THE NUMBER OF FEET AND
WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE AS: ITEM SPECIAL,
FEET, POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM.



TYPICAL STEEL BEAM EXPANSION JOINT

BRIDGE NO.	DIMENSION "Y" (INCHES)	ITEM SPECIAL, POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM (FEET)
MED-71-0563	2	54
MED-71-0675	4	54
WAY-71-0368	2	74
WAY-71-0508	3	71
WAY-71-0569	2	58

ALL QUANTITIES CARRIED TO THE ESTIMATED QUANTITIES ON SHEETS 11, 15, 22, 26 & 31.

CALCULATED
KRB
CHECKED
DCM

OFFICE OF
STRUCTURAL
ENGINEERING

PLAN INSERT SHEET

POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM

D03-BH-FY2012(B)

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