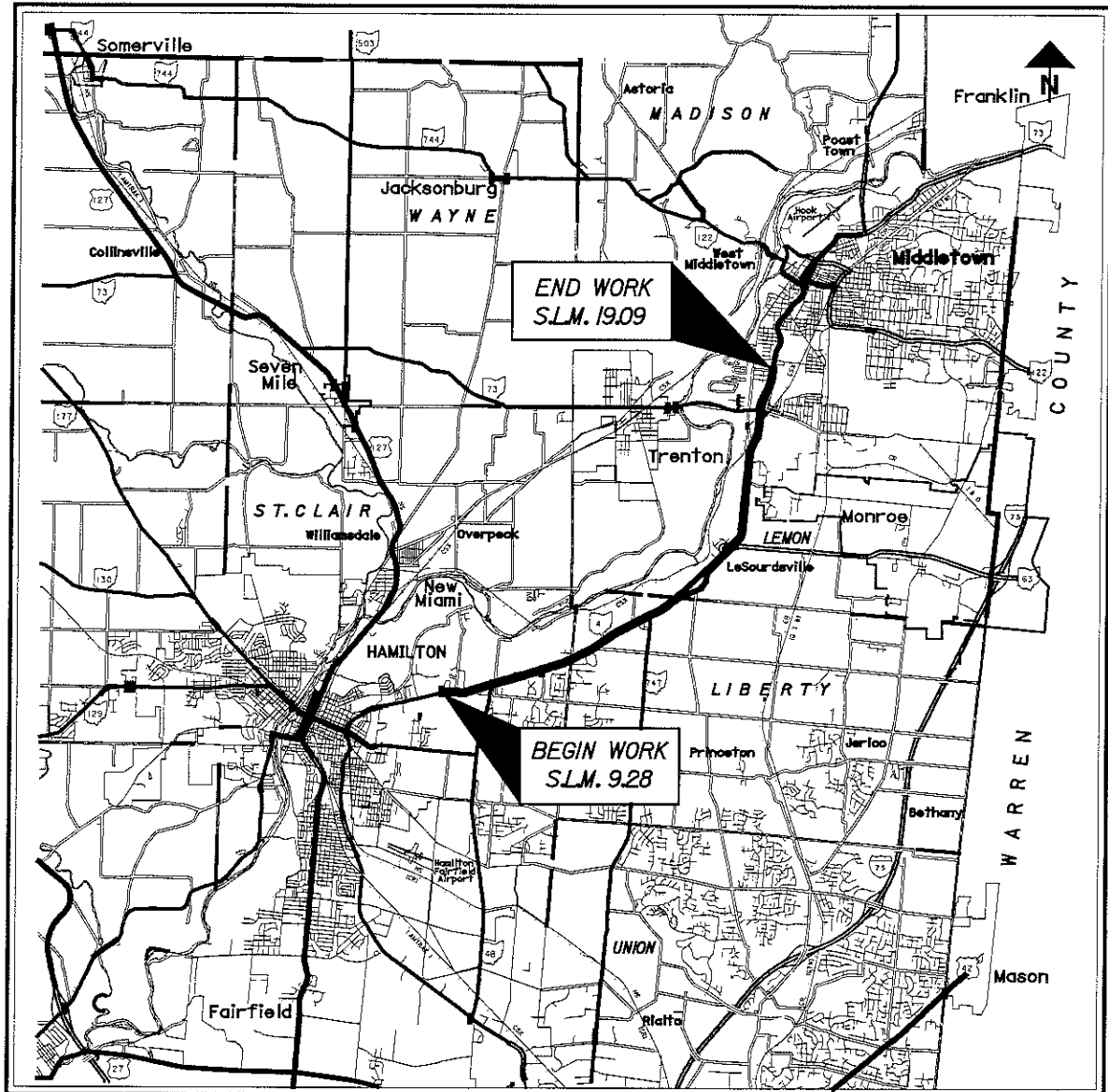


OHIO DEPARTMENT OF TRANSPORTATION

PLAN NO.



PART	COUNTY	ROUTE	SECTIONS	PROJECT TERMINII		NET LENGTH MI.	CITY
				BEGIN	END		
1	BUT	4	9.28-19.09	9.28	19.09	7.56	
2	BUT	4	15.28-16.08			0.80	MONROE
2	BUT	4	16.27-17.47			1.20	MONROE
3	BUT	4	17.47-17.76			0.29	MIDDLETOWN
						9.85	

INDEX OF SHEETS:

TITLE SHEET	1
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TYPICALS	5-9
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MAINTENANCE OF TRAFFIC NOTES	12
ASPHALT CONCRETE	13
ASPHALT CONCRETE TURN LANES	14-15
ASPHALT CONCRETE SIDE ROADS	16
ASPHALT CONCRETE DRIVES/TURNOUTS	17
PROPOSED MEDIAN LEFT TURN LANE	18
R.P.M. GENERAL NOTES	19
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STRUCTURE DETAILS/SUBSUMMARIES	25
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1997 SPECIFICATIONS

The standard specifications of the State of Ohio, Department of Transportation, including changes and supplemental specifications listed in the proposal shall govern this improvement.

I hereby approve these plans and declare that the making of this improvement will not require the closing to traffic of the highway and that provisions for the maintenance and safety will be as set forth on plans and estimates.

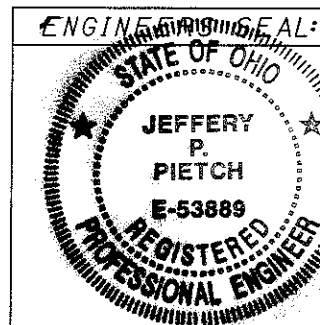
BUT - SR 4-9.28
 010155 PID - 17357
 Dist 8 4/11/01

DESIGN DESIGNATION PART I — PORTION TO BE IMPROVED

Current ADT (2000)	30630
Design Year ADT (2010)	34323
Design Hourly Volume (2009)	.10
Directional Distribution	.55
Trucks (24 Hour B&C)	.06
Legal Speed	55 mph

DESIGN EXCEPTIONS
 SHOULDER WIDTH
 VERTICAL ALIGNMENT
 STOPPING SIGHT DISTANCE

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



SIGNED: *J.P. Pietch*
 DATE: 11/1/01

PLAN PREPARED BY:
 OHIO DEPARTMENT OF
 TRANSPORTATION
 DISTRICT 8

STANDARD DRAWINGS		STANDARD DRAWINGS		SUPPLEMENTAL SPECIFICATIONS	
BP-3.1M	10-28-94	TC-65.11M	11-1-95	887	8/10/99
BP-4.1M	10-28-94	TC-65.12M	11-1-95	899	10/21/98
CB-2.3M	7-12-95	TC-71.10M	9-1-93	905	4/1/98
MT-99.20M	1-30-95	SUPPL. SPECIFICATIONS		906	5/5/98
MT-105.10M	4-25-94	806	9/9/97	907	10/21/98
MT-105.11M	4-25-94	814	6/2/98	908	1/6/99
TC-41.20M	7-1-94	843	5/5/98	SPECIAL PROVISIONS	
TC-52.10M	7-29-94	858	7/13/99	MULTI-SEAL SURFACING	1/28/00
TC-52-20M	7-29-94	870	8/10/99		
TC-65.10M	11-1-95	877	4/13/99		

Approved: *Nickolas...*
 Date: 2/1/01 District Deputy Director of Transportation

Approved: *Gordon Proctor*
 Date: 1-16-01 Director, Department of Transportation

FEDERAL PROJECT NO. TEal-G010(183)

PID NO. 17357

CONSTRUCTION PROJECT NO.

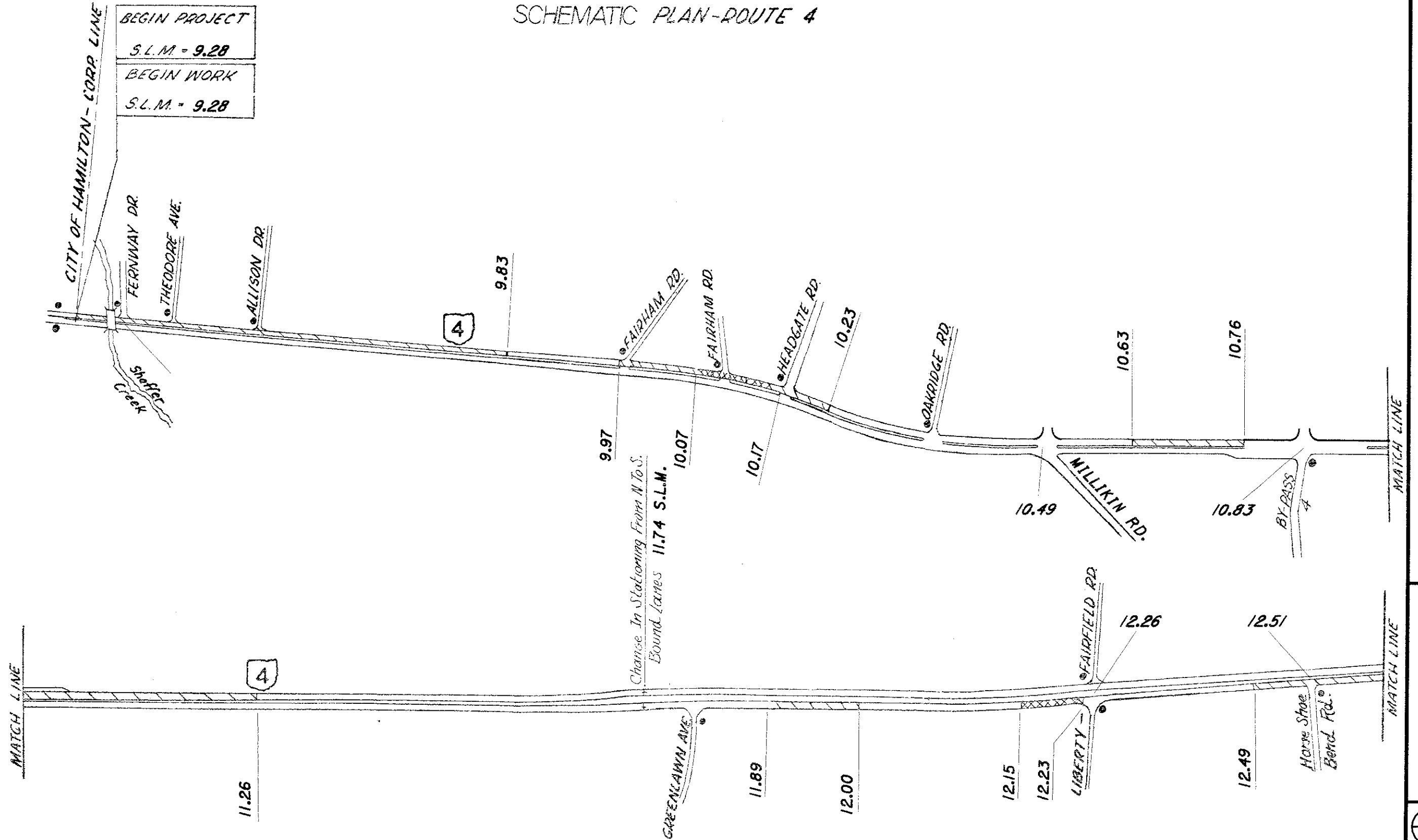
RAILROAD INVOLVEMENT

BUT-4-9.28

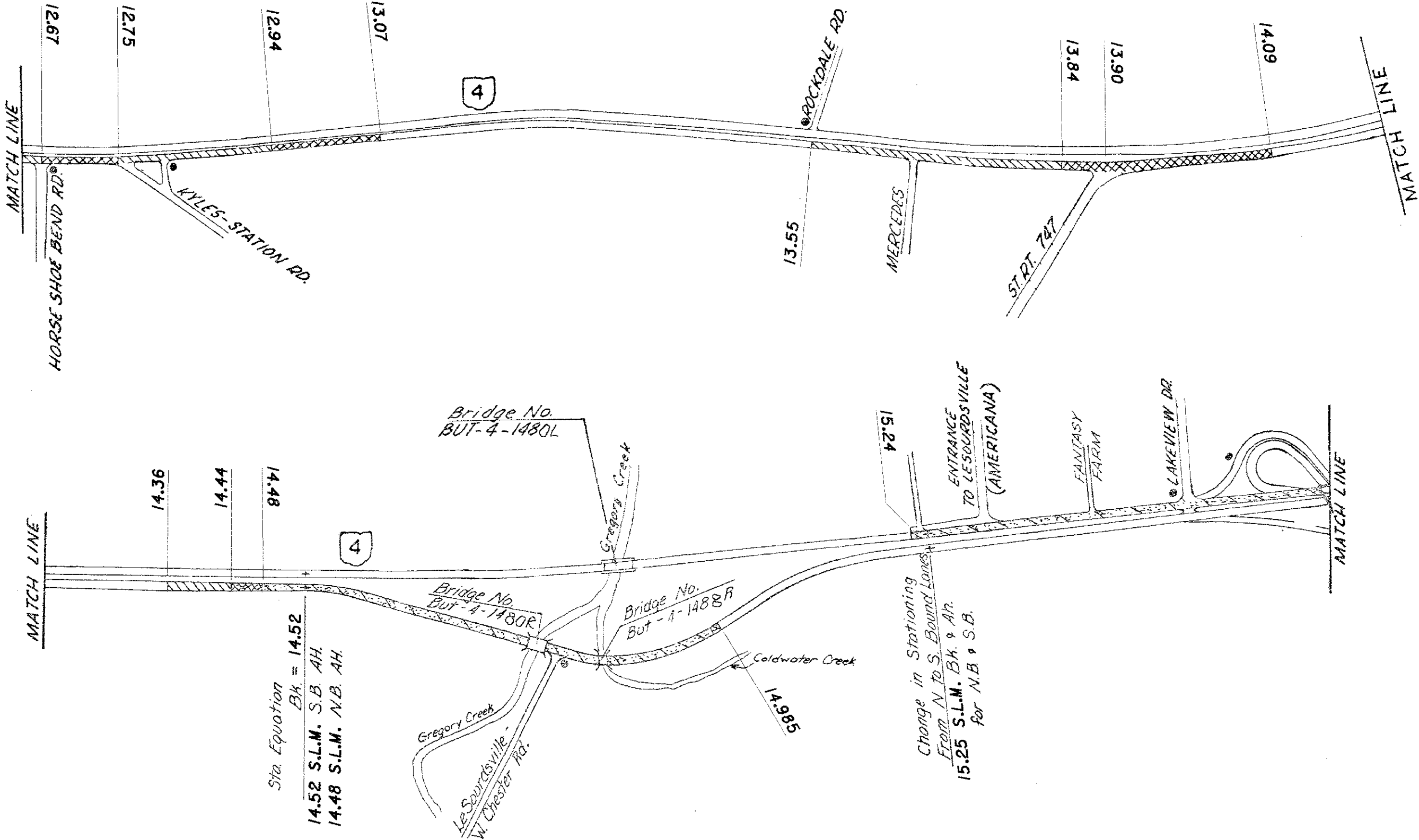
SEE SHEET 9 FOR PAVEMENT LEGENDS

NOTE: THE FOLLOWING SCHEMATIC PAGES ARE FOR APPROXIMATE LOCATIONS OF SIDE STREETS. RECENT DEVELOPEMENTS ALONG ROUTE 4 MAY HAVE ADDED NEW RIGHT AND LEFT HAND TURNS NOT SHOWN ON THE SHEETS.

SCHEMATIC PLAN-ROUTE 4



SCHEMATIC PLAN - ROUTE 4

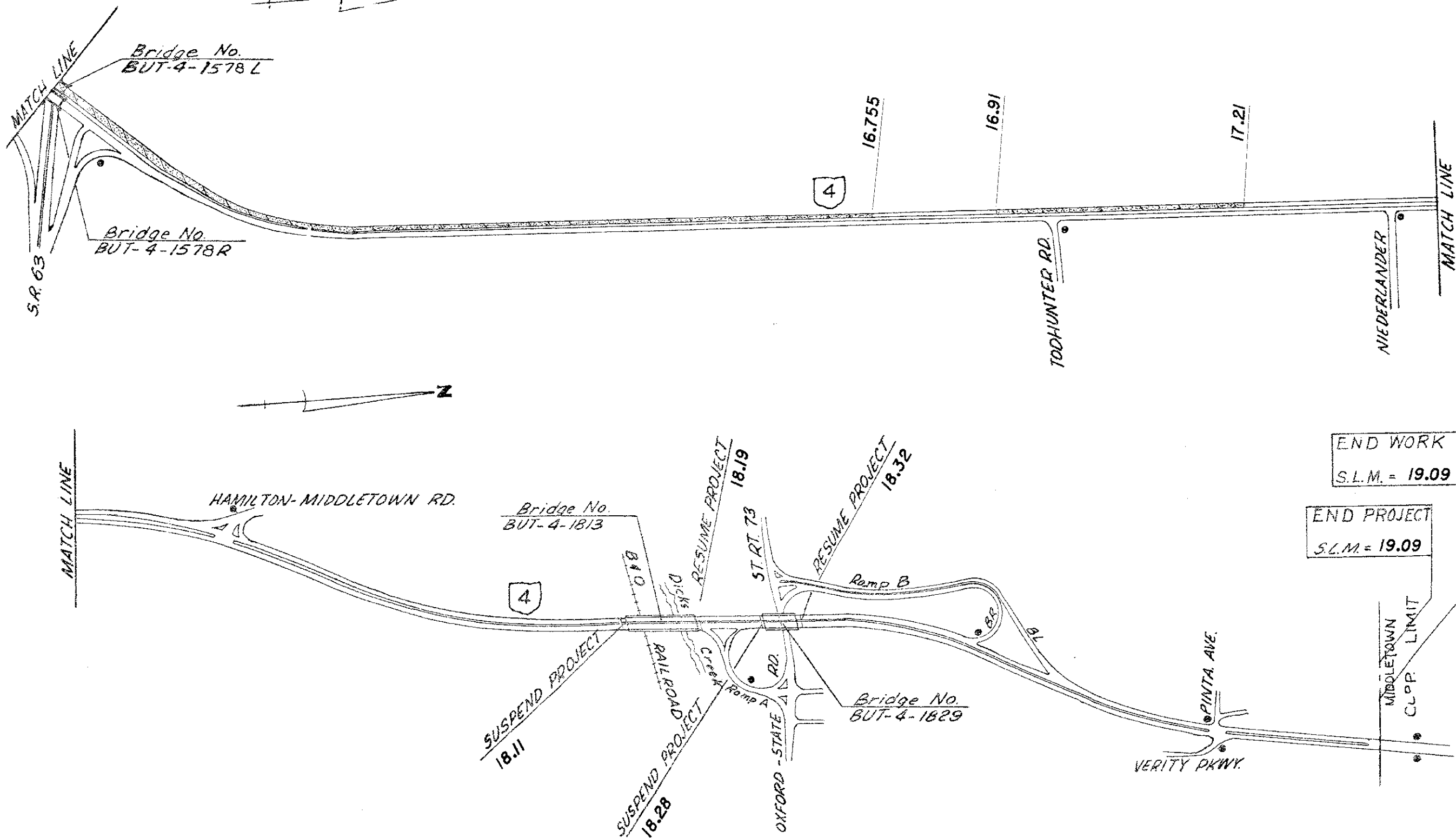


Sta. Equation
 Bk = 14.52
 14.52 S.L.M. S.B. AH.
 14.48 S.L.M. N.B. AH.

Change in Stationing
 From N to S. Bound Lanes
 15.25 S.L.M. Bk. & Ah.
 for N.B. & S.B.

SCHMATIC PLAN-ROUTE 4

SEE SHEET 9 FOR PAVEMENT LEGENDS

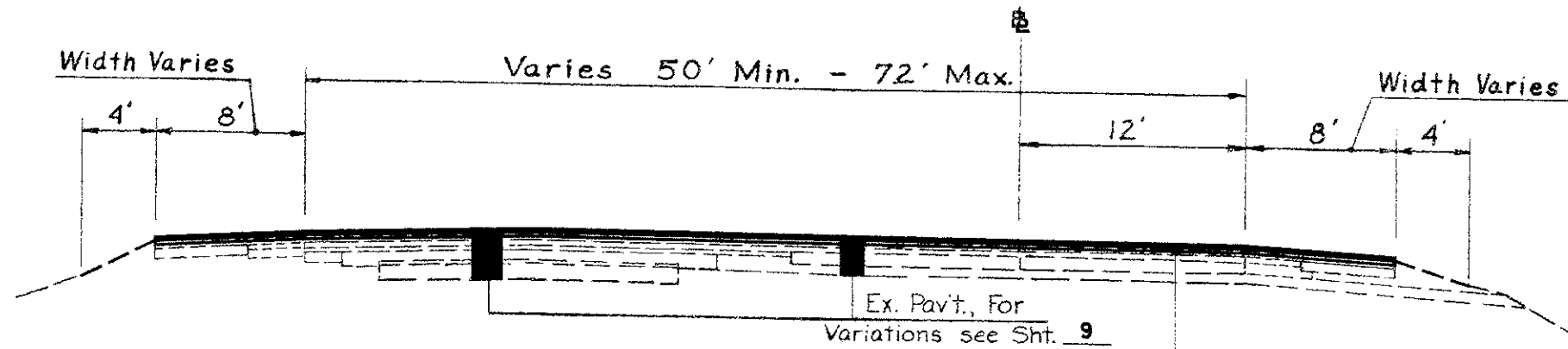


SCHMATIC

BUT-4-9.28

NOTE: TYPICAL SECTIONS ARE FOR APPROXIMATE WIDTH INFORMATION. DEPTH OF EXISTING ASPHALT COURSES MAY VARY FROM DIMENSIONS SHOWN.

TYPICAL SECTIONS

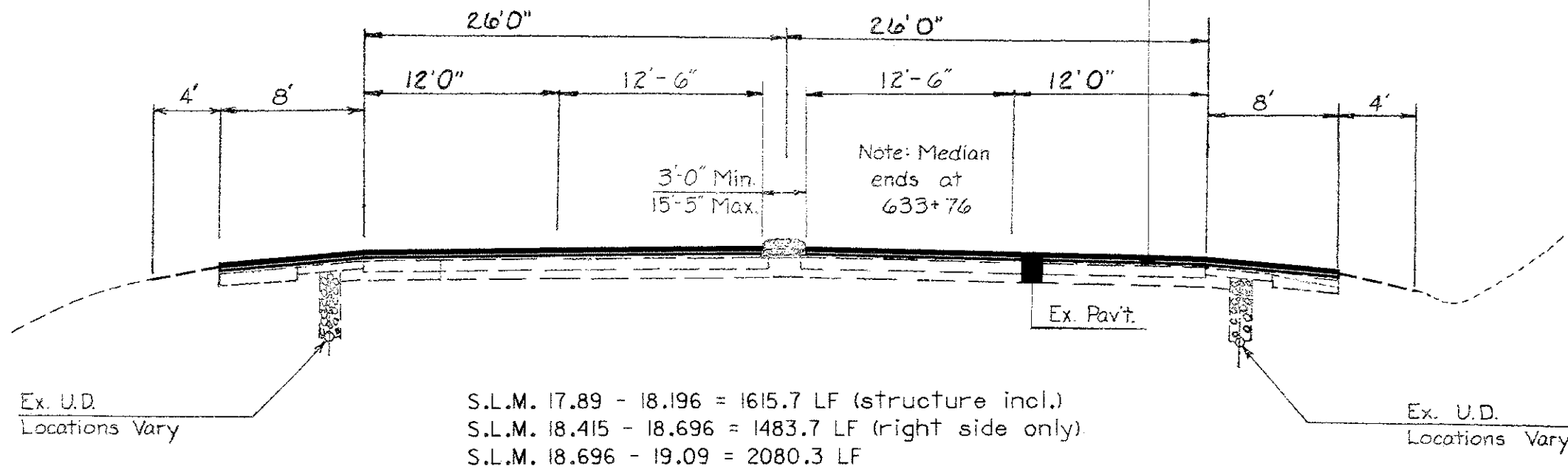


TYPICAL SECTION

S.L.M. 9.28 - 9.33 = 265 LF (curbing left side)
 S.L.M. 9.33 - 9.945 = 3247.2 LF

①②③④⑤⑥

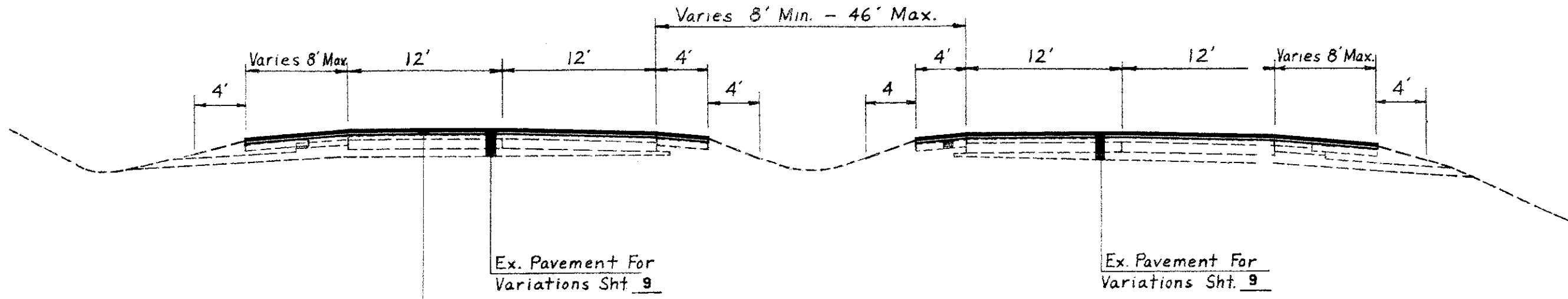
Typical for all pavement both directions



S.L.M. 17.89 - 18.196 = 1615.7 LF (structure incl.)
 S.L.M. 18.415 - 18.696 = 1483.7 LF (right side only)
 S.L.M. 18.696 - 19.09 = 2080.3 LF

See Sht. 6 for Legend.

TYPICAL SECTIONS



Ex. Pavement For Variations Sht. 9

Ex. Pavement For Variations Sht. 9

TYPICAL SECTION

S.L.M. 9.945 - 17.890 = 41,950 LF

- ①
- ②
- ③
- ④
- ⑤
- ⑥

Typical for all pavement both directions

- ① ITEM 858 - 1.5" ASPHALT CONCRETE, 12.5mm, Type A
- ② ITEM 858 - 1.75" INTERM. ASPHALT CONCRETE, 19mm, TYPE A
- ③ ITEM 407 - TACK COAT, .075 gal/sy
- ④ ITEM 407 - TACK COAT, INTERMEDIATE, .050 gal/sy
- ⑤ ITEM 254 - PAVEMENT PLANING, BITUMINOUS
- ⑥ ITEM 409 - SEALING MISC.: MULTI - SEAL RESURFACING, TYPE I2

NOTE: TYPICAL SECTIONS ARE FOR APPROXIMATE WIDTH INFORMATION. DEPTH OF EXISTING ASPHALT COURSES MAY VARY FROM DIMENSIONS SHOWN.

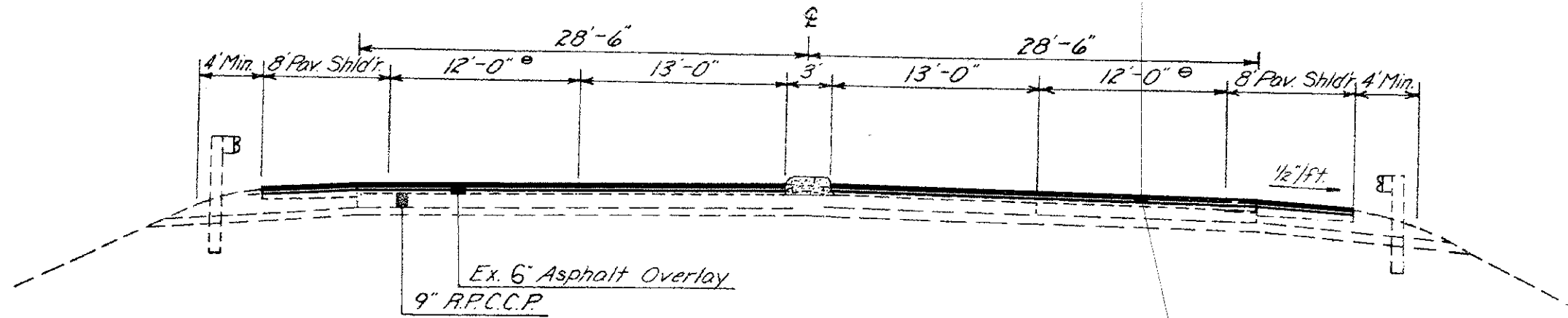
TYPICAL SECTIONS

BUT - 4 - 9 .28

TYPICAL SECTIONS

①②③④⑤⑥

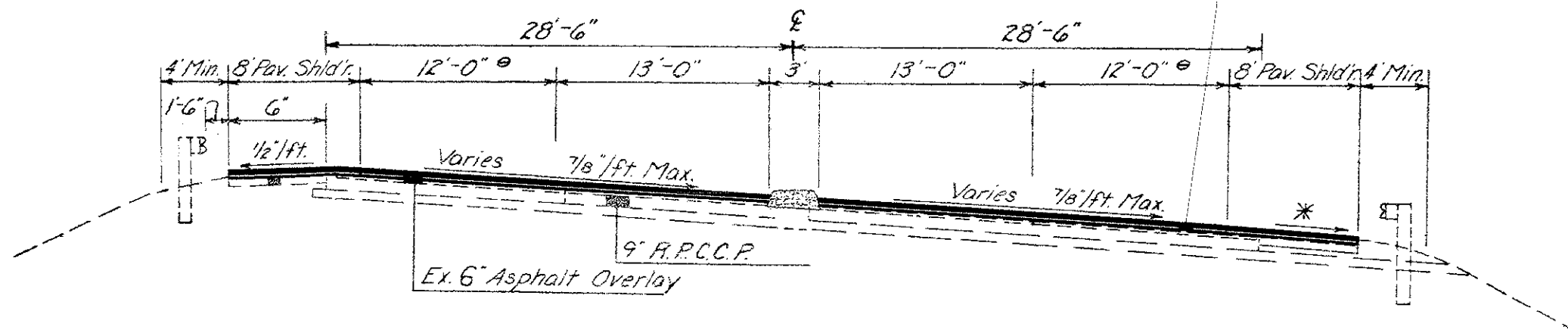
Typical for all pavement both directions



TYPICAL NORMAL SECTION

S.L.M. 18.196 - 18.333 = 723.4 LF (incl. structure)

⊖ Varies 12' Min. for acceleration & deceleration lanes.



SUPERELEVATED TYPICAL SECTION

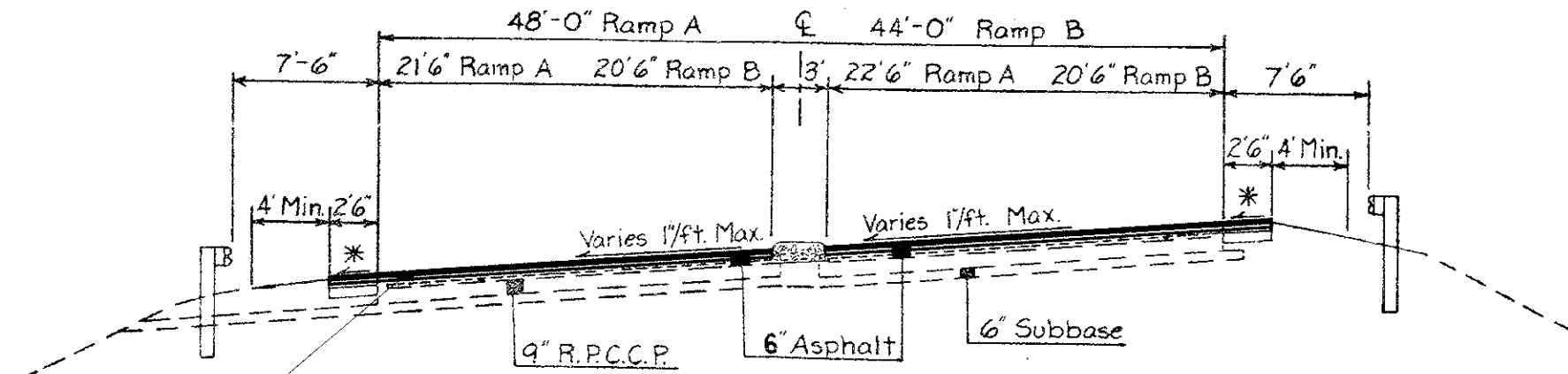
S.L.M. 18.333 - 18.415 = 433 LF

S.L.M. 18.415 - 18.696 = 1483.7 LF (left side only)

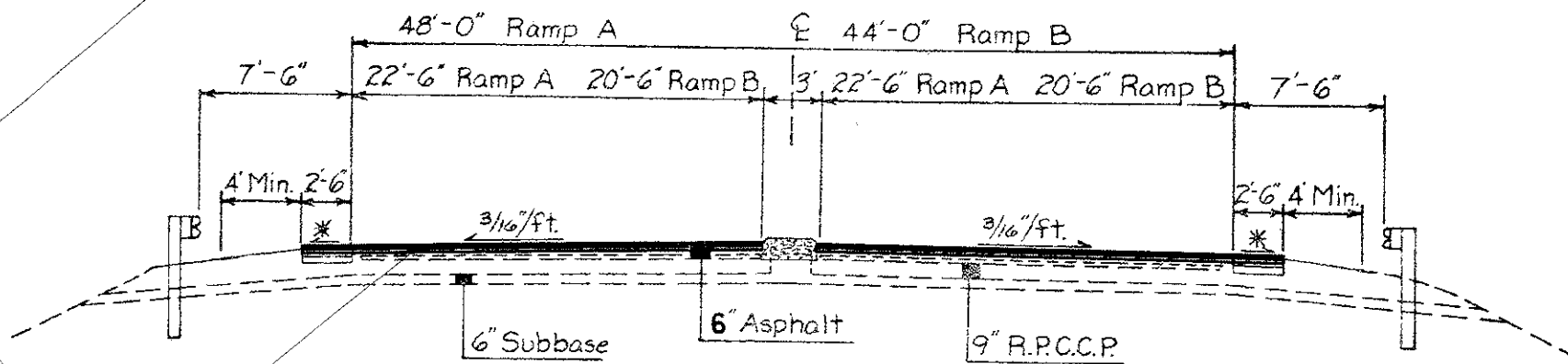
Note: See Sheet 6 For Legend
 * 1/2"/ft. or same as pav't. slope if greater than 1/2"/ft.

NOTE: TYPICAL SECTIONS ARE FOR APPROXIMATE WIDTH INFORMATION. DEPTH OF EXISTING ASPHALT COURSES MAY VARY FROM DIMENSIONS SHOWN.

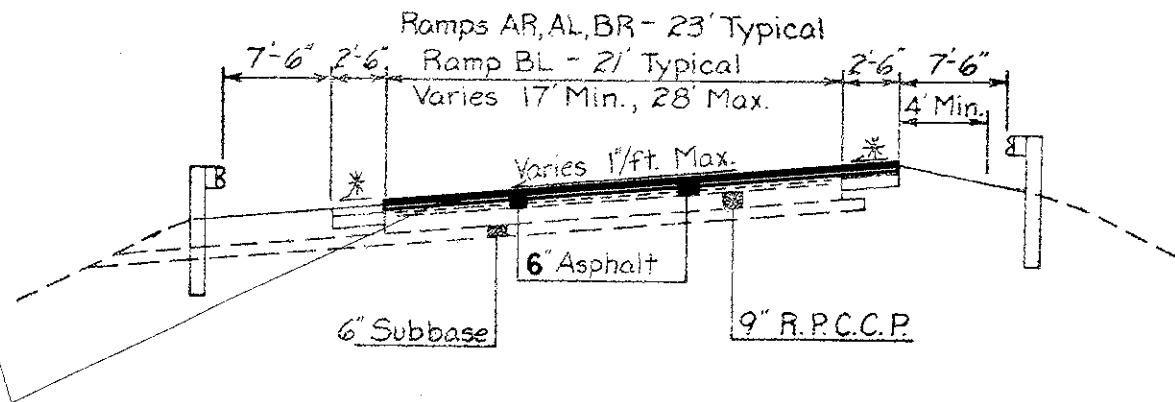
TYPICAL SECTIONS



SUPERELEVATED SECTION - TWO DIRECTIONAL RAMP



TYPICAL SECTION - TWO DIRECTIONAL RAMP



TYPICAL SECTION - ONE DIRECTIONAL RAMP

① ② ③ ④ ⑤ ⑥

* Same as pavement slope

NOTE: TYPICAL SECTIONS ARE FOR APPROXIMATE WIDTH INFORMATION. DEPTH OF EXISTING ASPHALT COURSES MAY VARY FROM DIMENSIONS SHOWN.

See Sht. 6 for Legend.

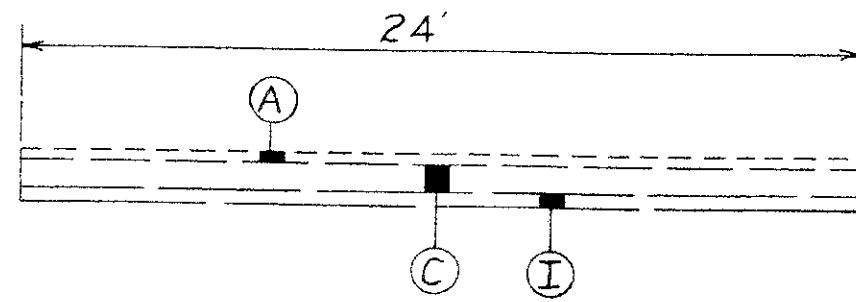
CALCULATED
CHECKED

TYPICAL SECTIONS

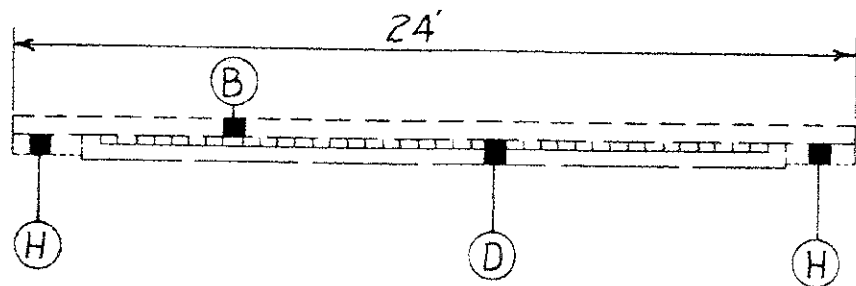
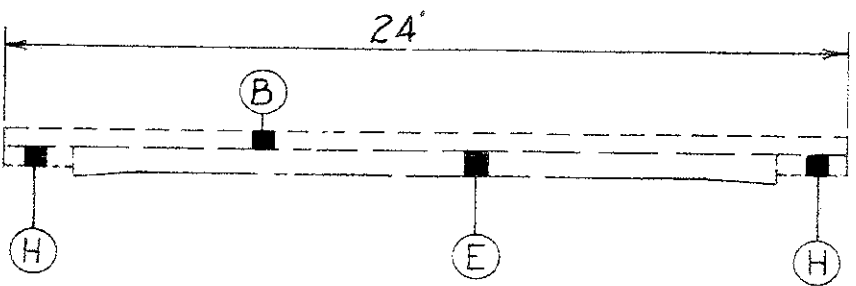
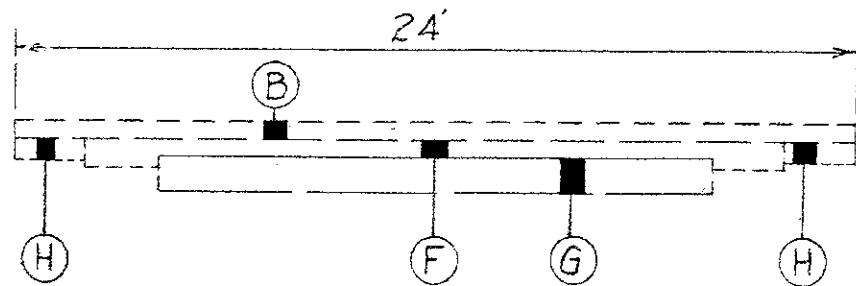
BUT-4-9.28

TYPICAL SECTIONS - EXISTING PAVEMENT

Pavement Symbol Used
On Schematic Plan



NO
SYMBOL

LEGEND

- (A) Asphalt Concrete Overlay
- (B) Asphalt Concrete Overlay
- (C) Reinforced Concrete Pavement
- (D) Brick Course on 6"± Concrete Base
- (E) Plain Concrete Pavement
- (F) Reinforced Concrete Pavement (5 1/2" Min., 10" at edges)
- (G) Traffic Compacted Macadam Base
- (H) Flexible Pavement Widening
- (I) Subbase (6" to 3")

CALCULATED
CHECKED

EXISTING PAVEMENT TYPES

BUT - 4 - 9 . 28

UTILITY OWNERSHIP

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

THE FOLLOWING UTILITIES AND OWNERS ARE LOCATED WITHIN THE WORK LIMITS OF THIS PROJECT:

AMERITECH
3233 WOODMAN DRIVE
DAYTON, OHIO 45420
(937) 296-3531

THE CINCINNATI GAS & ELECTRIC - GAS
P.O. BOX 960 ROOM 460A
CINCINNATI, OHIO 45201
(513) 287-2151

CINCINNATI BELL TELEPHONE
201 EAST 4th STREET
MAIL LOCATION 103 - 1175
CINCINNATI, OHIO 45202
(513) 565-7043

THE CINCINNATI GAS & ELECTRIC - ELEC.
P.O. BOX 960 ROOM 467A
CINCINNATI, OHIO 45201
(513) 287-1043

TIME WARNER CABLE
11252 CORNELL PARK DRIVE
CINCINNATI, OHIO 45252
(513) 489-5000

BUTLER DEPARTMENT OF ENVIRONMENTAL SERVICES
BUTLER COUNTY ADMINISTRATIVE CENTER
130 HIGH STREET
HAMILTON, OHIO 45011
(513) 887-3061

TEXAS EASTERN GAS PIPELINE
P.O. BOX 1642
HOUSTON, TEXAS 77251
(812) 522-2569

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED AT THE ENGINEER'S DIRECTION SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THE PROJECT.

ITEM 254-PAVEMENT PLANING BITUMINOUS

THE PLANING SHALL BE SCHEDULED SO AS TO BE COVERED BY THE INTER-MEDIATE COURSE WITHIN ONE WEEK AFTER BEING PERFORMED. ALL PATCHING OF PLANED AREAS SHALL BE COMPLETED WITHIN 24 HOURS OF NOTIFICATION BY THE PROJECT ENGINEER. THE PLANING MAY HAVE TO BE DONE IN MORE THAN ONE OPERATION TO COMPLY WITH THE INTENT OF THIS NOTE.

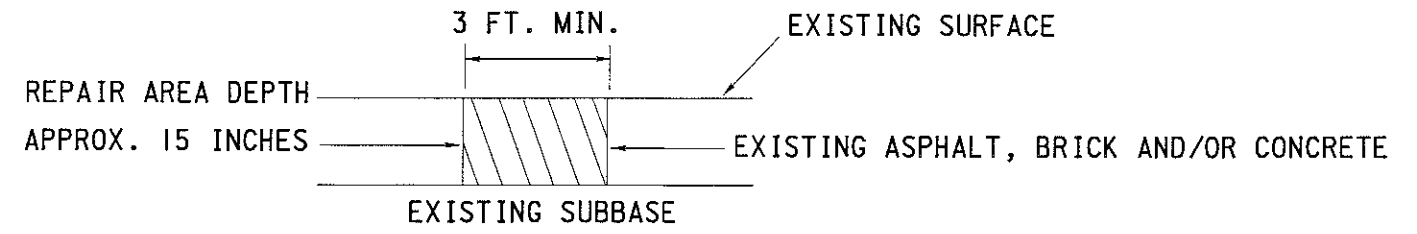
FAILURE TO COMPLY WITH THE ABOVE REQUIREMENTS SHALL RESULT IN LIQUIDATED DAMAGES AS PER ITEM 108.07 OF THE SPECIFICATIONS.

ITEM 605- AGGREGATE DRAINS

AGGREGATE DRAINS, WHERE REQUIRED, MUST BE TO A MINIMUM OF 3 INCHES BELOW THE EXISTING SUBBASE WITH A MINIMUM OF 24:1 SLOPE SO AS TO SUFFICIENTLY DRAIN THE SUBBASE, DITCH LINE PERMITTING, AS DIRECTED BY THE ENGINEER. A QUANTITY OF 300 FEET OF AGGREGATE DRAINS HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 253-PAVEMENT REPAIRS

AN ESTIMATED QUANTITY OF 1000 CU. YDS. OF ITEM 253 - PAVEMENT REPAIR HAS BEEN CARRIED TO THE GENERAL SUMMARY. THE DEPTH OF THE REPAIR IS APPROXIMATELY 15 INCHES.



EXISTING DETERIORATED PAVEMENT SHALL BE REMOVED TO A MINIMUM DEPTH OF APPROX. 15 INCHES OR AS DIRECTED BY THE ENGINEER AND REPLACED WITH ITEM 302, BITUMINOUS AGGREGATE BASE. THE 302 SHALL BE COMPACTED AS PER 401.14 AND IN *APPROXIMATELY EQUAL LAYERS. THE LOCATION AND SIZE OF REPAIRS SHALL BE DETERMINED BY THE ENGINEER.

* COMPACTION: THREE (3) EQUAL LIFTS

REPAIR PROCEDURE

ALL AREAS OF PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT SHALL BE COMPLETED AT THE END OF EACH DAY'S OPERATION AND OPEN TO NORMAL FLOW OF TRAFFIC. ITEM-302 BITUMINOUS AGGREGATE BASE PLACED IN PAVEMENT REMOVAL AREAS SHALL BE COMPACTED THOROUGHLY TO MINIMIZE SETTLEMENT OR DISPLACEMENT UNDER TRAFFIC. THE SURFACE OF THE PATCHES SHALL BE MAINTAINED FLUSH WITH THE EXISTING SURFACE UNTIL THE RESURFACING IS PLACED.

SUBBASE FAILURES

IF, AFTER REMOVAL OF THE PAVEMENT MATERIAL THE PROJECT ENGINEER DETERMINES THAT THE SUBBASE OR SUBGRADE HAS FAILED OR IS PUMPING, HE SHALL DIRECT THE CONTRACTOR TO EXCAVATE THE UNSUITABLE MATERIAL AND REPLACE IT WITH COMPACTED 304 AGGREGATE AS NECESSARY. PAYMENT FOR THIS WORK WILL BE MADE AT THE CONTRACT BID PRICE FOR:

ITEM 203	ITEM 304
EXCAVATION NOT INCLUDING	AGGREGATE BASE
EMBANKMENT CONSTRUCTION	
CU. YDS.	CU. YDS.
100	100

THESE QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

BUTLER COUNTY GARAGE PAVEMENT AREA

THE CONTRACTOR SHALL NOTIFY THE O.D.O.T BUTLER COUNTY GARAGE COUNTY MANAGER, ABELL FULLER, PHONE No. 1-(513) 863-6609, TWO WEEKS IN ADVANCE OF PLANNED PLACEMENT TO PERMIT TIME TO MEET WITH MR. FULLER OR HIS AUTHORIZED REPRESENTATIVE AND MAKE NECESSARY ARRANGEMENTS, IF NEEDED TO PREPARE/CLEAR THE AREA TO BE PAVED.

CALCULATED
CHECKED

GENERAL NOTES

BUT - 4 - 9.28

ITEM 407-TACK COAT

THE RATE OF APPLICATION OF 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT, AS DIRECTED BY THE ENGINEER. FOR ESTIMATING PURPOSES ONLY, THE PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF:

- 0.075 GAL.PER SQ. YD. OF TACK COAT (ON EXISTING PAVEMENT)
- 0.050 GAL.PER SQ. YD. OF TACK COAT (FOR INTERMEDIATE APPLICATION)

ITEM 623- CONSTRUCTION LAYOUT, AS PER PLAN

PRIOR TO THE START OF ROADWAY OPERATIONS, THE CONTRACTOR SHALL REFERENCE THE LENGTH OF THE PROJECT ON BOTH SIDES OF THE ROADWAY, IN A MANNER SATISFACTORY TO THE ENGINEER. THE PAVEMENT SHALL BE REFERENCED IN 100 FT. INCREMENTS, OR IN INCREMENTS ACCEPTABLE TO THE ENGINEER, IN A SEMIPERMANENT CONDITION.

ITEM 614- MAINTAINING TRAFFIC (TEMPORARY PAVEMENT MARKINGS)

TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED AS FOLLOWS. THE CONTRACTOR SHALL APPLY ALL OF THE FOLLOWING MARKINGS AFTER THE PLANING OPERATION, AFTER THE INTERMEDIATE COURSE APPLICATION AND AFTER THE SURFACE COURSE APPLICATION.

- 4 MILES - CENTER LINE - CLASS II
- 933 FEET - STOP LINES - CLASS I
- 79 MILES - LANE LINES - CLASS II
- 79 MILES - EDGE LINES - CLASS II

DETECTOR LOOP

PRIOR TO THE PLANING OPERATION, THE LOCATIONS OF THE EXISTING LOOP DETECTORS SHALL BE REFERENCED SO THAT THE REPLACEMENT LOOP CAN BE REINSTALLED AT THE PROPER LOCATION. THE NEW LOOP DETECTORS SHALL BE CONNECTED TO THE LEAD-IN CABLE WITH THE PROPER CONNECT KITS AND TESTED TO MAKE CERTAIN THAT THEY ARE OPERATIONAL. IN A FEW SITUATIONS, THE LOOP DETECTOR LOCATIONS MAY NEED TO BE MODIFIED. THE CONTRACTOR SHALL NOTIFY THE DISTRICT 8 TRAFFIC DEPARTMENT A MINIMUM OF 7 DAYS IN ADVANCE OF ANY LOOP DETECTOR INSTALLATIONS TO PERMIT TIME FOR LOOP LOCATION ADJUSTMENTS IF NEEDED.

THE FOLLOWING QUANTITIES OF DETECTOR LOOP AND LOOP DETECTOR TIE IN HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

LOCATION:

- MILLIKIN/ROUTE 4 - 6 EACH
- ROUTE 4/BYPASS - 12 EACH
- LIBERTY-FAIRFIELD/ROUTE 4 - 6 EACH
- S.R. 747/ROUTE 4 - 6 EACH

- ITEM 632 - LOOP DETECTOR TIE IN - 30 EACH
- ITEM 632 - DETECTOR LOOP - 30 EACH

- ITEM 858 - ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A, AS PER PLAN
- ITEM 858 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm, TYPE A, AS PER PLAN

FOR THESE ITEMS, THE PG BINDER SHALL BE PG76-22, WITH ELASTIC RECOVERY = 75%.

PERMANENT PAVEMENT MARKINGS

THE CONTRACTOR SHALL REFERENCE ALL PAVEMENT MARKINGS INCLUDING AUXILIARY PAVEMENT MARKINGS BEFORE THE START OF THE PLANING OPERATION. THIS WILL BE NECESSARY TO ASSURE CORRECT PLACEMENT OF MARKINGS IN THEIR ORIGINAL LOCATIONS

PAYMENT FOR THIS OPERATION SHALL BE INCLUDED WITH EACH RESPECTIVE PAVEMENT MARKING ITEM.

ITEM 604 - INLETS, CATCH BASINS, MANHOLES AND VALVE BOXES ADJUSTED TO GRADE

MANHOLE, CATCH BASIN, VALVE BOX, AND INLET ADJUSTMENTS ARE TO BE MADE PRIOR TO APPLICATION OF THE FINISH COURSE. COVERS FOR THE MANHOLES, CATCH BASINS, VALVE BOXES, AND INLETS SHALL BE ACCESSIBLE FOR USE AT ALL TIMES DURING THE PAVING OPERATION. ASPHALT SHALL BE REMOVED FROM THE FRAMES AND COVERS IMMEDIATELY AFTER THE SPREADER HAS PASSED OVER THE CASTINGS. PAYMENT FOR THIS WORK WILL BE MADE AT THE CONTRACT BID PRICE FOR THE ITEMS.

- INLET ADJUSTED TO GRADE - 12 EACH
- CATCH BASIN ADJUSTED TO GRADE - 17 EACH
- MANHOLE ADJUSTED TO GRADE - 7 EACH
- WATER VALVE BOX ADJUSTED TO GRADE - 12 EACH

ITEM 858 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm, TYPE A, (448)

AN ESTIMATED QUANTITY OF 100 CU. YDS. OF ITEM 858 HAS BEEN PROVIDED FOR PROFILE CORRECTIONS, STEEP DRIVEWAYS APPROACHES AND OTHER WORK SEPARATE FROM PLACEMENT OF OTHER COURSES. THE PRICE SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE WORK, AS DIRECTED BY THE ENGINEER.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR

AN ESTIMATED QUANTITY OF 1000 CU. YDS. HAS BEEN PROVIDED TO BE USED AS DIRECTED BY THE ENGINEER. THE MINIMUM DEPTH SHALL BE 3 INCHES. THIS OPERATION SHALL BE PERFORMED AFTER PAVEMENT PLANING OF ROADWAY. ASPHALT CONCRETE MEETING THE REQUIREMENTS OF 402 SHALL BE USED.

AUTOMATIC TRAFFIC COUNTERS (ATC)

CONTRACTOR IS TO OMIT PAVEMENT PLANING, 409 - SEALING AND 858 - ASPHALT CONCRETE INTERMEDIATE COURSE WORK AT THE LOCATION OF ATC LOOPS, APPROXIMATE S.L.M. 18.12

CONVERSION OF STANDARD CONSTRUCTION DRAWINGS

THE METRIC STANDARD DRAWINGS REFERENCED IN THIS PLAN SHALL BE CONVERTED TO ENGLISH UNITS USING THE SI (METRIC) TO ENGLISH CONVERSION FACTORS PROVIDED IN SECTION 109.011 OF THE 1997 CONSTRUCTION AND MATERIALS SPECIFICATIONS. THE APPENDIX OF ASTM E 380 SHALL BE UTILIZED FOR ANY ADDITIONAL CONVERSION FACTORS REQUIRED. CONVERSIONS SHALL BE APPROXIMATELY PRECISE AND SHALL REFLECT STANDARD INDUSTRY ENGLISH VALUES WHERE SUITABLE.

THIS NOTE SHALL APPLY TO THE PLAN SHEET TITLED 'DROPOFFS IN WORK ZONES' AS WELL.

GENERAL NOTES

BUT-4-9.28

ITEM 614-MAINTAINING TRAFFIC

IT IS THE INTENTION OF THESE PLANS TO PERFORM THE REQUIRED WORK WITH THE LEAST INCONVENIENCE TO AND THE MAXIMUM SAFETY OF, THE CONTRACTOR AND THE TRAVELING PUBLIC. THE REQUIREMENTS FOR MAINTAINING TRAFFIC SHALL BE AS INDICATED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION. THE PROPOSAL, THE SPECIFICATIONS AND THE PLANS. ANY VARIANCE FROM THESE REQUIREMENTS SHALL BE APPROVED BY THE DIRECTOR IN WRITING.

- A. BEFORE WORK BEGINS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE NAMES AND TELEPHONE NUMBERS OF PERSONS WHO CAN BE CONTACTED 24 HOURS A DAY BY THE OHIO DEPARTMENT OF TRANSPORTATION AND ALL INTERESTED POLICE AGENCIES. THESE PERSONS SHALL BE RESPONSIBLE FOR PLACING OR REPLACING NECESSARY TRAFFIC CONTROL DEVICES TO MAINTAIN THE TRAVELED PAVEMENT SAFELY.
- B. ON TWO LANE ROADS, AT LEAST ONE LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. WHILE WORK IS BEING PERFORMED, TRAFFIC SHALL BE CONTROLLED USING FLAGGERS AND TRAFFIC CONTROL DEVICES AS REQUIRED. DURING NON-WORKING HOURS, TRAFFIC SHALL BE RESTORED TO THE FULL WIDTH OF EXISTING PAVEMENT.
- C. TRAFFIC SHALL BE MAINTAINED AT ALL INTERSECTIONS AND DRIVES AT ALL TIMES AND SHALL BE CONTROLLED WITH FLAGGERS AND TRAFFIC CONTROL DEVICES AS REQUIRED AND SHALL BE SUBJECT TO APPROVAL BY THE ENGINEER.
- D. THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE-HALF OF THE EXISTING TRAVELED PAVEMENT WIDTH AT ALL TIMES, EXCEPT WHERE SPECIFIED FOR PAVING OPERATIONS, OR AS DIRECTED BY THE PROJECT ENGINEER.
- E. A QUANTITY OF 100 cu yds OF ITEM 614 - BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC, HAS BEEN CARRIED TO THE GENERAL SUMMARY. THIS ITEM SHALL BE USED AS DIRECTED BY THE ENGINEER.
- F. PAYMENT FOR ALL THE ABOVE WORK SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614-MAINTAINING TRAFFIC.
- G. IN ADDITION TO THE REQUIREMENTS SECTION 108.06 OF THE OHIO DEPARTMENT OF TRANSPORTATION'S CONSTRUCTION AND MATERIAL SPECIFICATIONS, AND IN CONSIDERATION OF THE DEPARTMENT'S INTENTION TO PROVIDE THE AWARDED CONTRACTOR WITH A MORE FLEXIBLE TIME FRAME FOR PERFORMING REQUIRED CONSTRUCTION ACTIVITIES, THE AWARDED CONTRACTOR FOR THIS PROJECT SHALL BE GIVEN A DATE FOR PROJECT COMPLETION IN ACCORDANCE WITH THE FOLLOWING:

ALL CONSTRUCTION WORK ON THIS PROJECT SHALL BE COMPLETED ON OR BEFORE THE 30 TH. DAY FOLLOWING THE MUTUALLY AGREED UPON DATE PROPOSED BY THE CONTRACTOR AND ACCEPTED BY THE DISTRICT MANAGEMENT ADMINISTRATOR (OR HIS DESIGNEE) BUT NO LATER THAN THE COMPLETION DATE INDICATED IN THE PROPOSAL. UPON REACHING A MUTUALLY AGREEABLE DATE FOR COMMENCING THE WORK THE DISTRICT HIGHWAY MANAGEMENT ADMINISTRATOR (OR HIS DESIGNEE) SHALL ISSUE A WRITTEN AUTHORIZATION TO PROCEED WITH THE CONSTRUCTION ACTIVITIES. THEREFORE, THE AWARDED CONTRACTOR HAS A WINDOW OF TIME IN WHICH TO CONSTRUCT THIS PROJECT. FAILURE TO COMPLETE ALL CONSTRUCTION ACTIVITIES, ONCE INITIATED, EITHER WITHIN THIS WINDOW OF TIME OR BY THE GIVEN DATE FOR COMPLETION SHALL RESULT IN A BREACH OF CONTRACT BY THE AWARDED CONTRACTOR.

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR

IN ADDITION TO THE REQUIREMENTS OF 614 AND "THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (OMUTCD), ONE UNIFORMED LAW ENFORCEMENT OFFICER AND OFFICIAL PATROL CAR WITH WORKING TOP MOUNTED EMERGENCY FLASHING LIGHTS SHALL BE PROVIDED FOR CONTROLLING TRAFFIC DURING ALL HOURS THAT LANE CLOSURES ARE IN OPERATION, INCLUDING INITIAL SET-UP PERIODS AND THE TEAR DOWN PERIODS. IF THE CONTRACTOR ELECTS TO WORK IN BOTH, THE NORTHBOUND AND SOUTHBOUND LANES CONCURRENTLY, ONE LAW ENFORCEMENT OFFICER WITH PATROL CAR SHALL BE PROVIDED FOR EACH WORK AREA. CAR SHALL BE A PUBLIC SAFETY VEHICLE AS REQUIRED BY THE OHIO REVISED CODE. THE LAW ENFORCEMENT OFFICERS (LEO'S) ARE CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR ACTIONS. ALTHOUGH THEY ARE EMPLOYED BY THE CONTRACTOR, THE PROJECT ENGINEER SHALL HAVE CONTROL OVER THEIR PLACEMENT.

THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THESE SERVICES WITH:

OHIO STATE HIGHWAY PATROL PHONE NO. (513) 863-4606
 BUTLER COUNTY OFFICE

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR 1000 HOURS

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

MAINTENANCE OF TRAFFIC

BUT - 4-9.28

SEE TYPICAL SECTIONS FOR PAVEMENT WIDTHS

PAVEMENT DATA

PART	ROUTE	LOG POINT TO LOG POINT	LENGTH LIN. FEET.	WIDTH WP FEET AVG.	EXISTING SURFACE TYPE PAVEMENT	PAVEMENT AREA SQ. YDS.	ITEM 858, ASPHALT CONCRETE						254 PAVEMENT PLANING, BITUMINOUS 2.00"	254 PATCHING PLANED SURFACE	409 SEALING MISC. MULTI-SEAL RESURFACING TYPE 12	ITEM 858, ASPHALT CONCRETE							
							407 TACK COAT ● 0.075 gal/sq.yd. GALLONS	407 INTERMEDIATE TACK COAT ● 0.050 gal/sq.yd. GALLONS	INTERMEDIATE COURSE, 19mm, Type A (446)		COURSE, 12.5mm, Type A (446)					INTERMEDIATE COURSE, 19mm Type A (446) As Per Plan	SURFACE COURSE, 12.5mm Type A (446) As Per Plan						
									AVG. THICK INCHES	CU.YDS.	THICK INCHES	CU.YDS.						AVG. THICK INCHES	CU.YDS.	THICK INCHES	CU.YDS.		
1	S.R. 4	9.28 - 9.794	2715	50	ASPHALT	15083.33	1131.25	754.17	1.75"	733.22	1.50"	628.47	15,083.33	150.83	15,083.33								
1	S.R. 4	9.794 - 9.945	797	61	ASPHALT	5401.89	405.14	270.09	1.75"	262.59	1.50"	225.08	5401.89	54.02	5401.89								
1	S.R. 4	9.945 - 10.376	2,275.68	48	ASPHALT	12,136.96	910.27	606.85	1.75"	589.99	1.50"	505.71	12,136.96	121.37	12,136.96								
1	S.R. 4	10.376 - 10.603	1,200.00	48	ASPHALT	6,400.00	480.00	320.00					6,400.00	64.21	6,400.00	1.75"	311.11	1.50"	266.67				
1	S.R. 4	10.603 - 10.716	596.64	48	ASPHALT	3,182.08	238.66	159.10	1.75"	154.68	1.50"	132.59	3,182.08	31.82	3,182.08								
1	S.R. 4	10.716 - 10.944	1,200.00	48	ASPHALT	6,400.00	480.00	320.00					6,400.00	64.00	6,400.00	1.75"	311.11	1.50"	266.67				
1	S.R. 4	10.944 - 12.146	15,005.76	48	ASPHALT	80,030.72	6,002.30	4,001.54	1.75"	3,890.38	1.50"	3,224.61	80,030.72	800.31	80,030.72								
	S.R. 4	12.146 - 12.374	1,200.00	48	ASPHALT	6,400.00	480.00	320.00					6,400.00	64.00	6,400.00	1.75"	311.11	1.50"	266.67				
	S.R. 4	12.374 - 13.786	7,455.36	48	ASPHALT	39,761.92	2,982.14	1,988.10	1.75"	1,932.87	1.50"	1,656.75	39,761.92	397.62	39,761.92								
1	S.R. 4	13.786 - 14.014	1,200.00	48	ASPHALT	6400.00	480.00	320.00					6400.00	64.00	6400.00	1.75"	311.11	1.50"	266.67				
1	S.R. 4	14.014 - 15.28	6,684.48	48	ASPHALT	35,650.56	2,673.79	1,782.53	1.75"	1,733.01	1.50"	1,485.44	35,650.56	356.51	35,650.56								
2	MONROE S.R. 4	15.28 - 16.08	4,224.00	48	ASPHALT	22,528.00	1,689.60	1,126.40	1.75"	1,095.11	1.50"	938.67	22,528.00	225.28	22,528.00								
1	S.R. 4	16.08 - 16.27	1,003.20	48	ASPHALT	5,349.33	401.20	267.47	1.75"	260.04	1.50"	222.89	5,349.33	53.49	5,349.33								
2	MONROE S.R. 4	16.27 - 17.47	6,336.00	48	ASPHALT	33,792.00	2,534.40	1,689.60	1.75"	1,642.67	1.50"	1,408.00	33,792.00	337.92	33,792.00								
3	MIDDLETOWN S.R. 4	17.47 - 17.76	1,531.20	48	ASPHALT	8,165.33	612.40	408.27	1.75"	396.93	1.50"	340.22	8,165.33	81.65	8,165.33								
1	S.R. 4	17.76 - 17.89	686.40	48	ASPHALT	3,660.80	274.56	183.04	1.75"	177.96	1.50"	152.53	3,660.80	36.61	3,660.80								
1	S.R. 4	EXTRA N.B. LANE LENGTH	236	24	ASPHALT	629.33	47.20	31.47	1.75"	30.59	1.50"	26.22	629.33	6.29	629.33								
1	S.R. 4	17.89 - 18.196	1617.54	49	ASPHALT	8806.61	660.50	440.33	1.75"	428.10	1.50"	366.94	8806.61	88.07	8806.61								
1	S.R. 4	18.196 - 18.333	725.46	50	ASPHALT	4030.33	302.28	201.52	1.75"	195.92	1.50"	167.93	4030.33	40.30	4030.33								
1	S.R. 4	18.333 - 18.415	432	50	ASPHALT	2400.00	180.00	120.00	1.75"	116.67	1.50"	100.00	2400.00	24.00	2400.00								
1	S.R. 4	18.415 - 18.696 LEFT	1482.30	25	ASPHALT	4117.50	308.81	205.88	1.75"	200.16	1.50"	171.56	4117.50	41.18	4117.50								
1	S.R. 4	18.415 - 18.696 RIGHT	1482.30	24.5	ASPHALT	4035.15	302.64	201.76	1.75"	196.15	1.50"	168.13	4035.15	40.35	4035.15								
1	S.R. 4	18.696 - 19.09	2080.32	49	ASPHALT	11,326.19	849.46	566.31	1.75"	550.58	1.50"	471.92	11,326.19	113.26	11,326.19								
1	S.R. 4	9.28 - 15.28 OUTSIDE SHLDRS.	31,680.00	8' X 2ea	ASPHALT	56,320.00	4,224.00	2,816.00	1.75"	2,737.78	1.50"	2,346.67	56,320.00	563.20	56,320.00								
2	MONROE S.R. 4	15.28 - 16.08	4,224.00	8' X 2ea	ASPHALT	7,509.33	563.20	375.47	1.75"	365.04	1.50"	312.89	7,509.33	75.09	7,509.33								
1	S.R. 4	16.08 - 16.27	1,003.20	8' X 2ea	ASPHALT	1,783.47	133.76	89.17	1.75"	86.70	1.50"	74.31	1,783.47	17.84	1,783.47								
2	MONROE S.R. 4	16.27 - 17.47	6,336.00	8' X 2ea	ASPHALT	11,264.00	844.80	563.20	1.75"	547.56	1.50"	469.33	11,264.00	112.64	11,264.00								
3	MIDDLETOWN S.R. 4	17.47 - 17.76	1,531.20	8' X 2ea	ASPHALT	2,722.13	204.16	136.11	1.75"	132.33	1.50"	113.42	2,722.13	27.22	2,722.13								
1	S.R. 4	17.76 - 19.09	7,022.40	8' X 2ea	ASPHALT	12,484.27	936.32	624.21	1.75"	606.87	1.50"	1,327.07	12,484.27	124.84	12,484.27								
1	S.R. 4	9.28 - 15.28 INSIDE SHLDRS.	31,680.00	4' X 2ea	ASPHALT	28,160.00	2,112.00	1,408.00	1.75"	1,368.89	1.50"	1,173.33	28,160.00	281.60	28,160.00								
2	MONROE S.R. 4	15.28 - 16.08	4,224.00	4' X 2ea	ASPHALT	3,754.67	281.60	187.73	1.75"	182.52	1.50"	156.44	3,754.67	37.55	3,754.67								
1	S.R. 4	16.08 - 16.27	1,003.20	4' X 2ea	ASPHALT	831.73	66.88	41.59	1.75"	40.43	1.50"	37.16	831.73	8.32	831.73								
2	MONROE S.R. 4	16.27 - 17.47	6,336.00	4' X 2ea	ASPHALT	5,632.00	422.40	281.60	1.75"	273.78	1.50"	234.67	5,632.00	56.32	5,632.00								
3	MIDDLETOWN S.R. 4	17.47 - 17.76	1,531.20	4' X 2ea	ASPHALT	1,361.07	102.08	68.05	1.75"	66.16	1.50"	56.71	1,361.07	13.61	1,361.07								
1	S.R. 4	17.76 - 19.09	7,022.40	4' X 2ea	ASPHALT	6,242.13	468.16	312.11	1.75"	303.44	1.50"	260.09	6,242.13	62.42	6,242.13								
1	S.R. 4	EXTRA N.B. SHLDR LENGTH	236	8' + 4'	ASPHALT	314.67	23.60	15.73	1.75"	15.30	1.50"	13.11	314.67	3.15	314.67								
CITY OF MONROE TOTAL THIS SHEET CARRIED TO THE GENERAL SUMMARY							6336	4224	4107	3520	84,480	845											
CITY OF MIDDLETOWN TOTAL THIS SHEET CARRIED TO THE GENERAL SUMMARY							919	612	595	510	12,249	123											
STATE OF OHIO TOTAL THIS SHEET CARRIED TO THE GENERAL SUMMARY							27,555	18,370	16,612	14,132	367,340	3673	367,340	1,244	1,067								

CALCULATED
CHECKED

PLAN NO.

ASPHALT CONCRETE

BUT - 4 - 9.28

13
27

PAVEMENT DATA

PART	LOCATION BY NAME	LENGTH	WIDTH	EXISTING TYPE PAVEMENT	PAVEMENT AREA SQ. YDS.	ITEM 858, ASPHALT CONCRETE						254	254	302	409	ITEM 858, ASPHALT CONCRETE			
		LIN. FEET.	WP FEET AVG.			407	407	INTERMEDIATE COURSE, 19mm, Type A (446)		SURFACE COURSE, 12.5mm, Type A (446)		PAVEMENT PLANING, BITUMINOUS 2.00"	PATCHING PLANED SURFACE	BITUMINOUS AGGREGATE, BASE	SEALING MISC. MULTI-SEAL RESURFACING TYPE 12	INTERMEDIATE COURSE, 19mm Type A (446) As Per Plan		SURFACE COURSE, 12.5mm Type A (446) As Per Plan	
						TACK COAT ● 0.075 gal/sq.yd. GALLONS	INTERMEDIATE TACK COAT ● 0.050 gal/sq.yd. GALLONS	AVG. THICK INCHES	CU.YDS.	THICK INCHES	CU.YDS.					AVG. THICK INCHES	CU.YDS.	THICK INCHES	CU.YDS.
	NORTHBOUND SR 4																		
1	WALDEN POND RT TURN	255	12	ASPHALT	340	25.5	17	1.75	16.53	1.50	14.17	340	3.4		340				
1	MILLIKIN RD RT TURN	297	12	ASPHALT	396	29.7	19.8					396	4.0		396	1.75	19.25		
1	CREEK SIDE DR LT TURN	353	12	ASPHALT	471	35.3	23.5					471	4.7		471		22.88		
1	RT TURN NORTH OF MILLIKIN	220	12	ASPHALT	293	22.0	14.7					293	2.9		293		14.26		
1	ROUTE 4 BYPASS RT TURN	280	12	ASPHALT	373	28.0	18.7					373	3.7		373		18.15		
1	ROUTE 4 BYPASS LT TURN	529	12	ASPHALT	705	52.9	35.3					705	7.1		705		34.29		
1	LIBER-FAIRFIELD LT TURN	341	12	ASPHALT	455	34.1	22.7					455	4.6		455		22.10		
1	KROGER LT TURN	455	19.5	ASPHALT	986	73.9	49.3		47.92		41.08	986	9.9		986				
1	COUNTRYSIDE VILLAGE LT	377	12	ASPHALT	503	37.7	25.1					503	5.0		503		24.44		
1	PRINCETON (747) RT TURN	426	16	ASPHALT	757	56.8	37.9					757	7.6		757		36.81		
2	U TURN ACCEL LANE & FANTASY FARM LT	1637	12	ASPHALT	2183	163.7	109.0		106.1		90.94	2183	21.8		2183				
2	NB SR 4 TO SR 63 RAMP	662	12	ASPHALT	883	66.2	44.1		42.91		36.78	883	8.8		883				
2	SR 63 RAMP TO NB SR 4	675	16	ASPHALT	1200	90.0	60.0		58.33		50.00	1200	12.0		1200				
1	NB SR 4 TO SR 73 RAMP	350	12	ASPHALT	467	35.0	23.3		22.69		19.44	467	4.7		467				
1	SR 73 RAMP TO NB SR 4	545	12	ASPHALT	727	54.5	36.3		35.32		30.28	727	7.3		727				
1	RAMP AR (SR 4 TO SR 73)	AREA COMPUTER GENERATED		ASPHALT	2017	151.3	100.9		98.05		84.04	2017	20.2						
1	RAMP AL (FROM SR 73 TO SR 4)	AREA COMPUTER GENERATED		ASPHALT	2018	151.4	100.9		98.10		84.08	2018	20.2						
1	LT TURN TO ELK RUN	180	12	ASPHALT	240	18.0	12.0		11.67		10.00	240	2.4		240				
1	LT TURN TO ROCKDALE	276	12	ASPHALT	368	27.6	18.4		17.89		15.33	368	3.7		368				
1	LT TURN TO APPLE GATE	190	12	ASPHALT	253	19.0	12.7		12.31		10.56	253	2.5		253				
1	BUTLER CO. GARAGE	113	81	ASPHALT	1017		50.9				42.4				169.5				
1	BUTLER CO. GARAGE	130	40	ASPHALT	578		28.9				24.1				96.3				
CITY OF MONROE TOTALS CARRIED TO GENERAL SUMMARY						320	213		207		178	4266	43		4266				
STATE OF OHIO TOTALS CARRIED TO GENERAL SUMMARY						853	649		361		375	11,369	114	266	11,369	192	165		

PLAN NO.

ASPHALT CONCRETE TURN LANES

BUT-4-9.28

SEE TYPICAL SECTIONS FOR PAVEMENT WIDTHS

PAVEMENT DATA

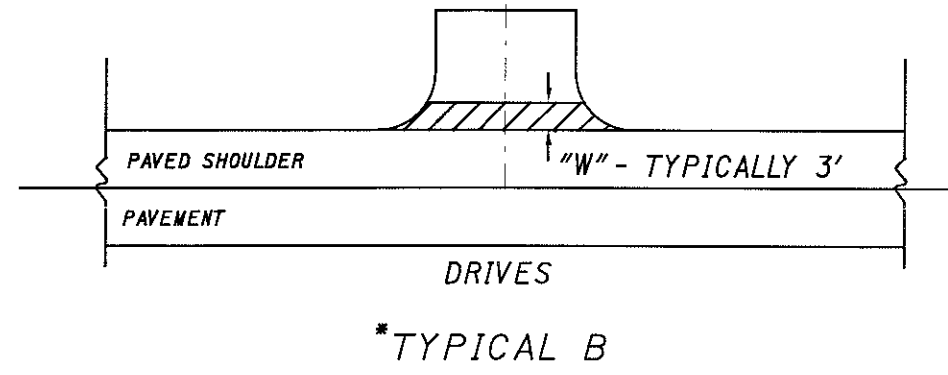
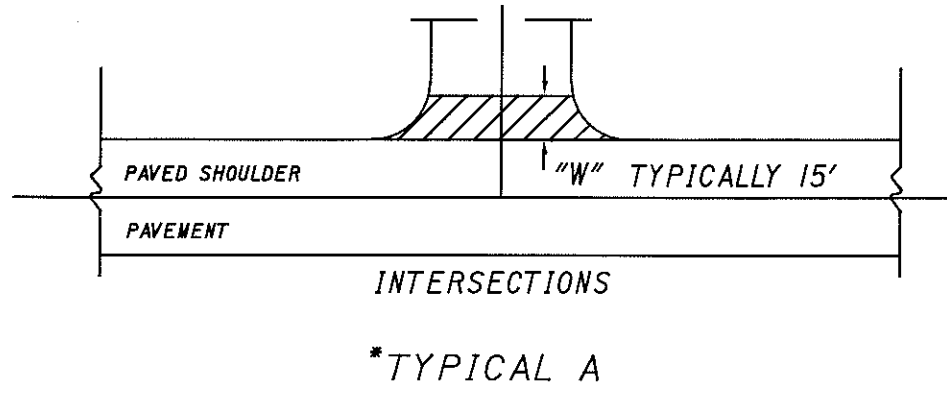
PART	ROUTE	LOG POINT TO LOG POINT	LENGTH	WIDTH	* T Y P I C A L	EXISTING TYPE PAVEMENT	PAVEMENT AREA SQ. YDS.	ITEM 858, ASPHALT CONCRETE				202 WEARING COURSE REMOVED SQ. YDS.	254 PAVEMENT PLANING, BITUMINOUS 2.00" SQ. YDS.	254 PATCHING PLANED SURFACE SQ. YDS.					
								407	407	INTERMEDIATE COURSE, 19mm, Type A (446)								SURFACE COURSE, 12.5mm, Type A (446)	
			TACK COAT ● 0.075 gal/sq.yd. GALLONS	INTERMEDIATE TACK COAT ● 0.050 gal/sq.yd. GALLONS				AVG. THICK INCHES	CU.YDS.	THICK INCHES	CU.YDS.								
SIDE STREET	OAKRIDGE RD.		15	52	A		86.67												
SIDE STREET	HEADGATES RD.		15	44.7	A		74.50												
SIDE STREET	S. FAIRHAM RD.		15	66	A		110.00												
SIDE STREET	N. FAIRHAM RD.		15	44.2	A		73.67												
SIDE STREET	ALLISON AVE.		15	38	A		63.33												
SIDE STREET	THEODORE DR.		15	29.6	A		49.33												
SIDE STREET	FERNWAY ROAD		15	61.5	A		102.50												
SIDE STREET	N. WOODCREST		15	35.4	A		59.00												
SIDE STREET	S. WOODCREST		15	31.5	A		52.50												
SIDE STREET	DAZEY DR.		15	39.2	A		65.33												
SIDE STREET	LAKEVIEW DR.		15	48.3	A		80.5												
SIDE STREET	CANEZ RD.		15	58.8	A		98.00												
SIDE STREET	APPLE KNOLL		15	65.6	A		109.33												
SIDE STREET	TODDHUNTER RD.		15	56.1	A		93.50												
SIDE STREET	NIEDERLANDER LN.		15	41.6	A		69.33												
SIDE STREET	VERITY		15	80	A		133.33												
SIDE STREET	PINTA AVE.		15	56.7	A		94.50												
SIDE STREET	ROCKDALE RD.		15	86	A		143.33												
SIDE STREET	WALDEN POND DR.		15	90	A		150.00												
SIDE STREET	N. HORSESHOE BEND		15	65.1	A		108.50												
SIDE STREET	S. HORSESHOE BEND		15	52.2	A		87.00												
SIDE STREET	MERCEDES DR.		15	72.8	A		121.33												
SIDE STREET	N. KYLES STATION		15	55.8	A		93.00												
SIDE STREET	KYLES STATION		15	70.9	A		118.17												
SIDE STREET	LESOURS-WESTCHESTER		15	50	A		83.33												
SIDE STREET	MILLIKIN RD.		15	81.2	A		135.33												
SIDE STREET	BYPASS 4		15	90	A		150.00												
SIDE STREET	GREENLAWN		15	60.5	A		100.83												
SIDE STREET	LIBERTY-FAIRFIELD		15	115	A		191.67												
SIDE STREET	ELKRUN RD.		16	47.4	A		84.27												
SIDE STREET	PRINCETON-GLENDALE		15	100	A		166.67												
SUBTOTAL SIDE STREETS							3148.77	236.16			1.50"	131.20							
TOTAL THIS SHEET CARRIED TO THE GENERAL SUMMARY							3149	236				131							

CALCULATED
CHECKED

PLAN NO.

ASPHALT CONCRETE SIDE ROADS

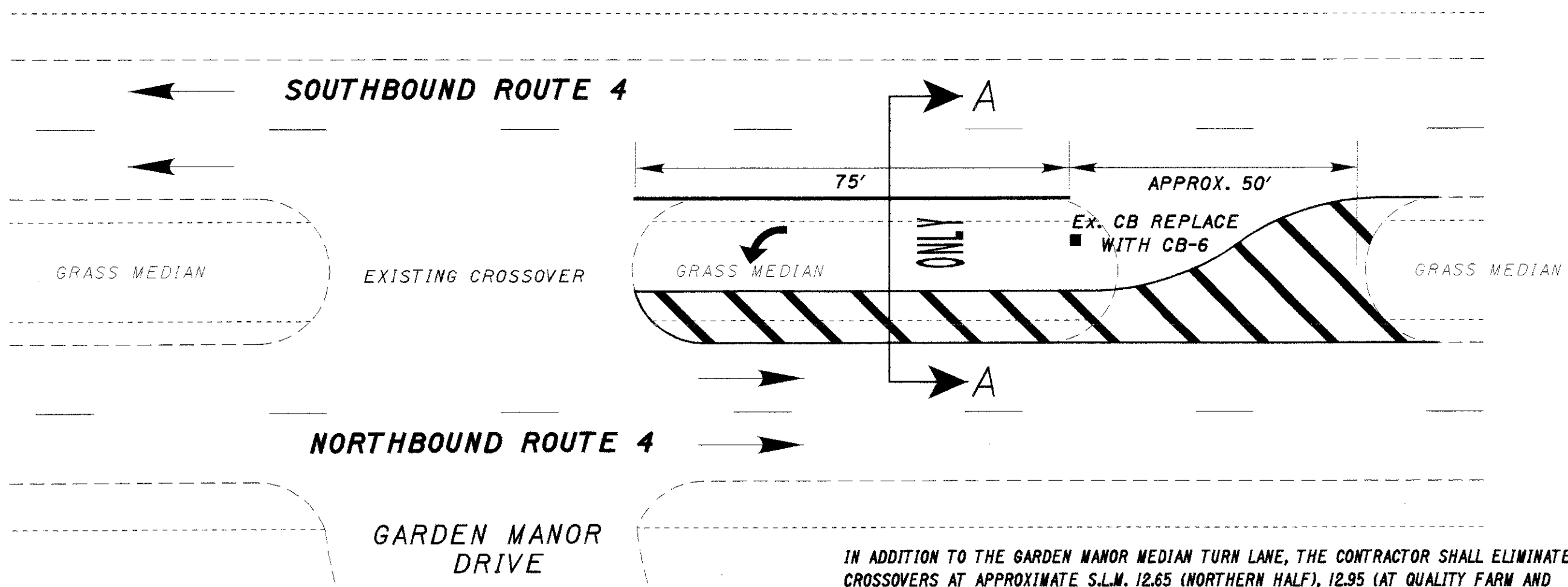
BUT-4-9.28



PAVEMENT DATA

PART	ROUTE	LOG POINT TO LOG POINT	LENGTH LIN. FEET.	WIDTH WP FEET TOTAL DRIVES	* T Y P I C A L	EXISTING TYPE PAVEMENT	PAVEMENT AREA SQ. YDS.	ITEM 858, ASPHALT CONCRETE				203 EXCAV. NOT INCL. EMBANK, CONSTR. CU.YDS.	254 PAVEMENT PLANING, BITUMINOUS 1.75" SQ. YDS.	408 BITUMINOUS PRIME COAT ● 0.40 gal/sq. yd. GALLONS	617 WATER GALLONS	617 COMPACTED AGGREGATE, TYPE - CU.YDS.	617 SHOULDER PREPARATION SQ. YDS.		
								407 TACK COAT ● 0.075 gal/sq.yd. GALLONS	407 INTERMEDIATE TACK COAT ● 0.050 gal/sq.yd. GALLONS	INTERMEDIATE COURSE, 19mm, Type A (446) AVG. THICK INCHES CU.YDS.								SURFACE COURSE, 12.5mm, Type A (446) THICK INCHES CU.YDS.	
NB & SB S.R. 4		DRIVES	3	5776.20	B	ASPLT. & CONC.	1925.40	144.4			1.50"	80.23							
NB & SB S.R. 4		DRIVES	3	570.80	B	GRAVEL	190.27		9.51	1.75"	9.25	1.50"	7.93	9.25		76.11			
S.R. 4 MEDIAN		CROSSOVERS	VARIES			ASPHALT	14,278.53		713.93		1.50"	594.94							
TOTAL THIS SHEET CARRIED TO THE GENERAL SUMMARY									144	723		9	683	9		76			

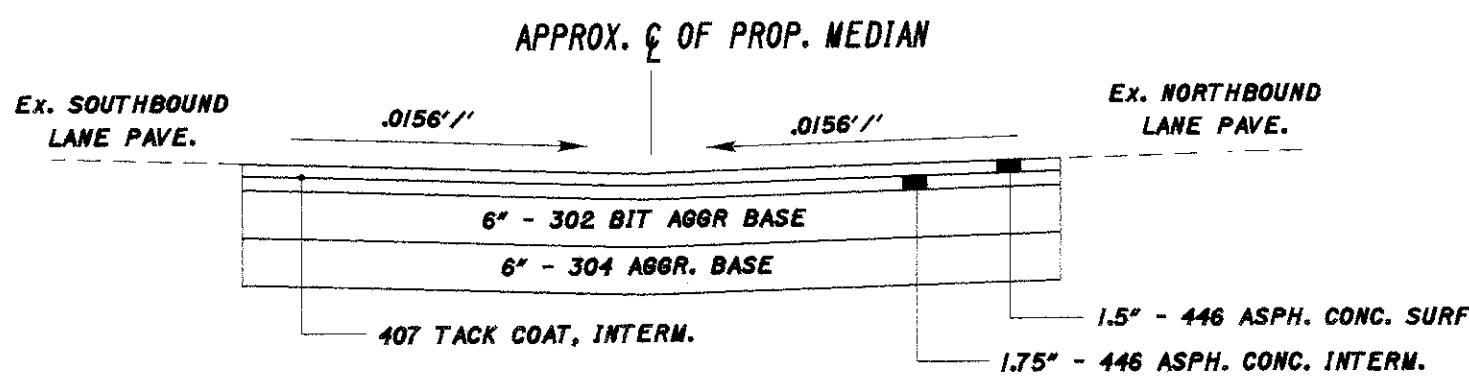
CALCULATED
 CHECKED
 PLAN NO.
 ASPHALT CONCRETE DRIVES / MEDIAN TURNOUTS
 BUT - 4 - 9 . 28
 17
 27



GARDEN MANOR MEDIAN LEFT TURN:

THE INTENT OF WORK IS TO REMOVE THE GRASS MEDIAN AND ADJACENT PAVED SHOULDERS IMMEDIATELY NORTH OF THE GARDEN MANOR RETIREMENT COMMUNITY ENTRANCE DRIVE AND CONSTRUCT A MEDIAN LEFT TURN LANE. CONTRACTOR SHALL EXCAVATE, GRADE AND PLACE A PAVEMENT STRUCTURE UPON PREPARED SUBGRADE. IT WILL BE NECESSARY TO REMOVE AND REPLACE THE EXISTING CATCH BASIN WITH A CB-6 BASIN AND SLOPE (3/16"/') THE ASPHALT PAVEMENT TOWARDS ITS CENTER AND DRAIN TO THE PROPOSED BASIN.

IN ADDITION TO THE GARDEN MANOR MEDIAN TURN LANE, THE CONTRACTOR SHALL ELIMINATE CROSSOVERS AT APPROXIMATE S.L.M. 12.65 (NORTHERN HALF), 12.95 (AT QUALITY FARM AND FLEET), 13.47 (AT THE HIGHWAY PATROL POST SOUTH CROSSOVER), 13.73 (AT THE OIL COMPANY), 14.31 (JUST BEFORE THE ROUTE 4 SPLIT) AND 15.68 (FIRST CROSSOVER SOUTH OF BRIDGE OVER SR 63). A MEDIAN CROSSOVER IS TO BE INSTALLED AT THE NORTH ENTRANCE TO HORSESHOE BEND ROAD HAVING THE SAME TYPICAL AS SHOWN AS THE GARDEN MANOR LEFT TURN LANE. THE APPROXIMATE LENGTH WILL BE 35'. ALL MEDIAN CROSSOVER WORK SHALL BE SHAPED TO DRAIN. PRIOR TO ANY REMOVALS/INSTALLATIONS, THE CONTRACTOR IS TO CONTACT MR. JAY HAMILTON, DISTRICT 8 TRAFFIC PLANNING ENGINEER AT 1-(513) 932-3030 EXT. 307 TO FIELD VERIFY THE PARTICULAR CROSSOVERS INVOLVED.



SECTION A-A

PROPOSED MEDIAN LEFT TURN LANE AND CROSSOVERS (Quantities Carried To The General Summary)																	
	203	203	203	870	870	870	870	302	304	407	408	858	858	604	644	644	644
EXCAVATION NOT INCL.																	
EMBANKMENT																	
EMBANKMENT																	
SUBGRADE COMPACTION																	
PLACING TOPSOIL																	
SEEDING AND MULCHING																	
COMMERCIAL FERTILIZER																	
WATER																	
BITUMINOUS AGGREGATE BASE (6")																	
AGGREGATE BASE (6")																	
TACK COAT, INTERMEDIATE, 0.055 GAL/SY																	
BITUMINOUS PRIME COAT (4 GAL/SY)																	
ASPHALT CONCRETE INTERMEDIATE, 19mm, TYPE A (1.75")																	
ASPHALT CONCRETE SURFACE, 12mm, TYPE A (1.5")																	
CATCH BASIN, No. 6																	
CHANNELIZING LINE, 8" WHITE																	
TRANSVERSE LINES, 24" YELLOW																	
WORD ON PAVEMENT, 96"																	
LANE ARROW, LEFT																	
	175	40	200	10	100	1	1	36	36	11	85	11	9	1	75	186	1
	MEDIAN LEFT TURN LANE AND CROSSOVERS													MEDIAN LEFT TURN LANE ONLY			

PROPOSED MEDIAN LEFT TURN LANE

BUT-4-9.28

21-DEC-2000 07:35 r:\Taylor\BAP\Projects\BUT\sr\004\09_30_P1D17357\Design\CADD\TITLE.DGN

MATERIALS SUPPLIED BY THE DEPARTMENT

ALL MATERIALS ARE TO BE CONTRACTOR FURNISHED, EXCEPT THAT THE DEPARTMENT SHALL SUPPLY RPM MATERIALS IN THE QUANTITIES SHOWN HEREIN TO THE CONTRACTOR. PAY ITEMS FOR THE DEPARTMENT SUPPLIED MATERIALS SHALL BE INDICATED AS "INSTALLATION ONLY". THE QUANTITY AND TYPE OF DEPARTMENT SUPPLIED MATERIALS ARE SHOWN ON SHEET 20 OF THIS PLAN.

FOR SOME PROJECTS HAVING QUANTITIES OF LESS THAN 20 RPM'S, THE CONTRACTOR MAY PICK UP THE RPM MATERIALS AT THE DISTRICT OFFICES. QUANTITIES OVER 20 RPM'S WILL BE PICKED UP AT THE RECYCLER'S WAREHOUSE OR AS ARRANGED WITH THE DISTRICT. THE CONTRACTOR SHALL PICK UP DEPARTMENT SUPPLIED RPM MATERIALS AT THE SPECIFIED LOCATION(S) FOR TRANSPORT TO THE WORK SITE OR TO THE CONTRACTOR'S STORAGE FACILITY. THE RECYCLED RAISED PAVEMENT MARKER (RPM) AUTHORIZATION FORM IS TO BE SIGNED BY THE DISTRICT CONSTRUCTION ENGINEER PRIOR TO PICK UP OF THE RPM'S. THE CONTRACTOR SHALL NOTIFY THE DISTRICT AND/OR THE PARTIES LISTED ON THE AUTHORIZATION FORM IN WRITING AT LEAST FIVE (5) CALENDER DAYS PRIOR TO PICK UP OF THE DEPARTMENT SUPPLIED MATERIALS. THE CONTRACTOR SHALL STORE THE RPM'S WITHOUT DAMAGE OR CONTAMINATION WITH FOREIGN MATTER. A DEDUCTION IN THE AMOUNT OF THE ACTUAL COST TO THE DEPARTMENT SHALL BE MADE FOR MATERIALS DAMAGED BY THE CONTRACTOR OR FOR CASTINGS RECEIVED BY THE CONTRACTOR WHICH WERE NOT INSTALLED AND WERE NOT RETURNED TO THE DEPARTMENT.

RETURN OF NON-PERFORMED RAISED PAVEMENT MARKER MATERIALS SUPPLIED BY THE DEPARTMENT

RAISED PAVEMENT MARKER MATERIALS SUPPLIED BY THE DEPARTMENT, THAT ARE NON-PERFORMED SHALL BE CAREFULLY REPACKED OR PACKED IN THE BOXES IN THE SAME STYLE AND QUANTITY AS ORIGINALLY RECEIVED FROM THE DEPARTMENT. CASTING STYLES SHALL NOT BE MIXED WITHIN ANY ONE CONTAINER. THE CONTRACTOR SHALL CLEARLY MARK ON THE OUTSIDE OF EACH CONTAINER, THE COLOR OF THE PRISMATIC RETRO-REFLECTOR AND THE STYLE OF CASTING. BOXES SHALL BE PLACED ON SKIDS OR PALLETS IN THE SAME STYLE (LOW PROFILE OR CONVENTIONAL, REFLECTORISED OR NON REFLECTORISED) AND NO MORE THAN 420 RPM'S (OR 21 BOXES) ON ONE SKID.

ONLY USE THE BOXES SUPPLIED BY THE RAISED PAVEMENT MARKER RECYCLER. BOXES MUST BE MARKED WITH THE RECYCLER'S PART OR CATALOG NUMBER AND THE PROJECT NUMBER. THE RECYCLER'S CATALOG OR PART NUMBERS MAY BE OBTAINED FROM THE OFFICE OF TRAFFIC ENGINEERING IN COLUMBUS, OHIO OR FROM THE RECYCLER. BOXES NOT MARKED WITH THE PROPER RECYCLER'S CATALOG OR PART NUMBERS, AND THE DEPARTMENT'S PROJECT NUMBER WILL NOT BE ACCEPTED AT THE RECYCLER'S WAREHOUSE.

NON PERFORMED MATERIALS WILL BE RETURNED TO THE LOCATION AS SPECIFIED BY THE DISTRICT CONSTRUCTION ENGINEER WITHIN 30 DAYS OF THE COMPLETION OF THE PROJECT

THE ABOVE WORK INCLUDING ALL LABOR, EQUIPMENT AND MATERIALS NEEDED TO PERFORM THE WORK, SHALL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE PAY ITEM.

IF THE DEPARTMENT HAS TO REPACKAGE THE RPM'S CORRECTLY, THE CONTRACTOR WILL BE ASSESSED THE ACTUAL COST FOR REPACKAGING THE MATERIALS BY THE DEPARTMENT'S FORCES.

LOADING OF MATERIALS SUPPLIED BY THE DEPARTMENT AT THE RECYCLER'S WAREHOUSE

TRUCKS SHALL HAVE A LOADING HEIGHT OF 48 INCHES AND BE ABLE TO BACK UP FLUSH TO THE LOADING DOCK.

TRUCKS SHALL NOT HAVE ANY OBSTRUCTIONS OR PROTRUSIONS THAT PREVENT THE LOADING BY A STANDARD FORKLIFT OR LIFT TRUCK.

SEMI TRUCKS OR 20 FOOT COMMERCIAL TRUCKS ARE THE MOST APPROPRIATE TRUCKS FOR LOADS IN EXCESS OF 4 PALLETS (ONE PALLET=21 BOXES= 2100 LBS.).

STAKE BODY TRUCKS ARE APPROPRIATE FOR LOADS LESS THAN 4 PALLETS, PROVIDED THE TRUCK IS RATED FOR THE LOAD AND THE LOAD CAN BE SAFELY SECURED FOR TRANSPORT BY CHAINING OR STRAPPING DOWN AS NEEDED.

PICKUP TRUCKS ARE APPROPRIATE FOR LOADS OF APPROXIMATELY ONE PALLET, PROVIDED THE PICKUP TRUCK IS RATED FOR THE LOAD AND THE LOAD CAN BE SAFELY SECURED FOR TRANSPORT.

DUMP TRUCKS, TILT BED TRUCKS AND NON COMMERCIAL MOVING VANS WILL NOT BE LOADED BY THE RECYCLERS WAREHOUSE.

THE WAREHOUSE SUPERVISER WILL REFUSE TO LOAD ANY TRUCK THAT IS UNSAFE TO LOAD OR UNSUITABLE FOR THE LOAD BEING PLACED ON THE TRUCK.

Detail	TC-65.10 M
1	MAINLINE UNDIVIDED TYPICAL SPACING
2	LANE LINE TYPICAL SPACING

Detail	TC-65.11 M
3	ACCELERATION LANE
4	DECELERATION LANE
5	MULTILANE DIVIDED-CONTROL ACCESS
6	4 LANE DIVIDED TO 2 LANE TRANSITION
7	4 LANE UNDIVIDED TO 2 LANE TRANSITION

Detail	TC-65.12 M
8	ONE LANE BRIDGE
9	STOP APPROACH
10	TWO WAY LEFT TURN
11	HORIZONTAL CURVE
12	APPROACH W/ LEFT TURN LANE

LOCATION SUB-SUMMARY

PART	LOCATION				D E T A I L	621 RAISED PAVEMENT. MARKER CASTING INSTALLATION ONLY EACH	621 RAISED PAVEMENT. MARKER INSTALLATION ONLY EACH	PRISMATIC RETRO- REFLECTOR EACH	PRISMATIC RETRO-REFLECTOR COLORS					REMARKS
	COUNTY	ROUTE	S.L.M. SECTION						ONE-WAY		TWO-WAY			
			FROM	TO					WHITE	YELLOW	WHITE/ WHITE	YELLOW/ YELLOW	WHITE/ RED	
	BUT	S.R. 4	9.28	9.74	1	30					30			center line
	BUT	S.R. 4	9.74	9.97	1	30					30			center lines in transverse striped area
	BUT	S.R. 4	9.28	19.09	2	1292							1292	north & southbound lane lines
	BUT	S.R. 4	9.28	19.09	9	269							269	various locations with channelizing
	BUT	S.R. 4			9	32			32					Millikin Rd. intersection
	BUT	S.R. 4			9	32			32					Route 4/Bypass 4 Intersection
	BUT	S.R. 4			9	32			32					Liberty Fairfield/SR 4 intersection
	BUT	S.R. 4			9	32			32					SR 747/SR 4 intersection
Subtotal Carried To General Summary						1749								

ITEM 202-RAISED PAVEMENT MARKERS REMOVED FOR STORAGE, AS PER PLAN
 AN ESTIMATED QUANTITY OF 1826 EACH OF ITEM 202-RAISED PAVEMENT MARKERS REMOVED FOR STORAGE, AS PER PLAN, HAS BEEN PROVIDED
 THE CONTRACTOR SHALL REMOVE ALL RAISED PAVEMENT MARKERS WITHIN THE LIMITS OF WORK AND DELIVER THEM TO THE OHIO DEPARTMENT
 OF TRANSPORTATION, DISTRICT EIGHT, LEBANON, OHIO, IN A RELATIVELY CLEAN CONDITION (NO MUD OR DEBRIS MIXED IN). THE DEPRESSIONS
 LEFT BY THEIR REMOVAL SHALL BE TACKED WITH ITEM 407 MATERIAL AND THEN ITEM 448 MATERIAL SHALL BE PLACED AND COMPACTED. THE
 COST FOR THIS ITEM SHALL INCLUDE ALL OF THE MATERIALS, EQUIPMENT AND LABOR DESCRIBED ABOVE. EXISTING RAISED PAVEMENT MARKERS
 SHALL NOT BE REMOVED UNLESS THEY WILL BE REPLACED IN THE SAME CONSTRUCTION SEASON.

RAISED PAVEMENT MARKER SUMMARY

BUT - 4 - 9 . 28

CALCULATED
CHECKED

ALL QUANTITIES CARRIED TO GENERAL SUMMARY

CO.	ROUTE	FROM		TO		644 QUANTITIES			PARTICIPATION	644 LANE LINE
		S.L.M.	S.L.M.	S.L.M.	S.L.M.	LANE LINE MILES				
						TOTAL	NORTHBOUND	SOUTHBOUND		
BUT	SR 4	9.28	HAMILTON NORTH CORP. LIMIT	19.09	MIDDLETOWN SOUTH CORP. LIMIT	19.66	9.85	9.81		
LANE LINE TOTAL						19.66				

CO.	ROUTE	FROM		TO		WHITE EDGE LINE QUANTITIES				YELLOW EDGE LINE QUANTITIES				644 EDGE LINE
		S.L.M.	S.L.M.	S.L.M.	S.L.M.	TOTAL MILES	HWY. MILES	RAMP MILES	PART.	TOTAL	HWY.	RAMP	PART.	
BUT	S.R. 4	9.28	HAMILTON NORTH CORP. LIMIT	19.09	MIDDLETOWN SOUTH CORP. LIMIT	19.66	19.66			19.66	19.66			
EDGE LINE TOTAL							19.66			19.66				

CO.	ROUTE	FROM		TO		DOUBLE YELLOW CENTER LINE QUANTITIES				644 CENTER LINE			
		S.L.M.	S.L.M.	S.L.M.	S.L.M.	TOTAL MILES	HWY. MILES	RAMP MILES	PART.	TOTAL	HWY.	RAMP	PART.
BUT	S.R. 4	9.28	HAMILTON NORTH CORP. LIMIT	9.74		.46	.46						
		9.74		9.97	GRASS MEDIAN	.23	.46						
CENTER LINE TOTAL							.92						

AUXILIARY MARKING		644		644 TYPE A															REMARKS
LOCATION	S.L.M.		24 Inches TRANSVERSE LINES		STOP LINES 24 Inches FEET	12 Inches CROSS-WALK LINES WHITE FEET	WORD ON PAVEMENT		SCHOOL SYMBOL MARKING		LANE ARROWS				R.R. SYMBOL ON PAV'T. EACH	Inches DOTTED LINES		8 Inches CHANNELIZING LINES FEET	
	FROM	TO	WHITE FEET	YELLOW FEET			ONLY 72 In. EACH	ONLY 96 In. EACH	SCHOOL 72 In. EACH	SCHOOL 96 In. EACH	TURN		THRU EACH	COMB. EACH		WHITE FEET	YELLOW FEET		
											LEFT EACH	RIGHT EACH							
MEDIAN GORE AREA				177															
WALDEN POND RT TURN																		207	
MILLIKIN RD RT TURN																		257	
CREEK SIDE DR LT TURN																		285	
RT TURN NORTH OF MILLIKIN					20													100	
ROUTE 4 BYPASS RT TURN																		240	
ROUTE 4 BYPASS LT TURN				680														653	
LIBERTY-FAIRFIELD LT TURN			114															477	
KROGER LT TURN			483															580	
LT TURN TO ELK RUN																		160	
COUNTRYSIDE VILLAGE LT			210		23													584	
MEDIAN U-TURN & NB ACCEL.																		317	
PRINCETON (747) RT TURN																		163	
AMERICANA TURN LANE LT																		284	
FANTASY FARM LT TURN																		533	
NB SR 4 TO SR 63 RAMP			198															374	
SR 63 RAMP TO NB SR 4			75															164	
NB SR 4 TO OLD SR 4 (HAM-MIDDLETOWN)																		200	
NB SR 4 TO SR 73 RAMP			84															123	
SR 73 RAMP TO NB SR 4			35																
LAFAYETTE					30													208	
AUXILIARY MARKING TOTALS			1199	2397	73			12				19	8					5909	

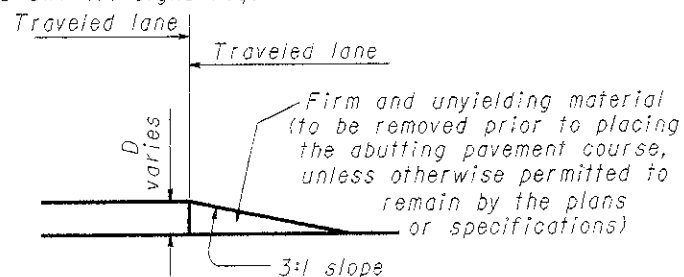
CALCULATED
 CHECKED
 PLAN NO.
 PAVEMENT MARKING
 BUT-4-9-28
 21
 27

GENERAL NOTES

- It is intended that this drawing be used for treatment of drop-offs that develop during construction operations, and that are not otherwise provided for in the construction plans. Where the plans do not provide specific items for labor, equipment, or materials to implement the drop-off treatments specified hereon, they shall be included for payment in the lump sum bid for Item 614 - Maintaining Traffic.
- While the need for certain advisory signing is noted hereon, it is not intended that this be indicative of all signing that may be required to advise or warn motorists, and all requirements of the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) must be fulfilled.
- In urban or otherwise heavily developed areas where pedestrians and/or bicyclists may be present in significant numbers, additional signing and protective measures other than those shown hereon may be required.
- The drop-off treatment selected for use at any given location shall be as appropriate for the prevailing conditions at the site.
- Where concrete barrier is specified, it shall be in accordance with Standard Construction Drawing MC-9.2M and Item 622.
- When drums are specified for a dropoff condition, a minimum number of four drums shall be used. Spacing shall be as indicated in the plans or as specified in the OMUTCD.
- When OW-151 (Low Shoulder) signs or OW-171 (Uneven Lanes) and OWP-171 signs are required, they shall be placed 230 meters in advance of the condition, on all intersecting entrance ramps within the limits of the condition and immediately beyond all intersecting roadways within the limits of the condition. When the dropoff condition extends more than .80 kilometer, additional signs should be erected at intervals of 1.60 kilometer or less.
- For locations, such as at ramps, lane shifts, lane closures, etc., where traffic is required to negotiate any difference in elevation between pavements, a 3:1 slope treatment similar to the Optional Wedge Treatment shall be provided.
- Portable concrete barrier shall be placed on the same level as the traffic surface and shall not encroach on lane widths designated as the minimum required for traffic use. Where drums are used, and their presence would reduce traveled lane widths to less than 3 meters, drums may be placed on the opposite level from that of traffic provided the dropoff depth does not exceed 125 millimeters and approval is granted by the Project Engineer.
- Pavement Repairs (or similar work):
 - Lengths greater than 20 meters - utilize appropriate treatment from Condition I.
 - Lengths of 20 meters or less - repairs shall be effected in accordance with 255.08. Drums may be used as a separator adjacent to the traveled lane.

OPTIONAL WEDGE TREATMENT (MILLING OR RESURFACING)

- This treatment may be used when permitted for Condition I only.
- OW-171 and OWP-171 signs required.



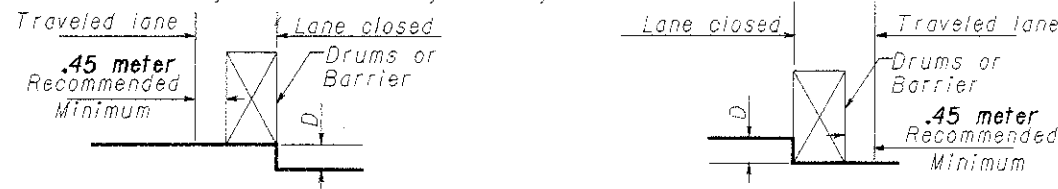
CONDITION I

DROPOFFS BETWEEN TRAVELED LANES

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

D (mm.)	Treatment
≤38	Erect OW-171 and OWP-171 signs.
>38-76	1) Lane closure utilizing drums* as shown below OR 2) Optional Wedge Treatment
>76-125	Lane closure utilizing drums as shown below.
>125	Lane closure utilizing portable concrete barrier as shown below.

*Cones may be used for daytime only conditions.



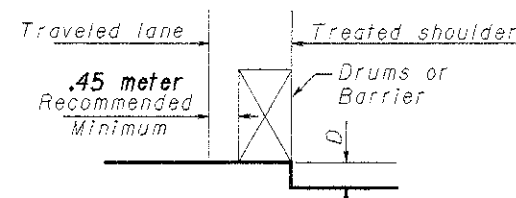
CONDITION II

DROPOFFS WITHIN GRADED SHOULDER AREA

- The treatments indicated below are for use in conjunction with resurfacing, planing, or excavations within the graded shoulder area.
- The graded shoulder area is that flat or gradually sloping area between the edge of a normally traveled lane and the more steeply sloping ditch foreslope or embankment slope. Its surface may be soil or turf, and/or it may be inclusive of a "treated" area (improved with aggregates, asphaltic materials, or concrete). For the purposes herein, its maximum width shall be considered to be 3.65 meters.

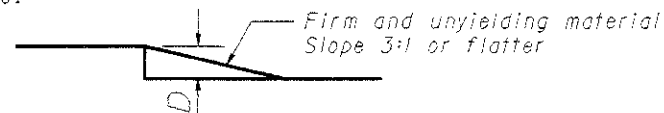
D (mm.)	Treatment
≤38	1) If edgelines are present, no treatment necessary OR 2) Erect OW-171 and OWP-171 signs.
>38-125	1) If min. lane width requirements can be met, maintain lanes utilizing drums as shown below OR 2) If min. lane width requirements cannot be met, close adjacent lane utilizing drums OR 3) Optional Shoulder Treatment.
>125-305 Daylight only	If min. lane width requirements can be met, maintain lanes utilizing drums as shown below.
>125-610	1) If min. lane width requirements can be met, maintain lanes utilizing portable concrete barrier as shown below. OR 2) If min. lane width requirements cannot be met, close adjacent lane utilizing drums.
>610	Lane closure utilizing portable concrete barrier as shown below.

*Minimum lane widths shall be 3 meters unless otherwise specified in the plans.



OPTIONAL SHOULDER TREATMENT

- This treatment may not be used within a bituminous shoulder where a hot longitudinal joint per 401.15 is required.
- OW-151 signs required.



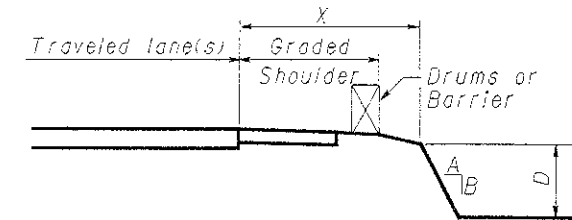
CONDITION III

DROPOFFS BEYOND GRADED SHOULDER OR BACK OF CURB

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

CHART A

- USE FOR:
- Uncurbed Facilities.
 - Curbed Facilities, where:
 - Curbs are less than 152 mm. in height.
 - Curbs are 152 mm. or greater in height and the legal speed is greater than 40 mph.

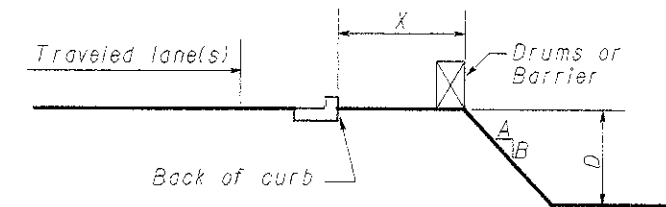


X (Meter)	D (mm.)	A/B	Treatment Required	
			Day	Night
0-1.2	Any	Any	(a)	(a)
1.2-9	Any	3:1 or Flatter	None	None
1.2-3.6	<76	Steeper than 3:1	None	None
1.2-3.6	>76-<305	Steeper than 3:1	Drums	Drums
1.2-3.6	>305	Steeper than 3:1	Drums	Barrier
>3.6-6.1	<305	Steeper than 3:1	None	None
>3.6-6.1	>305-610	Steeper than 3:1	Drums	Drums
>3.6-6.1	>610	Steeper than 3:1	Drums	Barrier
>6.1-9.1	<610	Steeper than 3:1	None	Drums
>6.1-9.1	>610	Steeper than 3:1	Drums	Barrier
>9.1	Any	Any	None	None

(a) Use treatment specified under Condition II.

CHART B

- USE FOR: Curbed facilities, where the curb is 152 mm. or greater in height and the legal speed is 40 mph or less.



X (Meter)	D (mm.)	A/B	Treatment Required	
			Day	Night
0-3	<305	Any	None	Drums
0-3	>305	Any	Drums	Drums
>3	Any	Any	None	None

REFERENCE: SHALL BE MADE TO STANDARD DRAWINGS:

DS-1-94M	12/15/94	MT-96.21M	01/30/95
MT-96.10M	01/30/95	MT-96.25M	01/30/95
MT-96.20M	01/30/95	MT-101.20M	03/01/96

PROPOSED WORK:

BUT-4-09.30

- 1) PAVE INVERTS OF CMPs WITH CONCRETE. TWIN SPANS OF 14.82' WIDE X 88' LONG. PAVE UP TO ONE HALF OF RADIUS CORNER HEIGHTS.
- 2) PLACE ROCK CHANNEL PROTECTION, TYPE A AT OUTLET TO REPAIR/PREVENT SCOUR. APPROX. 35' WIDE X 25' LONG X 4' DEPTH.

BUT-4-1480L

- 1) PATCH (ITEM 519) TOPS OF BACKWALLS, BACKWALLS, WINGWALLS, ABUTMENTS, AND DECK, APPROX. 150 S.F..
- 2) PATCH (TROWELABLE MORTAR) THE DECK FLOOR WHERE NEEDED (APPROX. 25 S.F.).
- 3) REPAIR EROSION AT REAR ABUTMENT WITH EMBANKMENT (10 cy) AND SLOPE PROTECTION. VOID BENEATH REAR ABUTMENT, FILL WITH LCM
- 4) SEAL CONCRETE DECK EDGES, PIER CANTILEVERS AND WINGWALLS WITH EPOXY/URETHANE AS PER PROPOSAL NOTE. COLOR TO BE BUFF.
- 5) PAINT STRUCTURAL STEEL WITH OZEU, COLOR SHALL BE GREEN. (AREA APPROX. 9178 SF)
- 6) SEAL DECK WITH GRAVITY-FED RESIN.

BUT-4-1488R

- 1) SEAL EXISTING WINGWALLS AND ABUTMENTS (4' IN FROM FACIA BEAMS) WITH EPOXY/URETHANE AS PER PROPOSAL NOTE.
- 2) REMOVE 2" OF THE ASPHALT WEARING SURFACE THEN PLACE 2" NEW ASPHALT COURSE ATOP SAME.
- 3) PATCH ABUTMENTS AND WINGWALLS AS DIRECTED BY THE PROJECT ENGINEER. AN ESTIMATED QUANTITY OF 400 S.F..

ALL STRUCTURE WORK NOTED IN THESE NOTES AND PLANS WERE PLACED IN THE PLAN BY THE ROADWAY PRODUCTION DEPARTMENT AT DISTRICT 8 HEADQUARTERS AS PER THE REQUEST OF THE BRIDGE DEPARTMENT. ANY QUESTION PERTAINING TO THIS WORK CONTACT STEFAN SPINOSA AT (513)-932-3030, EXT 446.

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 CMS SECTIONS 102.05 AND 105.02. CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD. PLANS OF THE EXISTING BRIDGE ARE AVAILABLE FOR REFERENCE AT THE DISTRICT 8 OFFICE OF THE OHIO DEPARTMENT OF TRANSPORTATION, LEBANON, OHIO.

ITEM SPECIAL - SEALING OF CONCRETE STRUCTURES (EPOXY/URETHANE)

THE COLOR OF THE SECOND COAT (URETHANE) SHALL BE TINTED TO A BUFF COLOR THE COST OF CLEANING AND PREPARATION SHALL BE INCLUDED IN THE BID PRICE FOR THIS ITEM.

ITEM 519 - PATCHING CONCRETE STRUCTURE

THIS ITEM SHALL BE USED TO PATCH AREAS OF DETERIORATED CONCRETE 3" OR GREATER IN DEPTH.

ITEM 203 - EMBANKMENT, AS PER PLAN

INCLUDED IN THE COST BID FOR THIS ITEM, SHALL BE ANY PREPARATORY, EXCAVATION, WATER, EARTHEN FILL MATERIAL AND SEEDING (AS PER ITEM 659).

ITEM SPECIAL - TREATING CONCRETE BRIDGE DECKS WITH GRAVITY-FED RESIN

THIS ITEM SHALL CONSIST OF PREPARING AND TREATING THE CONCRETE BRIDGE DECK WITH A GRAVITY-FED CRACK WELDING SYSTEM IN ACCORDANCE WITH THESE SPECIFICATIONS AND IN CLOSE CONFORMITY TO THE PLANS AND THE MANUFACTURER'S RECOMMENDATIONS AND AS DIRECTED BY THE ENGINEER.

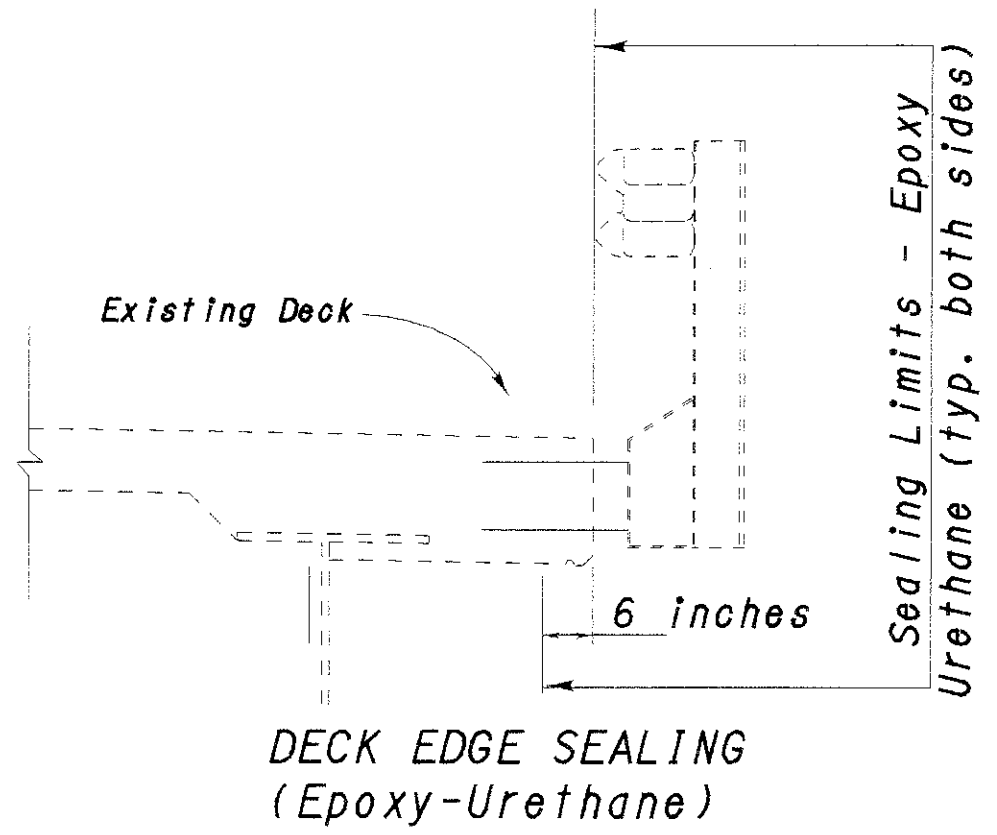
ITEM SPECIAL - PATCHING CONCRETE STRUCTURE WITH TROWELABLE MORTAR

THIS ITEM, AS DESCRIBED IN THE PROPOSAL, IS INTENDED TO BE USED TO PATCH THIN AREAS (1.5" In depth) OF UNSOUND CONCRETE AT VARIOUS LOCATIONS ON THE ABUTMENTS. THE CONTRACTOR SHALL MAKE AVAILABLE TO THE PROJECT ENGINEER SAFE MEANS OF ACCESS TO THE AREAS TO BE MARKED THAT ARE NOT READILY ACCESSIBLE (PAYABLE UNDER THIS ITEM). MATERIALS SHOULD NOT BE ORDERED UNTIL THE AREAS HAVE BEEN MARKED.

ITEM 603 - FIELD PAVING OF EXISTING PIPE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ITEM 603, THE PIPES SHALL BE PAVED UP TO ONE HALF OF RADIUS CORNER HEIGHTS.

BUT-4-1480L SUB-SUMMARY (Quantities Carried To The General Summary)											
	203	SPEC	SPEC	SPEC	519	601	613	885	885	885	885
	EMBANKMENT	Treating Concrete Bridge Decks With Gravity-Fed Resin	Sealing Of Concrete Surfaces (Epoxy-Urethane)	Patching Concrete Structure With Trowel-able Epoxy Mortar	Patching Concrete Structure	Rock Channel Protection, Type B	Low Strength Mortar Backfill	Rock Channel Protection, Type A	Rock Channel Protection, Type A	Rock Channel Protection, Type A	Rock Channel Protection, Type A
	CY	SY	SY	SF	SF	CY	CY	LS	LS	LS	LS
Sub-total	10	634	126	25	150	30	2	-	-	-	-



BUT-4-9.30 SUB-SUMMARY (Quantities Carried To The General Summary)			
601	603		
ROCK CHANNEL PROTECTION, TYPE A WITH FILTER (36" DEPTH)	Field Paving Of Existing Pipe (96"X72" Twin Conduits)		
CY	LIN. FT.		
130	176		

BUT-4-1488R SUB-SUMMARY (Quantities Carried To The General Summary)			
202	858	519	SPEC
Wearing Course Removed (Ave. 2")	Asphalt Concrete Surface Course, 12.5mm, Type A	Patching Concrete Structure	Sealing Of Concrete Surfaces (Epoxy-Urethane)
SY	CY	SF	SY
189	11	400	355

