SEE SHEET 2 FOR LOCATION MAP

STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

CLA-40/68-18.74/0.00

VILLAGE OF S. VIENNA

TOWNSHIPS OF GREEN, MAD RIVER, SPRINGFIELD, & HARMONY

CLARK COUNTY

PROJECT DESCRIPTION

WORK FOR THIS PROJECT SHALL CONSIST OF ASPHALT OVERLAY OF VARIOUS ROUTES WITHIN CLARK COUNTY AS SET FORTH IN THESE PLANS:

CLA US-40 SLM 18.74 TO 27.51
CLA US-68 SLM 0.00 TO 4.46
CLA IR-70 & US-40 (RAMP F, G, H)

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

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.

2016 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT AS NOTED ON SHEETS 9-11, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

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UNDERGROUND UTILITIES

CONTACT BOTH SERVICES TWO WORKING DAYS BEFORE YOU DIG.

OHIO Utilities Protection SERVICE — Call Before You Dig 1-800-362-2764

(Non-members must be called directly)

OIL & GAS PRODUCERS UNDERGROUND PROTECTION SERVICE 1-800-925-0988

PLAN PREPARED BY:
OHIO DEPARTMENT OF TRANSPORTATION
1001 ST MARYS AVENUE
SIDNEY, OHIO 45365

ENGINEERS SEAL:

STATE OF OHIO — RYAN P. HANKE — No. 75841 — REGISTERED PROFESSIONAL ENGINEER

SIGNED: Ryan P. Hanke
DATE: 12/2/16

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS
BP-3.1	7/18/14	TC-42.20	10/18/13	800	1/20/17	
BP-9.1	7/19/13	TC-52.10	10/18/13	809	4/15/16	
		TC-52.20	7/15/16	832	1/17/14	
DM-4.3	1/15/16	TC-64.10	7/17/15	846	4/17/15	
DM-4.4	1/15/16					
MT-97.10	7/18/14					
MT-97.12	7/18/14					
MT-98.29	7/19/13					
MT-98.30	7/18/14					
MT-99.20	7/19/13					
MT-101.60	7/19/13					
MT-101.90	7/17/15					
MT-105.10	7/19/13					
TC-41.20	10/18/13					

APPROVED Randy Chevalley PE PS/ssvx
DATE 12/2/16 DISTRICT DEPUTY DIRECTOR

APPROVED Jerry Wray Jr.
DATE 12-27-16 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. E161(107)

PID NO. 101083

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT NONE

CLA-40/68-18.74/0.00

1/22

CLA - US-US 40/US 68-18.74/0.00
170124 PID - 101083 Contract Proposal Available @ www.
Dist 7 3/2/2017 Contracts.dot.state.oh.us/home

Conformed

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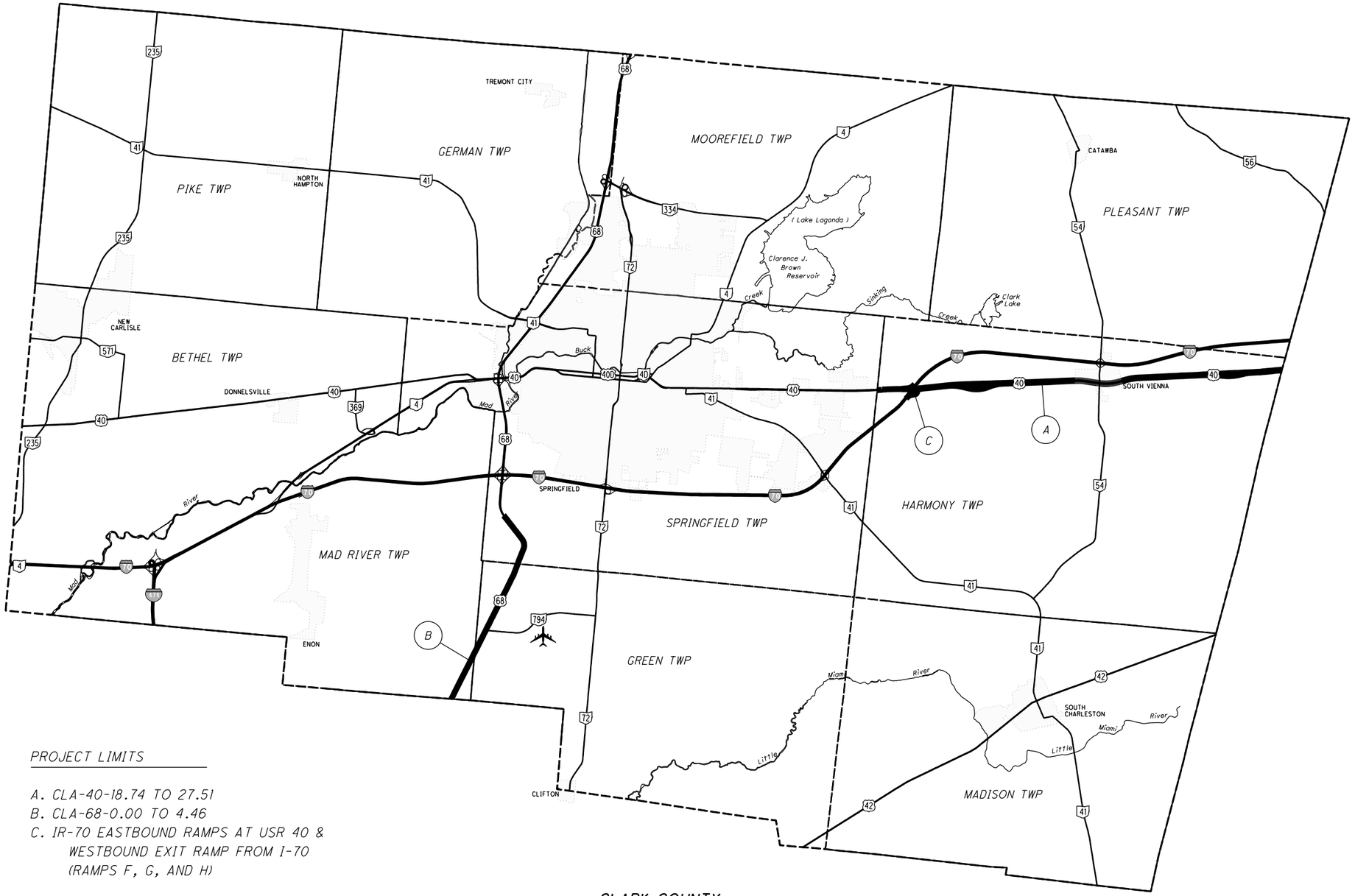

PROJECT LIMITS

A. CLA-40-18.74 TO 27.51
B. CLA-68-0.00 TO 4.46
C. IR-70 EASTBOUND RAMPS AT USR 40 & WESTBOUND EXIT RAMP FROM I-70 (RAMPS F, G, AND H)

CLARK COUNTY

LATITUDE: N 40° 17′ 49″ LONGITUDE: W 84° 09′ 40″

SCALE IN MILES

0 2 4 6

N

PORTION TO BE IMPROVED
INTERSTATE HIGHWAY
FEDERAL ROUTES
STATE ROUTES
COUNTY & TOWNSHIP ROADS
OTHER ROADS

CALCULATED SSS
CHECKED TMK

LOCATION MAP

CLA-40/68-
18.74/0.00

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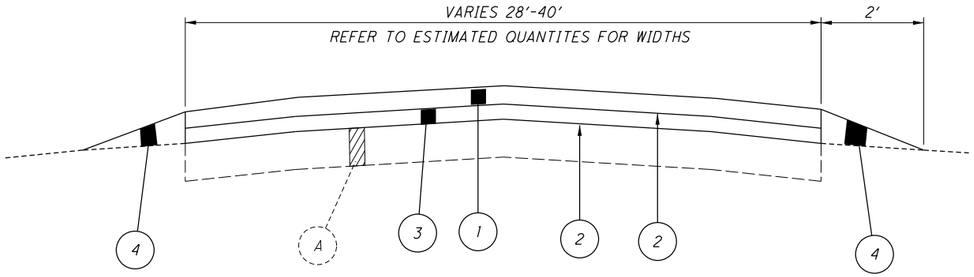
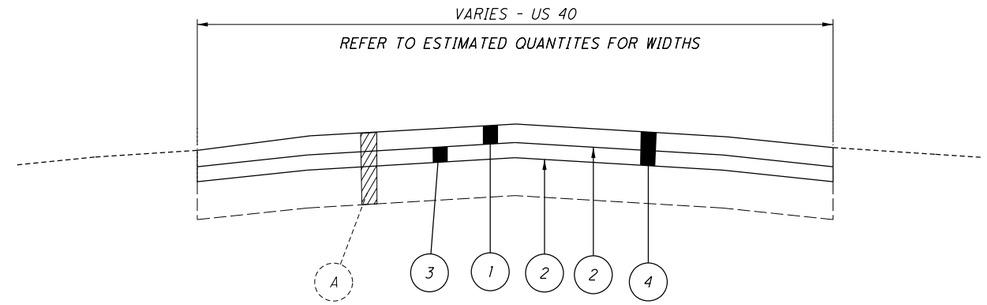


TYPICAL 1

2" OVERLAY
US 68 SLM 0.00 TO 4.46

LEGEND

A - EXISTING ASPHALT PAVEMENT
1 - ITEM 441 - 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M
2 - ITEM 407 - TACK COAT (0.055 GAL/SY INTERM. 0.085 GAL/SY SURFACE)
3 - ITEM 441 - 0.75" ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 1, (448)
4 - ITEM 617 - 2" COMPACTED AGGREGATE

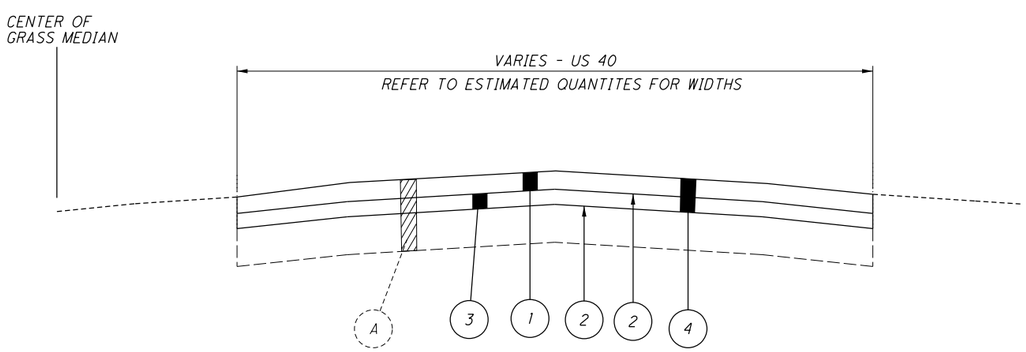


TYPICAL 2

US-40, SLM 18.81 TO 18.88
US-40, SLM 19.18 TO 19.32

LEGEND

A - EXISTING ASPHALT PAVEMENT
1 - ITEM 441 - 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M
2 - ITEM 407 - TACK COAT (0.055 GAL/SY INTERM. 0.085 GAL/SY SURFACE)
3 - ITEM 441 - 0.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)
4 - ITEM 254 - 2" PAVEMENT PLANING



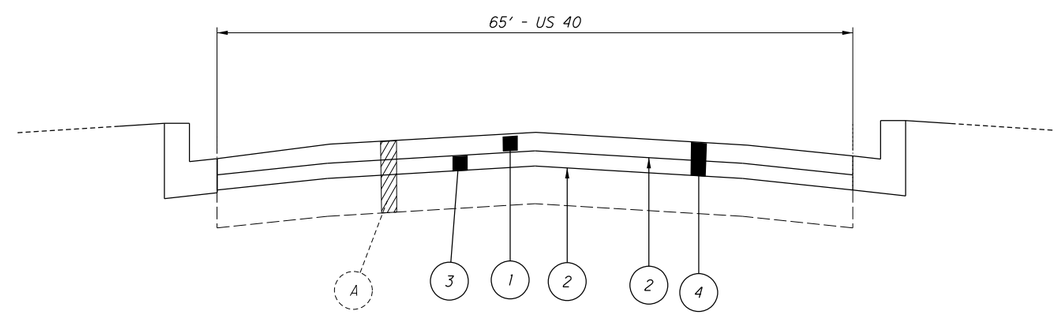
TYPICAL 3

SLM 18.74 TO 18.81
SLM 19.32 TO 19.66
STRUCTURE SLM 19.66 TO 19.68

WESTBOUND OPPOSITE HAND

LEGEND

A - EXISTING ASPHALT PAVEMENT
1 - ITEM 441 - 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M
2 - ITEM 407 - TACK COAT (0.055 GAL/SY INTERM. 0.085 GAL/SY SURFACE)
3 - ITEM 441 - 0.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)
4 - ITEM 254 - 2" PAVEMENT PLANING



TYPICAL 4

CURBED SECTION
US 40 SLM 18.88 TO 19.18

LEGEND

A - EXISTING ASPHALT PAVEMENT
1 - ITEM 441 - 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M
2 - ITEM 407 - TACK COAT (0.055 GAL/SY INTERM. 0.085 GAL/SY SURFACE)
3 - ITEM 441 - 0.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)
4 - ITEM 254 - 2" PAVEMENT PLANING

TYPICAL SECTIONS

CLA-40/ 68-
18.74/ 0.00

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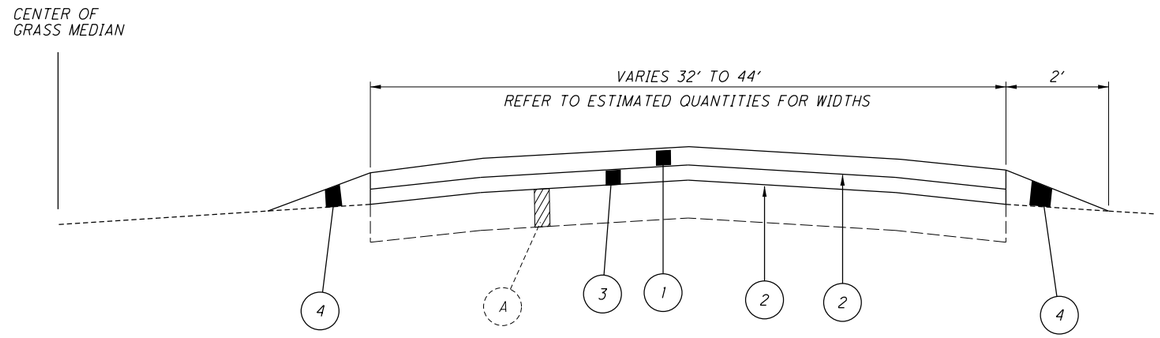
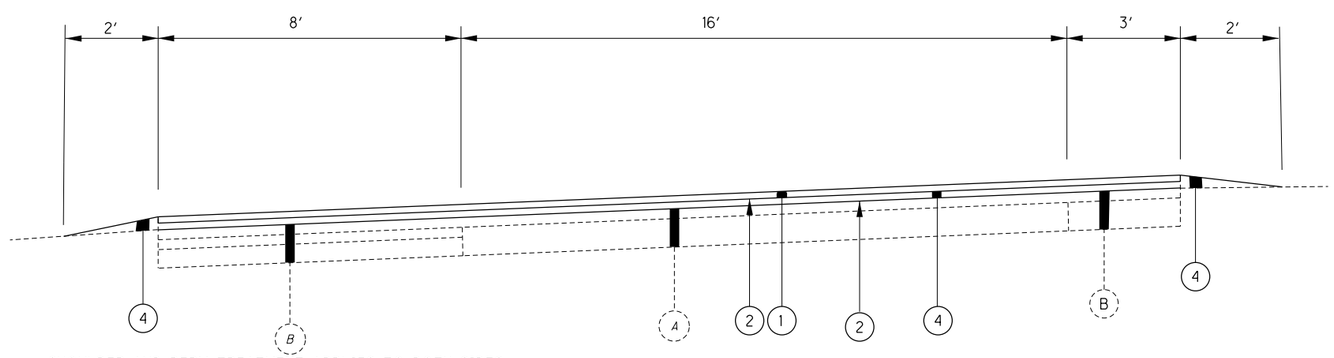


TYPICAL 5

2" OVERLAY ON DIVIDED HIGHWAY
US 40 SLM 19.68 TO 25.91
STRUCTURE SLM 25.91 TO 25.93
US 40 SLM 25.93 TO 27.51

LEGEND

A - EXISTING ASPHALT PAVEMENT
1 - ITEM 441 - 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M
2 - ITEM 407 - TACK COAT (0.055 GAL/SY INTERM. 0.085 GAL/SY SURFACE)
3 - ITEM 441 - 0.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)
4 - ITEM 617 - 2" COMPACTED AGGREGATE



SHOULDER AND BERM TREATMENT APPLIES TO BOTH SIDES

TYPICAL 6
IR-70 RAMPS

A - EXISTING ASPHALT PAVEMENT
B - EXISTING ASPHALT SHOULDER PAVEMENT
1 - ITEM 441 - 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M
2 - ITEM 407 - TACK COAT (0.055 GAL/SY INTERM. 0.085 GAL/SY SURFACE)
3 - ITEM 441 - 0.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)
4 - ITEM 617 - 2" COMPACTED AGGREGATE

TYPICAL SECTIONS

CLA-40/ 68-
18.74/ 0.00

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NOTIFICATION

THE CONTRACTOR SHALL NOTIFY THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT SEVEN CONSTRUCTION ADMINISTRATOR (PHONE 937-497-6722) TWO WEEKS PRIOR TO THE BEGINNING OF ANY WORK.

ALIGNMENT AND PROFILE

THE WORK PROPOSED BY THIS PROJECT CONSISTS OF RESURFACING OF THE EXISTING PAVEMENT. THE ALIGNMENT OF THE EXISTING PAVEMENT WILL NOT BE CHANGED AND THE PROFILE OF THE PROPOSED SURFACE WILL BE SIMILAR TO THAT OF THE EXISTING PAVEMENT.

ITEM 253, PAVEMENT REPAIR, AS PER PLAN

PAVEMENT REPAIR SHALL BE IN ACCORDANCE WITH ITEM 253 - PAVEMENT REPAIR, WITH THE FOLLOWING ADDITIONS:

THE PAVEMENT REPAIR AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND SAWED OR MILLED TO A NEAT LINE. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT. THE REPLACEMENT MATERIAL SHALL BE ITEM 301 - ASPHALT CONCRETE BASE PG64-22.

THE ESTIMATED PAVEMENT REPAIR AREAS SHALL BE A MINIMUM OF FOUR FEET (4.0') IN WIDTH AND FOUR INCHES (4") IN DEPTH OR AS DIRECTED BY THE ENGINEER AND SHALL BE FINISHED TO ACCOMMODATE THE PROPOSED OVERLAY.

A QUANTITY OF 1700 SQ. YD. OF ITEM 253, PAVEMENT REPAIR, AS PER PLAN HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER ON ANY OF THE ROUTES AS NEEDED.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN = 1700 SQ YD
US 40 = 500 SQ YD
US 68 = 1200 SQ YD

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 2"

AN ESTIMATED QUANTITY OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE HAS BEEN CARRIED TO THE GENERAL SUMMARY AND INCLUDED IN THE PLANS TO BE USED AS DIRECTED BY THE ENGINEER.

THE APPROXIMATE DEPTH OF PAVEMENT PLANING SHALL BE TWO INCHES (2.00"). ALL PLANED CUTTINGS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE LIMITS OF THE PROJECT.

THE CONTRACTOR SHALL BEGIN PLACEMENT OF ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE WITHIN FORTY-EIGHT (48) HOURS DAYS AFTER ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE IS COMPLETED ON A DAILY OPERATION.

THERE ARE TWO (2) INTERSECTIONS WITHIN THE LIMITS AND QUANTITY OF THE PAVEMENT PLANING.

THERE ARE APPROXIMATELY TWO (2) CASTINGS WITHIN THE PLANING AREA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ALL LABOR AND EQUIPMENT NECESSARY TO MAINTAIN TRAFFIC AROUND THE CASTINGS AND SHALL INCLUDE THE COST IN THE UNIT PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC.

ITEM 254 - PATCHING PLANED SURFACE, AS PER PLAN

PAVEMENT AREAS DESIGNATED FOR PATCHING AFTER PAVEMENT PLANING OPERATION SHALL BE MILLED TWO INCHES (2") IN DEPTH. CLEAN AREAS OF LOOSE MATERIAL, APPLY TACK COAT AND AREA FILLED WITH ITEM 441, ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 1, (448). LEVEL AND COMPACT NEW MATERIAL FLUSH TO ADJACENT PLANED SURFACE AN ESTIMATED QUANTITY OF 50 SQ YDS HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 254 - PATCHING PLANED SURFACE, AS PER PLAN = 100 SQ YD

ITEM 301 - ASPHALT CONCRETE BASE, PG 64-22, AS PER PLAN

THE CONTRACTOR SHALL BE RESPONSIBLE FOR EXCAVATING OF MATERIAL FROM ALL EXISTING STONE DRIVEWAYS AND MAILBOX APPROACHES TO A DEPTH OF FOUR INCHES (4") BELOW THE EXISTING PAVEMENT ELEVATION. ALL DRIVEWAY AND MAILBOX APPROACHES SHALL BE CONSTRUCTED AS PER TYPICAL SHOWN IN THE PLAN. EXCAVATED MATERIAL SHALL BE USED TO BACKUP THE NEW PAVEMENT OR REMOVED FROM THE PROJECT SITE AS DIRECTED BY THE PROJECT ENGINEER.

A QUANTITY OF ITEM 301 - ASPHALT CONCRETE BASE, PG 64-22, AS PER PLAN HAS BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED IN THOSE AREAS EXCAVATED FOR DRIVEWAY AND MAILBOX APPROACHES.

ALL WORK, MATERIALS, LABOR AND EQUIPMENT NECESSARY TO COMPLETE THE ABOVE DESCRIBED WORK SHALL BE INCIDENTAL TO THE PLACEMENT AND INCLUDED IN THE COST OF ITEM 301 - ASPHALT CONCRETE BASE, PG-22, AS PER PLAN.

ITEM 301 - ASPHALT CONCRETE BASE, PG 64-22, AS PER PLAN = 35 CU. YD.

US 40 = 10 CY US 68 = 25 CY

ESTIMATED APPROACHES ON US 40 AND US 68:
6 MAILBOX APPROACHES
1 COMBINATION DRIVE AND MAILBOX APPROACHES
3 DRIVEWAYS

ITEM 611 - MANHOLE ADJUSTED TO GRADE

ANY CASTINGS THAT REQUIRE ADJUSTING DURING CONSTRUCTION ARE THE RESPONSIBILITY OF THE CONTRACTOR. ALL LABOR, MATERIAL AND EQUIPMENT NECESSARY FOR THE ADJUSTMENTS OF CASTINGS SHALL BE INCLUDED IN ITEM 611. ANY NEW CASTINGS REQUIRED SHALL BE FURNISHED TO THE CONTRACTOR BY THE CITY OF SPRINGFIELD. ADJUSTING DEVICES ON MANHOLE COVERS ARE PROHIBITED.

ITEM 611 - MANHOLE ADJUSTED TO GRADE, 2 EACH (US-40)

SAFETY EDGE NOTE FOR THIN OVERLAYS

IN ADDITION TO THE REQUIREMENTS OF 401.12, ATTACH A DEVICE TO THE SCREED OF THE PAVER THAT CONFINES THE MATERIAL AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A COMPACTED WEDGE SHAPE PAVEMENT EDGE OF APPROXIMATELY 30 DEGREES (NOT STEEPER THAN 40 DEGREES). ENSURE THE DEVICE MAINTAINS CONTACT WITH THE EXISTING SURFACE, AND ALLOW FOR AUTOMATIC TRANSITION TO CROSS ROADS, DRIVEWAYS AND OBSTRUCTIONS. DO NOT USE CONVENTIONAL SINGLE PLATE STRIKE OFF.

PROJECTS WITH VARYING CONDITIONS SHOULD USE SAFETY EDGE WHERE POSSIBLE. PLAN PREPARATION HAS MADE EVERY REASONABLE ATTEMPT TO IDENTIFY POSSIBLE SAFETY EDGE LOCATIONS.

USE THE TRANSTECH SHOULDER WEDGE MAKER, THE CARLSON SAFETY EDGE END GATE, THE ADVANT-EDGER, THE TROXLER SAFETSLOPE OR A SIMILAR APPROVED-EQUAL DEVICE THAT PRODUCES THE SAME WEDGE CONSOLIDATION RESULTS. CONTACT INFORMATION FOR THESE WEDGE SHAPE COMPACTION DEVICES IS THE FOLLOWING:

TRANSTECH SYSTEMS, INC.
1594 STATE STREET SCHENECTADY,
NY 12304 1-800-724-6306
WWW.TRANSTECHSYS.COM

CARLSON SAFETY EDGE END GATE
18425 50TH AVENUE EAST
TACOMA, WA 98446
253-875-8000

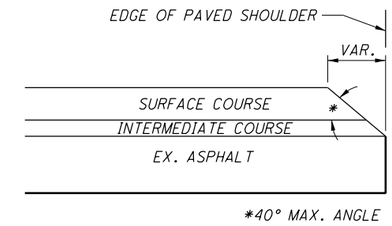
ADVANT-EDGE PAVING EQUIPMENT LLC
P.O. BOX 9163
NISKAYUNA, NY 12309-0163
518-280-6090
WWW.ADVANTAEDGEPAVING.COM

TROXLER ELECTRONIC LABORATORIES, INC.
3008 E. CORNWALLIS RD.
RESEARCH TRIANGLE PARK, NC 27709
1-877-TROXLER
WWW.TROXLERLABS.COM

IF ELECTING TO USE A SIMILAR DEVICE, PROVIDE PROOF THAT THE DEVICE HAS BEEN USED ON PREVIOUS PROJECTS WITH ACCEPTABLE RESULTS OR CONSTRUCT A TEST SECTION PRIOR TO THE BEGINNING OF WORK AND DEMONSTRATE WEDGE COMPACTION TO THE SATISFACTION OF THE ENGINEER. SHORT SECTIONS OF HANDWORK WILL BE ALLOWED WHEN NECESSARY FOR TRANSITIONS AND TURNOUTS OR OTHERWISE AUTHORIZED BY THE ENGINEER.

IN ADDITION TO THE REQUIREMENTS OF 401.16, MAKE THE FIRST ROLLER PASS 8 TO 12 INCHES (200 TO 300 MM) AWAY FROM TAPERED EDGE. DO NOT ROLL THE TAPER.

ALL EQUIPMENT, LABOR, AND MATERIALS TO CONSTRUCT A SAFETY EDGE AS DETAILED SHALL BE INCIDENTAL TO THE PAVING OPERATION AND ALL COSTS ASSOCIATED SHALL BE INCLUDED IN ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M.



SAFETY EDGE DETAIL

ITEM 690 - SPECIAL, MAILBOX REMOVED AND RESET

THIS WORK SHALL CONSIST OF REMOVING AND RESETTING EXISTING MAILBOX SUPPORTS. THE CONTRACTOR SHALL TAKE GREAT CARE IN REMOVING AND RESETTING MAILBOX SUPPORTS TO THE CORRECT DISTANCE FROM THE EDGE OF PAVEMENT AS SHOWN ON THE APPROACH TYPICAL SHEET OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OR REPLACEMENT FOR DAMAGED OR IMPROPER HANDLING ON THEIR PART AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE LOCAL POSTMASTER REGARDING THE TIMING OF THE MOVEMENT OF ANY MAILBOX TO BE REMOVED AND RESET. TEMPORARY INSTALLATIONS SHALL BE IN ACCORDANCE WITH 107.10.

MAILBOXES REMOVED AND RESET SOLELY FOR THE CONVENIENCE OF THE CONTRACTOR'S OPERATION OF CONSTRUCTING THE ASPHALT CONCRETE APPROACH IN JUDGMENT OF THE ENGINEER SHALL NOT BE PAID FOR.

PAYMENT SHALL BE FOR FINAL PERMANENT INSTALLATIONS ONLY. ALL LABOR, MATERIAL AND EQUIPMENT NEEDED TO COMPLETE THEIR WORK SHALL BE INCLUDED IN ITEM 690 - SPECIAL, MAILBOX REMOVED AND RESET.

A QUANTITY OF 8 EACH OF ITEM SPECIAL, MAILBOX REMOVED AND RESET HAS BEEN CARRIED TO THE GENERAL SUMMARY.

CALCULATED SSS
CHECKED TMK

GENERAL NOTES

CLA-40/68-
18.74/0.00

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TRAFFIC CONTROL

PAVEMENT MARKINGS - IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DOCUMENT THE LAYOUT OF THE EXISTING PAVEMENT MARKINGS TO BE REPLACED IN KIND. THE CONTRACTOR SHALL COORDINATE AND CORRABORATE THE LAYOUT OF ALL PAVEMENT MARKINGS WITH THE VILLAGE OF SOUTH VIENNA AND ODOT.

SEQUENCE OF WORK - THE CONTRACTOR SHALL PLACE THE TRAFFIC CONTROL ITEMS IN THE FOLLOWING ORDER: WORK ZONE CENTER LINE, RPM'S, RUMBLE STRIPES, PERMANENT CENTER LINE MARKINGS.

ITEM 614, MAINTAINING TRAFFIC

TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. THE LENGTH OF RESTRICTED TRAFFIC ZONES SHALL BE KEPT TO A MINIMUM CONSISTENT WITH THE SPECIFICATION REQUIREMENTS FOR PROTECTION OF COMPLETED COURSES.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

THE CONTRACTOR SHALL BE REQUIRED TO FURNISH AND ERECT "GROOVED PAVEMENT" SIGNS FOR ANY PLANED SURFACE OF THE ROADWAY REMAINING OPENED AT THE CONCLUSION OF A WORK DAY.

THE CONTRACTOR SHALL ONLY BE PERMITTED TO HAVE RAMP CLOSURES BETWEEN THE HOURS OF 7:00 PM AND 6:00 AM. RAMP CLOSURES SHALL NOT OCCUR CONCURRENTLY.

INSTALLATION OF PERMANENT PAVEMENT MARKINGS MAY BE PERMITTED AT ANY TIME WITH THE APPROVAL OF THE ENGINEER.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

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

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

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

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS (CONTINUED...)

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

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

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

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

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

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 50 HOURS

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

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

ITEM 618 - EDGE LINE RUMBLE STRIPE (ASPHALT CONCRETE)
ITEM 618 - CENTER LINE RUMBLE STRIPE (ASPHALT CONCRETE)

DESCRIPTION: THIS WORK CONSISTS OF GRINDING DEPRESSIONS (RUMBLE STRIPES) AND PLACING EDGE LINES AND CENTER LINES SO AS TO BE VISIBLE FROM BOTH DIRECTIONS OF TRAVEL IN THE PAVEMENT.

CONSTRUCT RUMBLE STRIPES ACCORDING TO TRAFFIC STANDARD DRAWING TC-64.10.

LOCATION AND PLACEMENT RESTRICTIONS OF RUMBLE STRIPES: RUMBLE STRIPES ARE NOT TO BE USED AT LOCATIONS WHERE THE LANE WIDTH IS LESS THAN 11 FEET AND THE POSTED SPEED LIMIT IS LESS THAN 50 MPH. RUMBLE STRIPES ARE NOT TO BE USED WHERE THE SHOULDER WIDTH IS LESS THAN 2 FEET. DISCONTINUE RUMBLE STRIPES AT INTERSECTIONS, RIGHT TURN LANES, DRIVEWAYS, STRUCTURES AND 650 FEET FROM URBAN AND/OR RESIDENTIAL AREAS. DISCONTINUE RUMBLE STRIPES AT THE INTERSECTION OF TWO STATE ROUTES WHERE RAISED PAVEMENT MARKERS BEGIN OR END.

LOCATE RUMBLE STRIPES ON THE PAVEMENT PER THE SPECIFICATIONS OF STANDARD DRAWING TC-64.10.

METHOD OF MEASUREMENT: THE DEPARTMENT WILL MEASURE RUMBLE STRIPES IN THE UNIT OF MILES (KILOMETERS) COMPLETED IN PLACE. THE DEPARTMENT WILL MEASURE QUANTITIES AS THE LENGTH OF COMPLETED GRINDING, INCLUDING THE GAPS, INTERSECTIONS AND OTHER SECTIONS OF PAVEMENT NOT BEING GROUND BETWEEN THE BEGINNING STRAIGHT LINE MILEAGE AND THE ENDING STRAIGHT LINE MILEAGE LISTED IN THE PLANS.

BASIS OF PAYMENT: THE DEPARTMENT WILL NOT PAY FOR REPAIRING SURFACE DAMAGE AND EXTRANEOUS MARKS CAUSED BY THE CONTRACTOR'S OPERATIONS. THE DEPARTMENT WILL PAY FOR THE PAVEMENT MARKINGS ITEM 642 TRAFFIC PAINT, SEPARATELY.

A QUANTITY OF 44.00 MILES OF ITEM 618 EDGE LINE, RUMBLE STRIPE (ASPHALT CONCRETE) HAS BEEN CARRIED TO THE GENERAL SUMMARY. THE LOCATIONS ARE:

US 40 FROM SLM 18.74 TO SLM 27.51 = 35.08 MILES
US 68 FROM SLM 0.00 TO SLM 4.46 = 8.92 MILES

A QUANTITY OF 4.46 MILES OF ITEM 618 CENTER LINE, RUMBLE STRIPE (ASPHALT CONCRETE) HAS BEEN CARRIED TO THE GENERAL SUMMARY. THE LOCATION IS:

US 68 FROM SLM 0.00 TO SLM 4.46 = 4.46 MILES

GRINDING MATERIAL THE GRINDING MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND DISPOSED OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY.

PAVEMENT MARKINGS THE RUMBLE STRIPE SHALL BE DUST-FREE AND DRY WHEN THE PAVEMENT MARKINGS ARE APPLIED.

ITEM 809 - ADVANCE RADAR DETECTION

THIS ITEM OF WORK SHALL CONSIST OF FURNISHING AND INSTALLING A WAVETRONIX SMARTSENSOR ADVANCE

DETECTION UNIT (MODEL SS-200E). THE DETECTION UNIT SHALL INCLUDE THE FOLLOWING:

1. POWER SHALL BE PROVIDED FROM THE TRAFFIC CABINET.
2. ALL REQUIRED INPUTS CARDS SHALL BE INCLUDED IN THE TRAFFIC CABINET AND SHALL BE COMPATIBLE WITH CALTRANS, NEMA TS1 AND NEMA TS2 DETECTOR RACKS. THE CARDS SHALL PROVIDE TRUE PRESENCE DETECTOR CALLS OR CONTACT CLOSURE TO THE TRAFFIC CONTROLLER.
3. THE UNIT SHALL BE MOUNTED DIRECTLY TO A POLE OR MAST ARM, AS RECOMMENDED BY THE MANUFACTURER. CABLE(S) SHALL BE PROVIDED AS REQUIRED AND RECOMMENDED BY THE MANUFACTURER.
4. SURGE PROTECTION DEVICES, AS RECOMMENDED BY THE MANUFACTURER SHALL BE INCLUDED BOTH AT THE POLE WHERE THE UNIT IS LOCATED TO PROTECT THE UNIT AND IN THE TRAFFIC CABINET TO PROTECT THE CABINET ELECTRONICS.
5. THE MANUFACTURER'S REPRESENTATIVE SHALL BE ON SITE DURING INSTALLATION AND TESTING AND SHALL PROVIDE ON-SITE TRAINING ON THE SETUP, OPERATION AND MAINTENANCE OF THE UNIT.
6. A SERIAL TO ETHERNET COMMUNICATIONS MODULE AND ETHERNET CABLE (MINIMUM 7 FEET).
7. THE POWER SUPPLY AND COMMUNICATION MODULES SHALL BE SECURED TO A SINGLE PANEL THAT CAN BE MOUNTED INTERIOR TO THE TRAFFIC CABINET. THE PANEL SHALL INCLUDE MODULAR-PLUG STYLE CONNECTIONS FOR UP TO FOUR (4) SENSOR CABLES. ADDITIONAL SENSORS MAY BE HARD-WIRED TO THE COMMUNICATION MODULES, AS NECESSARY.

PAYMENT FOR ITEM 809 ADVANCE RADAR DETECTION SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR EACH UNIT, COMPLETE AND IN PLACE INCLUDING ALL REQUIRED CABINET HARDWARE, MOUNTING BRACKETS, CABLES, CONDUIT, CONNECTIONS TESTED AND ACCEPTED, AND ANY OTHER NECESSARY HARDWARE TO ESTABLISH A FULLY FUNCTIONAL DETECTION SYSTEM.

ITEM 809 - ADVANCE RADAR DETECTION			
SLM	LOCATION	DESCRIPTION	QUANTITY
0.22	YOUNGS JERSEY DAIRY	US 68 APPROACHES	2
4.17	FAIRFIELD PIKE	US 68 APPROACHES	2
4.17	FAIRFIELD PIKE	FAIRFIELD PIKE APPROACHES	2

A QUANTITY OF 6 HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 809 - STOP-BAR RADAR DETECTION

THIS ITEM OF WORK SHALL CONSIST OF FURNISHING AND INSTALLING A WAVETRONIX SMARTSENSOR MATRIX

DETECTION UNIT. THE DETECTION UNIT SHALL INCLUDE THE FOLLOWING:

1. POWER SHALL BE PROVIDED FROM THE TRAFFIC CABINET.
2. ALL REQUIRED INPUTS CARDS SHALL BE INCLUDED IN THE TRAFFIC CABINET AND SHALL BE COMPATIBLE WITH CALTRANS, NEMA TS1 AND NEMA TS2 DETECTOR RACKS. THE CARDS SHALL PROVIDE TRUE PRESENCE DETECTOR CALLS OR CONTACT CLOSURE TO THE TRAFFIC CONTROLLER.
3. THE UNIT SHALL BE MOUNTED DIRECTLY TO A POLE OR MAST ARM, AS RECOMMENDED BY THE MANUFACTURER. CABLE(S) SHALL BE PROVIDED AS REQUIRED AND RECOMMENDED BY THE MANUFACTURER.
4. SURGE PROTECTION DEVICES, AS RECOMMENDED BY THE MANUFACTURER SHALL BE INCLUDED BOTH AT THE POLE WHERE THE UNIT IS LOCATED TO PROTECT THE UNIT AND IN THE TRAFFIC CABINET TO PROTECT THE CABINET ELECTRONICS.
5. THE MANUFACTURER'S REPRESENTATIVE SHALL BE ON SITE DURING INSTALLATION AND TESTING AND SHALL PROVIDE ON-SITE TRAINING ON THE SETUP, OPERATION AND MAINTENANCE OF THE UNIT.
6. A SERIAL TO ETHERNET COMMUNICATIONS MODULE AND ETHERNET CABLE (MINIMUM 7 FEET).
7. THE POWER SUPPLY AND COMMUNICATION MODULES SHALL BE SECURED TO A SINGLE PANEL THAT CAN BE MOUNTED INTERIOR TO THE TRAFFIC CABINET. THE PANEL SHALL INCLUDE MODULAR-PLUG STYLE CONNECTIONS FOR UP TO FOUR (4) SENSOR CABLES. ADDITIONAL SENSORS MAY BE HARD-WIRED TO THE COMMUNICATION MODULES, AS NECESSARY.

PAYMENT FOR ITEM 809 STOP-BAR RADAR DETECTION SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR EACH

UNIT, COMPLETE AND IN PLACE INCLUDING ALL REQUIRED CABINET HARDWARE, MOUNTING BRACKETS, CABLES, CONDUIT AND CONNECTIONS TESTED AND ACCEPTED.

ITEM 809 - STOP BAR RADAR DETECTION			
SLM	LOCATION	DESCRIPTION	QUANTITY
0.22	YOUNGS JERSEY DAIRY	YOUNGS JERSEY DAIRY APPROACHES	2
4.17	FAIRFIELD PIKE	FAIRFIELD PIKE APPROACHES	2

A QUANTITY OF 4 HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 632 - SIGNALIZATION, MISC.: UNLASH AND RELASH MESSENGER WIRE

THE CONTRACTOR SHALL REMOVE EXISTING MESSENGER WIRE LASHING RODS AND REINSTALL THEM AS NECESSARY FOR THE INSTALLATION OF ANY NEW CABLES ON THE EXISTING INTERSECTION SIGNAL SPANS. THE CABLES SHALL ENTER THE EXISTING STRAIN POLE THROUGH THE POLE CABLE ENTRANCE FITTING AND USE THE EXISTING CONDUIT SYSTEM TO GET TO THE CONTROLLER CABINET. THE NEW CABLES SHALL BE SUPPORTED BY A NEW CABLE SUPPORT ASSEMBLY AT THE TOP OF THE STRAIN POLE.

THE NEW SIGNAL CABLES SHALL BE BID BY SEPARATE BID ITEMS.

PAYMENT FOR ITEM 632 "SIGNALIZATION MISC.: UNLASH AND RELASH MESSENGER WIRE" SHALL BE MADE AT THE CONTRACT UNIT PRICE PER PER FOOT AND SHALL INCLUDE ALL LABOR, MATERIALS, CABLE SUPPORT ASSEMBLIES AND EQUIPMENT TO INSTALL NEW CABLES ON EXISTING SIGNAL SPAN WIRE INSTALLATIONS.

US-68 & FAIRFIELD PIKE, 425 FT
US-68 & YOUNG'S JERSEY DAIRY, 330 FT

AN ESTIMATED QUANTITY OF 755 FEET HAS BEEN CARRIED TO THE GENERAL SUMMARY.

PARTICIPATION	ROUTE	STATION FROM	STATION TO	LANE WIDTH	SOLID LINE EQUIVALENT	614 WORK ZONE MARKING SIGN	614 WORK ZONE LANE LINE, CLASS III, 642 PAINT	614 WORK ZONE CENTER LINE, CLASS I	614 WORK ZONE CENTER LINE, CLASS III, 642 PAINT	614 WORK ZONE EDGE LINE, CLASS III, 642 PAINT (WHITE)	614 WORK ZONE EDGE LINE, CLASS III, 642 PAINT (YELLOW)	614 WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT	614 WORK ZONE STOP LINE, CLASS III, 642 PAINT	614 WORK ZONE PAVEMENT MARKING, MISC.: CHANNELIZING LINE, 12"
		FROM	TO	FT	MILE	EACH	MILE	MILE	MILE	MILE	MILE	FT	FT	FT
03/S<2/PV	US-40	18.74	19.70	11.5		10	3.84		1.00					
		19.50	IR-70											887
01/STR/PV	US-40	19.70	27.51	11.5		54	31.24							
		19.70	IR-70											
		SLM 23.23 @ Ritchie Dr.											33	470
		SLM 23.56 @ SR-54											93	236
		SLM 24.15 @ East Main St												335
		Subtotal US-40			**2.00**	**64**	**35.08**	**-**	**1.00**	**-**	**-**	**-**	**126**	**1928**
02/NHS/PV	US-68	0.00	4.46	12		45		4.66						
		SLM 0.22 @ Young Jersey Dairy										510	104	
		SLM 0.55 @ Jackson Rd											79	
		SLM 1.27 @ Airpark Dr										20	37	
		SLM 1.66 @ Blee Rd											38	
		SLM 2.99 @ Sparrow Rd											32	
		SLM 3.71 @ Springfield Xenia Rd										260	36	
		SLM 3.75 @ Bike Route Crossing											12	
		SLM 4.17 @ Fairfield Pike											64	
		Subtotal US-68			**4.70**	**45**	**-**	**4.66**	**-**	**-**	**-**	**790**	**402**	**-**
04/IMS/PV	IR-70	SLM 20.80 @ US-40 INTERCHANGE								1.4	1.4			124
		Edgelines go to US-40												
		Subtotal IR-70			**-**	**-**	**-**	**-**	**-**	**1.4**	**1.4**	**-**	**-**	**124**
		TOTAL FOR 01/STR/PV			2.00	54	31.24	-	-	-		-	219	2499
		TOTAL FOR 02/NHS/PV			4.70	45	-	4.66	-	-		790	402	-
		TOTAL FOR 03/S<2/PV			-	10	3.84	-	1.00	-		-	-	887
		TOTAL FOR 04/IMS/PV			-	-	-	-	-	2.80		-	-	124
TOTALS CARRIED TO GENERAL SUMMARY						**109**	**35.08**	**4.66**	**1.00**	**2.80**		**790**	**528**	**2052**

CALCULATED RPH
CHECKED TMK

M.O.T. SUBSUMMARY

CLA-40/68-
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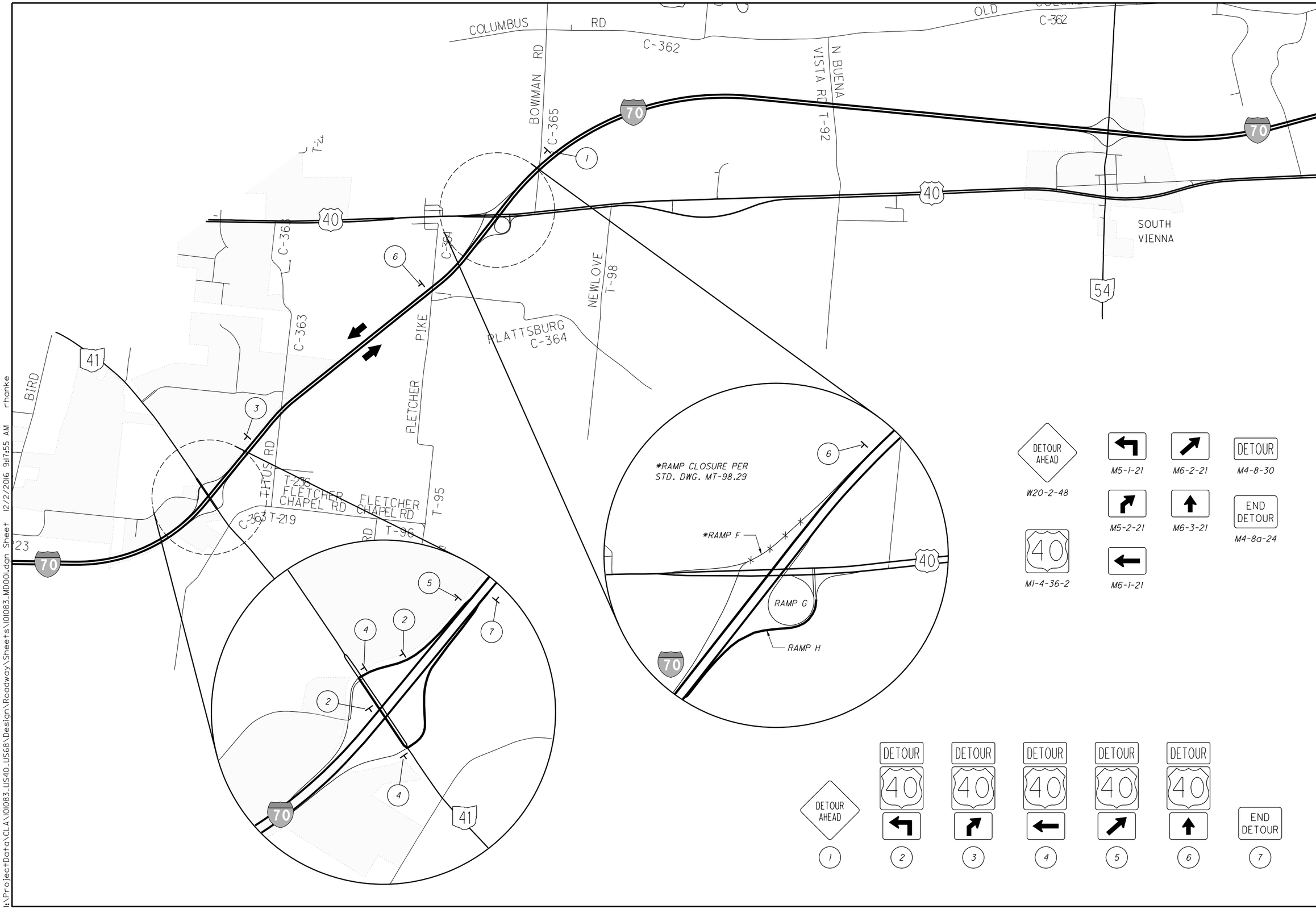

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DETOUR SIGNING (RAMP F)

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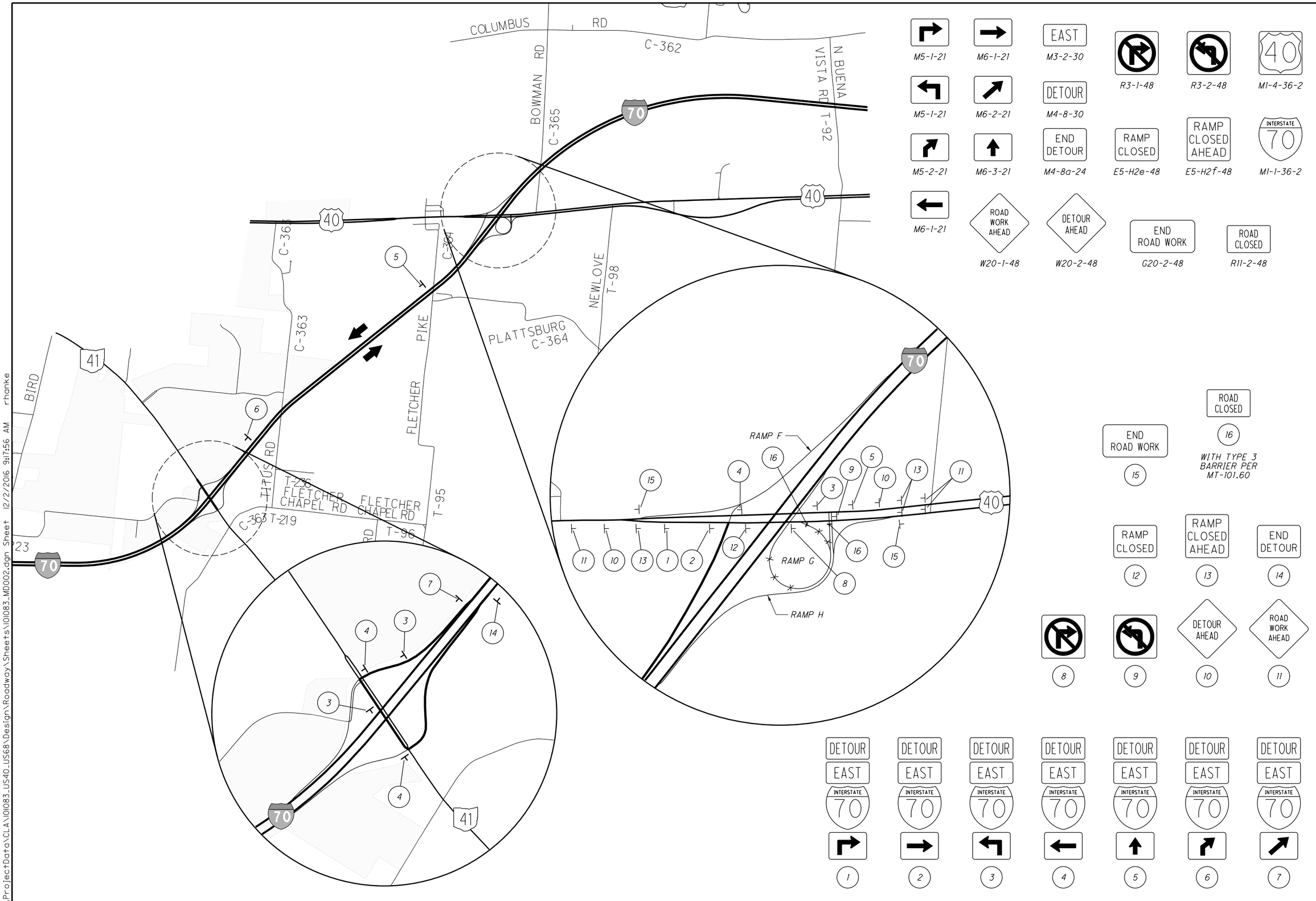

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DETOUR SIGNING (RAMP G)

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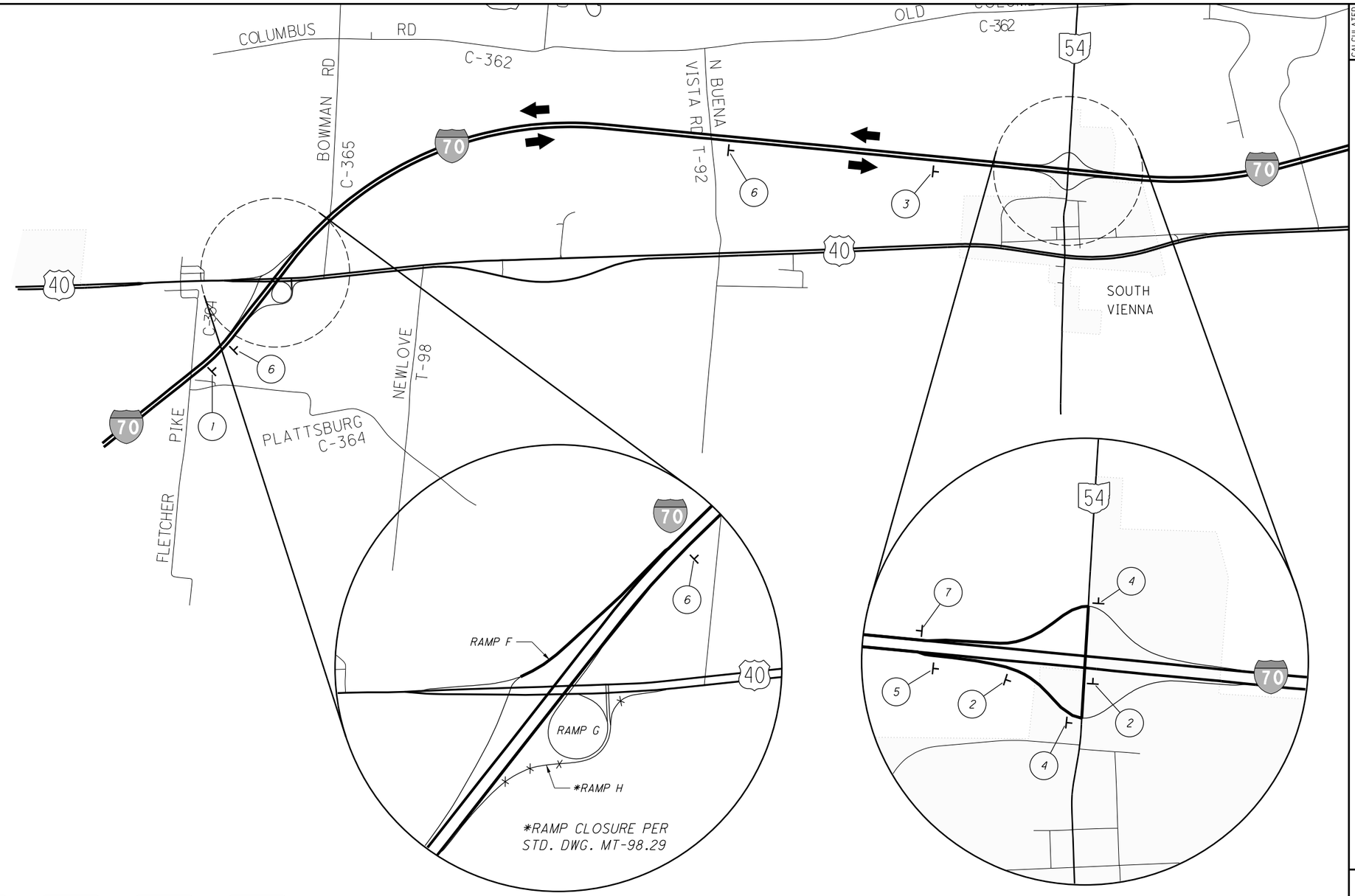

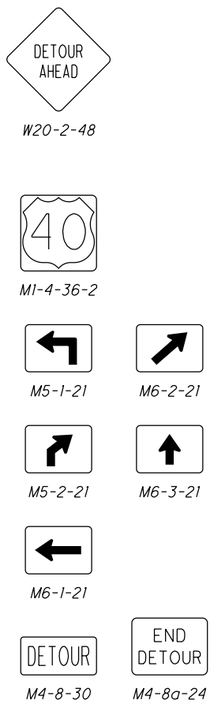

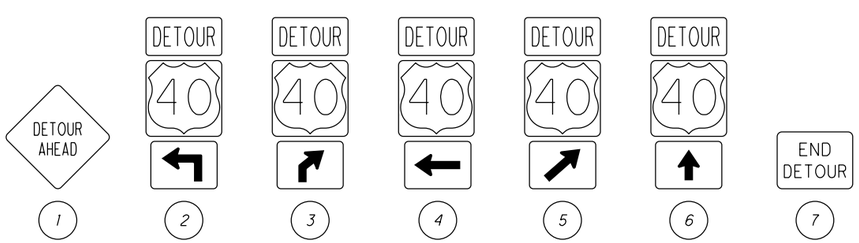

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DETOUR SIGNING (RAMP H)

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SHEET NUM.											PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
5	6	7	8	14	15	16	17	18	19	22	01/STR/PV	02/NHS/PV	03/SK2/PV	04/IMS/PV						
																			ROADWAY	
				2,491	468	1,518				891	2,872	1,518	510	468	202	23500	5,368	SY	WEARING COURSE REMOVED	
							176						176		202	30000	176	SF	WALK REMOVED	
							44						44		202	32500	44	FT	CURB AND GUTTER REMOVED	
							260						260		608	52001	260	SF	CURB RAMP, AS PER PLAN	19
8											7		1		SPECIAL	69050350	8	EACH	MAILBOX REMOVED AND RESET	5
																			DRAINAGE	
2													2		611	99654	2	EACH	MANHOLE ADJUSTED TO GRADE	
																			PAVEMENT	
1,700											400	1,200	100		253	01000	1,700	SY	PAVEMENT REPAIR	
100													100		254	01600	100	SY	PATCHING PLANED SURFACE	
				38,352									38,352		254	01000	38,352	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 2"	
35											8	25	2		301	46001	35	CY	ASPHALT CONCRETE BASE, PG64-22, AS PER PLAN	5
				49,029	1,735	15,960				167	43,317	15,960	5,879	1,735	407	10000	66,891	GAL	TACK COAT	
				12,204	430	3,957				42	10,782	3,957	1,464	430	441	50100	16,633	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M	
				7,171	257	2,376				26	6,327	2,376	870	257	441	50200	9,830	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)	
				2,162	113	581					2,022	581	140	113	617	10100	2,856	CY	COMPACTED AGGREGATE	
																			TRAFFIC CONTROL	
	44										31.24	8.92	3.84		618	41000	44	MILE	EDGE LINE, RUMBLE STRIPE (ASPHALT CONCRETE)	
	4.46											4.46			618	43000	4.46	MILE	CENTER LINE, RUMBLE STRIPE (ASPHALT CONCRETE)	
									1,570		907	388	223	52	621	00100	1,570	EACH	RPM	
									1,694		1,032	388	222	52	621	54000	1,694	EACH	RAISED PAVEMENT MARKER REMOVED	
								8.92				8.92			642	00094	8.92	MILE	EDGE LINE, 6"	
								4.66				4.66			642	00290	4.66	MILE	CENTER LINE	
								35.58			31.34		2.84	1.4	644	00104	35.58	MILE	EDGE LINE, 6"	
								17.54			15.62		1.92		644	00204	17.54	MILE	LANE LINE, 6"	
								1					1		644	00300	1	MILE	CENTER LINE	
								790				790			644	00400	790	FT	CHANNELIZING LINE, 8"	
								2,052			1,041		887	124	644	00404	2,052	FT	CHANNELIZING LINE, 12"	
								528			126	402			644	00500	528	FT	STOP LINE	
								556				556			644	00600	556	FT	CROSSWALK LINE	
								262				262			644	00700	262	FT	TRANSVERSE/DIAGONAL LINE	
								17			8	6	3		644	01300	17	EACH	LANE ARROW	
								1,522			749		773		644	01510	1,522	FT	DOTTED LINE, 6"	
								2				2			644	01630	2	EACH	BIKE LANE SYMBOL MARKING	
																			TRAFFIC SIGNALS	
		755										755			632	90500	755	FT	SIGNALIZATION, MISC.: UNLASH AND RELASH MESSENGER WIRE	7
		6										6			809	69000	6	EACH	ADVANCE RADAR DETECTION	
		4										4			809	69100	4	EACH	STOP-BAR RADAR DETECTION	
																			STRUCTURE REPAIR (CLA-40-2473L)	
										80	80				516	31011	80	FT	2" DEEP JOINT SEALER, AS PER PLAN	20
																			STRUCTURE REPAIR (CLA-40-2473R)	
										16	16				519	12300	16	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B	21
										49	49				846	00110	49	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	

CALCULATED SSS
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GENERAL SUMMARY (1/2)

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18.74/0.00

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SHEET NUM.											PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
5	6	7	8	14	15	16	17	18	19	22	01/STR/PV	02/NHS/PV	03/SK2/PV	04/IMS/PV						
																			MAINTENANCE OF TRAFFIC	
	50											50			614	11110	50	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
														LS	614	12420	LS		DETOUR SIGNING	
			109								54	45	10		614	12460	109	EACH	WORK ZONE MARKING SIGN	
			35.08								31.24		3.84		614	20550	35.08	MILE	WORK ZONE LANE LINE, CLASS III, 642 PAINT	
			4.66									4.66			614	21000	4.66	MILE	WORK ZONE CENTER LINE, CLASS I	
			1										1		614	21550	1	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
			2.8											2.8	614	22350	2.8	MILE	WORK ZONE EDGE LINE, CLASS III, 642 PAINT	
			790									790			614	23680	790	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT	
			528								126	402			614	26610	528	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
			2,052								1,041		887	124	614	98100	2,052	FT	WORK ZONE PAVEMENT MARKING, MISC.: CHANNELIZING LINE, 12"	8
																			INCIDENTALS	
											LS	LS	LS		614	11000	LS		MAINTAINING TRAFFIC	
											LS	LS	LS		624	10000	LS		MOBILIZATION	

CALCULATED SSS
CHECKED TMK

GENERAL SUMMARY (2/2)

CLA-40/68-
18.74/0.00

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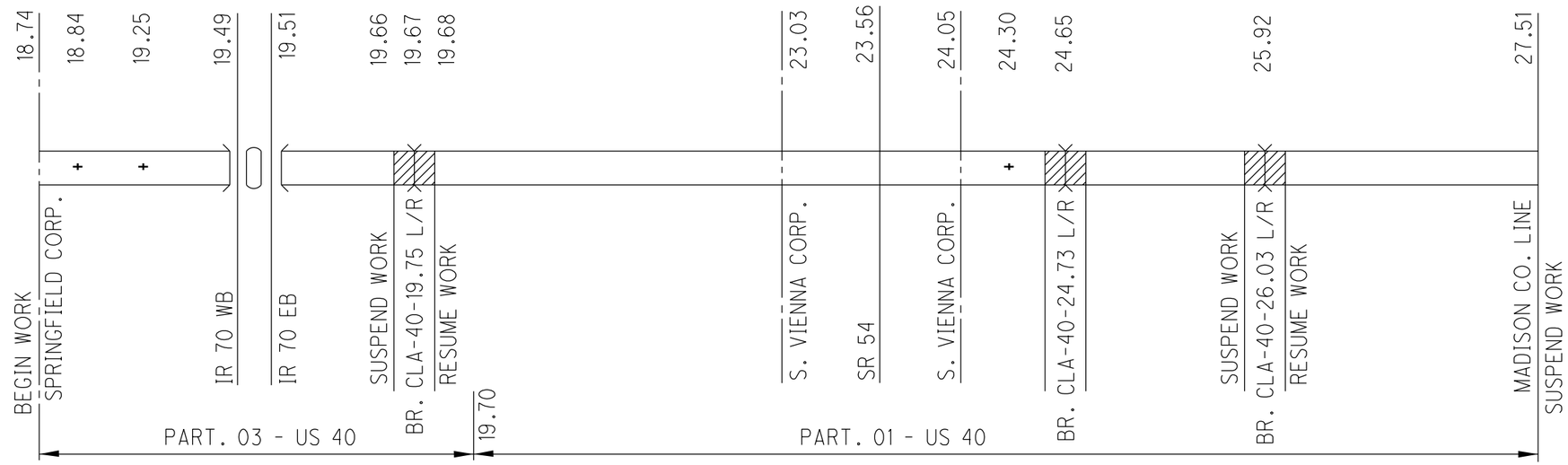

ROUTE	FROM	TO	DISTANCE		PAVT WIDTH	TYPICAL SECTION	PAVT AREA	202 WEARING COURSE REMOVED	407 TACK COAT (0.14 GAL/SY)	441 ASPHALT CONCRETE INTERMEDIATE COURSE TYPE 1 (448)	441 ASPHALT CONCRETE SURFACE COURSE TYPE 1, (448), PG70-22M	254 PAVEMENT PLANING, ASPHALT CONCRETE	617 COMPACTED AGGREGATE
								THICK. 1-1/4"		THICK. 3/4"	THICK. 1-1/4"	THICK. 2"	AVG. 2"
	SLM	SLM	MILES	FEET	FEET		SY	SY	GAL	CY	CY	SY	CY
PART. 03/SC2/PV													
US 40	18.74	18.81	0.07	370	2 @ 37	median	3,039		425	63	106	3,039	18
US 40	18.81	18.88	0.07	370	73.5 avg.	no median	3,018		423	63	105	3,018	9
US 40	18.88	19.18	0.30	1584	65	curbed	11,440		1,602	238	397	11,440	
US 40	19.18	19.32	0.14	739	73 avg.	no median	5,996		839	125	208	5,996	18
US 40	19.32	19.43	0.11	581	2 @ 37	median	4,775		669	99	166	4,775	29
US 40	19.43	19.50	0.07	370	37 EB	median	1,519		213	32	53	1,519	9
US 40	19.43	19.50	0.07	370	44 WB	median	1,807		253	38	63	1,807	9
US 40	19.50	19.66	0.16	845	2 @ 36	median	6,758		946	141	235	6,758	42
US 40	19.66	19.68	0.02	106	bridge	BR. CLA-40-19.75 L/R (BUTT JOINT AT APPROACH SLABS)							
US 40	19.68	19.70	0.02	106	42 EB avg.	median	493	269	69	10	17		3
US 40	19.68	19.70	0.02	106	32 WB	median	375		53	8	13		3
Crossovers*							250		35		13		
Turn Lanes							652		91	14	23		
Intersections							1,864	241	261	39	65		
						PART. 03/SC2/PV SUBTOTAL		*510*	*5,879*	*870*	*1,464*	*38,352*	140
PART. 01/STR/PV													
US 40	19.70	19.83	0.13	686	42 EB avg.	median	3,203		448	67	111		17
US 40	19.70	19.83	0.13	686	32 WB	median	2,441	157	342	51	85		17
US 40	19.83	24.63	4.80	25344	32 EB	median	90,112		12,616	1,877	3,129		626
US 40	19.83	24.64	4.81	25397	32 WB	median	90,300		12,642	1,881	3,135		627
US 40	24.63	24.67	0.04	211	32 EB	BR. CLA-40-24.73 R (SEE BRIDGE SHEETS FOR DETAILS & QUANTITIES)							
US 40	24.64	24.66	0.02	106	32 WB	BR. CLA-40-24.73 L (SEE BRIDGE SHEETS FOR DETAILS & QUANTITIES)							
US 40	24.67	25.91	1.24	6547	32 EB	median	23,279	157	3,259	485	808		162
US 40	24.66	25.90	1.24	6547	32 WB	median	23,279	157	3,259	485	808		162
US 40	25.91	25.93	0.02	106	32 EB	BR. CLA-40-26.03 R (BUTT JOINT AT APPROACH SLABS)							
US 40	25.90	25.94	0.04	211	38 WB	BR. CLA-40-26.03 L (BUTT JOINT 25' BEFORE/AFTER APPROACH SLABS)							
US 40	25.93	27.51	1.58	8342	32 EB	median	29,662	313	4,153	618	1,030		206
US 40	25.94	27.51	1.57	8290	32 WB	median	29,474	313	4,126	614	1,023		205
Extra Areas							2,000		280	42	69		
Crossovers*							5,750		805		240		
Turn Lanes							1,875		263	39	65		
Intersections							6,836	884	957	142	237		
						PART. 01/STR/PV SUBTOTAL		*1,981*	*43,150*	*6,301*	*10,740*	*0*	2,022
TOTALS CARRIED TO GENERAL SUMMARY								**2,491**	**49,029**	**7,171**	**12,204**	**38,352**	**2,162**

**ADDITIONAL QUANTITY ADDED TO MATCH 1-1/4" CROSSOVER TO 2" MAINLINE OVERLAY.*

NOTES:
1. DRAWING NOT TO SCALE
2. MAILBOX AND DRIVES QUANTITIES ARE INCLUDED IN THE EXTRA AREAS.

CALCULATED GLI
CHECKED RPH

ESTIMATED QUANTITIES

CLA-40/68-
18.74/0.00

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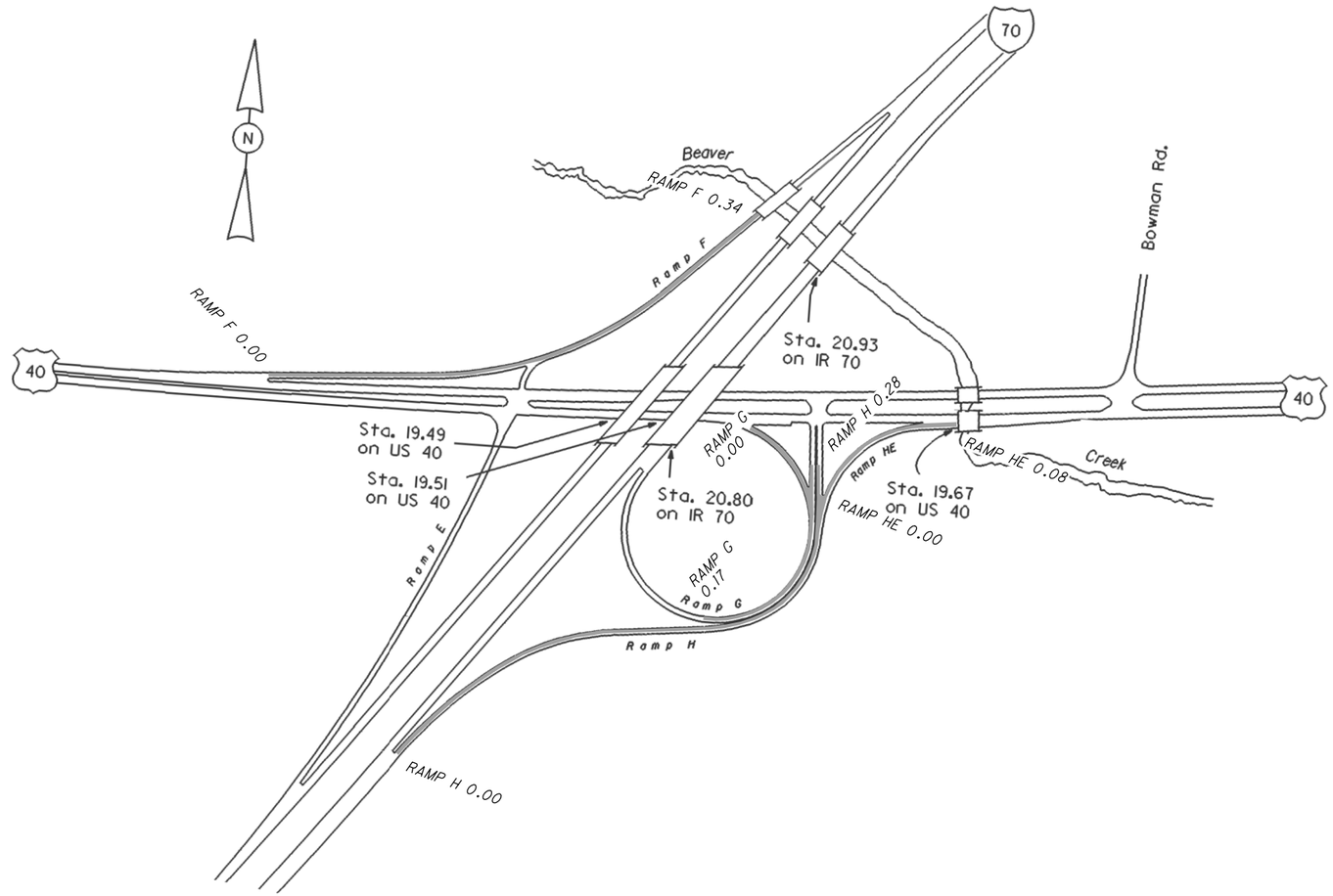

NOTES:
1. DRAWING NOT TO SCALE
2. MAILBOX AND DRIVES QUANTITIES ARE INCLUDED IN THE EXTRA AREAS.

PAVEMENT DATA

ROUTE	FROM	TO	DISTANCE		PAVT WIDTH	TYPICAL SECTION	PAVT AREA	202 WEARING COURSE REMOVED THICK. 1 1/4"	407 TACK COAT (0.14 GAL/SY)	441 ASPHALT CONCRETE INTERMEDIATE COURSE TYPE 1 (448) THICK. 3/4"	441 ASPHALT CONCRETE SURFACE COURSE TYPE 1, (448), PG70-22M THICK. 1 1/4"	617 COMPACTED AGGREGATE AVG. 2"
	SLM	SLM	MILES	FEET	FEET		SY	SY	GAL	CY	CY	CY
PART. 04/IMS/PV												
Ramp F	0.00	0.10	0.10	528	12.5 avg.	0	733		103	15	25	13
Ramp F	0.10	0.34	0.24	1267	25	0	3520	122	493	73	122	31
Extra Areas F							214		30	4	7	
Ramp G	0.00	0.07	0.07	370	25	0	1027		144	21	36	9
Ramp G	0.07	0.17	0.10	528	23	0	1349	112	189	28	47	13
Extra Areas G							258		36	5	9	
Ramp H	0.00	0.15	0.15	792	25	0	2200	122	308	46	76	20
Ramp H	0.15	0.28	0.13	686	23	0	1754	112	246	37	61	17
Extra Areas H							136		19	3	5	
Ramp HE	0.00	0.08	0.08	422	25	0	1173		164	24	41	10
Extra Areas HE							20		3	1	1	
TOTALS CARRIED TO GENERAL SUMMARY								468	1,735	257	430	113

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CHECKED RPH

ESTIMATED QUANTITIES

CLA-40/68-
18.74/0.00

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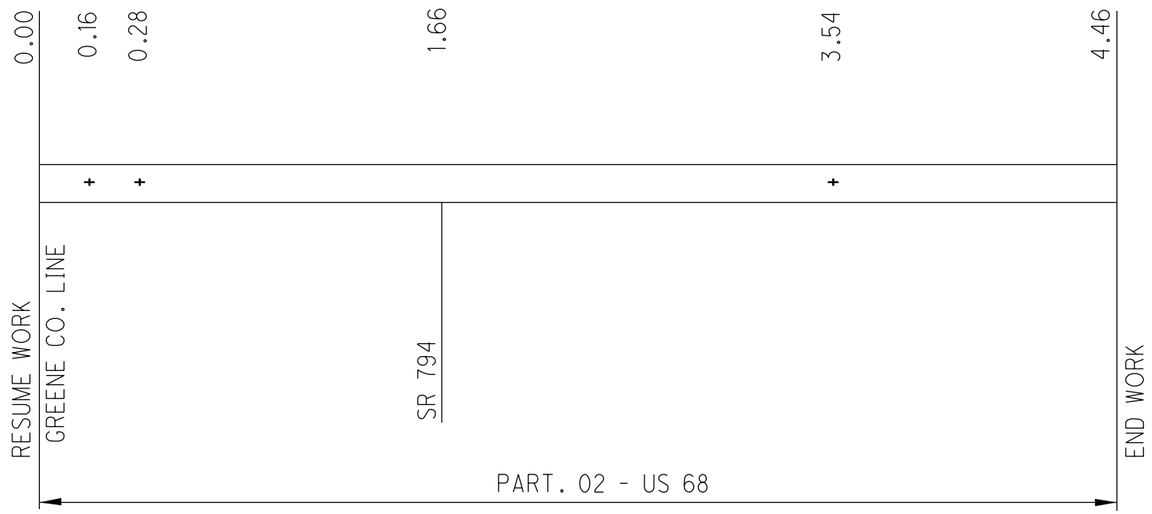
NOTES:
1. DRAWING NOT TO SCALE
2. MAILBOX AND DRIVES QUANTITIES ARE INCLUDED IN THE EXTRA AREAS.



PAVEMENT DATA

ROUTE	FROM	TO	DISTANCE		PAVT WIDTH	TYPICAL SECTION	PAVT AREA	202 WEARING COURSE REMOVED	407 TACK COAT (0.14 GAL/SY)	441 ASPHALT CONCRETE INTERMEDIATE COURSE TYPE 1 (448)	441 ASPHALT CONCRETE SURFACE COURSE TYPE 1, (448), PG70-22M	617 COMPACTED AGGREGATE
								THICK. 1 1/4"		THICK. 3/4"	THICK. 1 1/4"	AVG. 2"
	SLM	SLM	MILES	FEET	FEET		SY	SY	GAL	CY	CY	CY
PART. 02/NHS/PV												
US 68	0.00	0.06	0.06	317	40	1	1408	196	197	29	49	8
US 68	0.06	0.17	0.11	581	48 avg.	1	3098		434	65	108	14
US 68	0.17	0.30	0.13	686	56	1	4271		598	89	148	17
US 68	0.30	0.48	0.18	950	48 avg.	1	5069		710	106	176	23
US 68	0.48	3.64	3.16	16685	40	1	74155		10,382	1,545	2,575	412
US 68	3.64	4.17	0.53	2798	37 avg.	1	11505		1,611	240	399	69
US 68	4.17	4.46	0.29	1531	38	1	6465	186	905	135	224	38
Extra Areas							1120		157	23	39	
Turn Lanes							2400		336	50	83	
Intersections							4500	1,136	630	94	156	
TOTALS CARRIED TO GENERAL SUMMARY								1,518	15,960	2,376	3,957	581

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ESTIMATED QUANTITIES

CLA-40/ 68-
18.74/ 0.00

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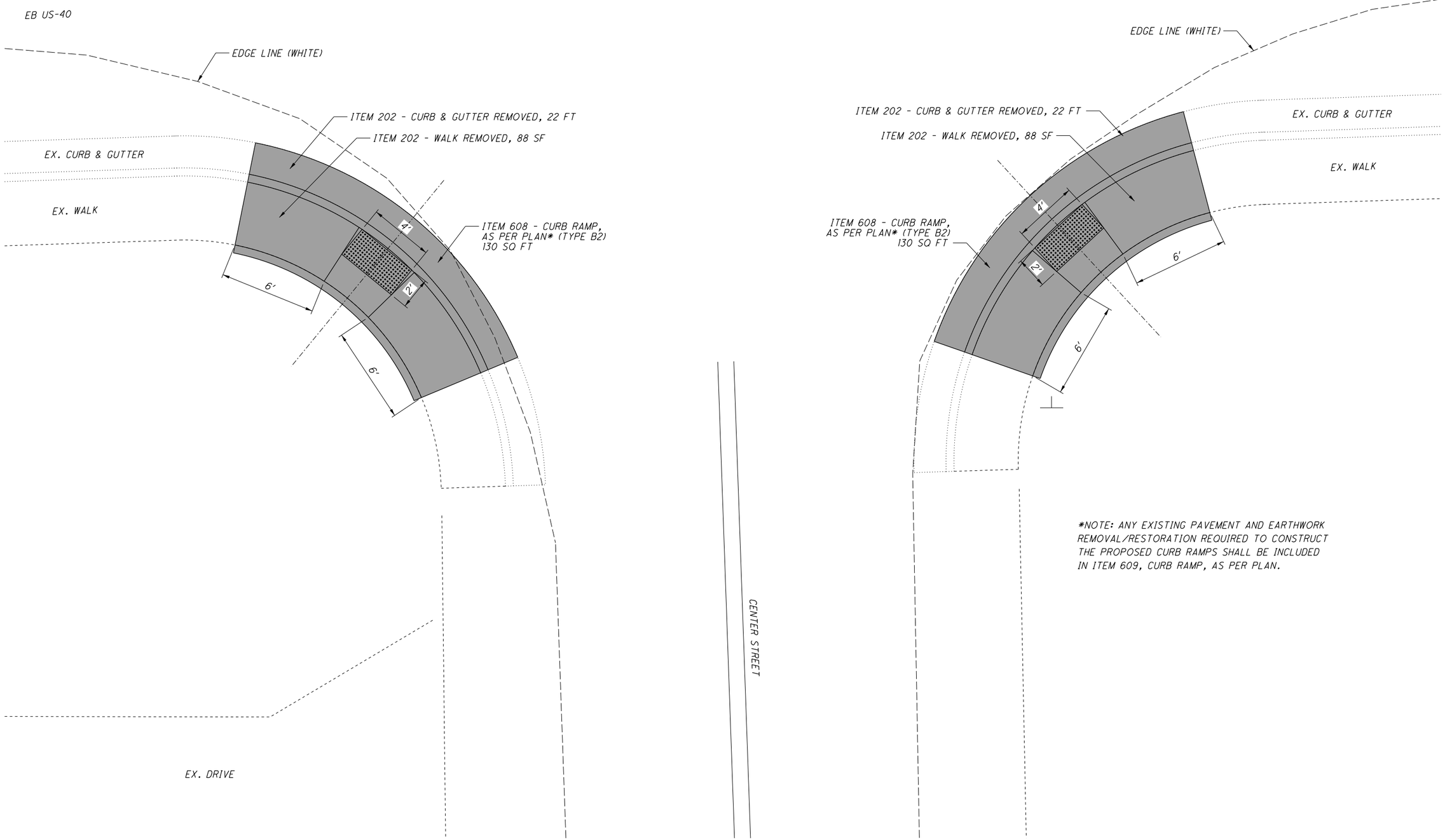
ESTIMATED QUANTITIES CARRIED TO THE GENERAL SUMMARY

ITEM 202 - WALK REMOVED	176 SQ FT
ITEM 202 - CURB AND GUTTER REMOVED	44 FT
ITEM 608 - CURB RAMP, AS PER PLAN	260 SQ FT



*NOTE: ANY EXISTING PAVEMENT AND EARTHWORK REMOVAL/RESTORATION REQUIRED TO CONSTRUCT THE PROPOSED CURB RAMPS SHALL BE INCLUDED IN ITEM 609, CURB RAMP, AS PER PLAN.

HORIZONTAL SCALE IN FEET 0 1.5 3 6

CALCULATED RPH
CHECKED REB

PROP. CURB RAMPS
US-40 (SLM 19.03) AT CENTER ST.

CLA-40/ 68-
18.74/ 0.00

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PAVEMENT MARKING SUBSUMMARY

CALCULATED BAB
CHECKED RPH

PARTICIPATION	ROUTE	STATION FROM	STATION TO	LANE WIDTH	SOLID LINE EQUIVALENT	642 EDGE LINE, 6" WHITE	642 CENTER LINE		644 EDGE LINE, 6" WHITE	644 EDGE LINE, 6" YELLOW	644 LANE LINE 6"	644 CENTER LINE	644 CHANNELIZING LINE, 8"	644 CHANNELIZING LINE, 12"	644 STOP LINE	644 CROSSWALK LINE	644 TRANSVERSE/DIAGONAL LINE	644 LANE ARROW (LEFT)	644 LANE ARROW (RIGHT)	644 DOTTED LINE 6"	644 BIKE LANE SYMBOL MARKING
				FT	MILE	MILE	MILE		MILE	MILE	MILE	MILE	FT	FT	FT	FT	FT	EACH	EACH	FT	EACH
03/S<2/PV	US-40	18.74	19.70	11.5	2.00				1.92	0.92	1.92	1.00									
		19.50	IR-70											887				3		773	
01/STR/PV	US-40	19.70	27.51	11.5					15.72	15.62	15.62										
		19.70	IR-70																	749	
		SLM 23.23 @ Ritchie Dr.												470	33			4			
		SLM 23.56 @ SR-54												236	93			2	2		
		SLM 24.15 @ East Main St												335							
		Subtotal US-40			**2.00**				**17.64**	**16.54**	**17.54**	**1.00**		**1928**	**126**			**9**	**2**	**1522**	
02/NHS/PV	US-68	0.00	4.46	12	4.70	8.92	4.66														
		SLM 0.22 @ Young Jersey Dairy											510		104	486	262	6			
		SLM 0.55 @ Jackson Rd													79						
		SLM 1.27 @ Airpark Dr											20		37						
		SLM 1.66 @ Blee Rd													38						
		SLM 2.99 @ Sparrow Rd													32						
		SLM 3.71 @ Springfield Xenia Rd											260		36						
		SLM 3.75 @ Bike Route Crossing													12	70					2
		SLM 4.17 @ Fairfield Pike													64						
		Subtotal US-68			**4.70**	**8.92**	**4.66**						**790**		**402**	**556**	**262**	**6**			**2**
04/IMS/PV	IR-70	SLM 20.80 @ US-40 INTERCHANGE							0.70	0.70				124							
		Edgelines go to US-40																			
		Subtotal IR-70							**0.70**	**0.70**				**124**							
		TOTAL FOR 01/STR/PV				-	-		15.72	15.62	15.62	-	-	1041	126	-	-	6	2	749	-
		TOTAL FOR 02/NHS/PV			4.70	8.92	4.66		-	-	-	-	790	-	402	556	262	6	-	-	2
		TOTAL FOR 03/S<2/PV			2.00	-	-		1.92	0.92	1.92	1.00	-	887	-	-	-	3	-	773	-
		TOTAL FOR 04/IMS/PV				-	-		0.7	0.7	-	-	-	124	-	-	-	-	-	-	-
TOTALS CARRIED TO GENERAL SUMMARY						**8.92**	**4.66**		**35.58**		**17.54**	**1.00**	**790**	**2052**	**528**	**556**	**262**	**17**		**1522**	**2**

CLA-40/ 68-
18.74/ 0.00

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PARTICIPATION	ROUTE	SLM FROM	SLM TO	RPM DETAIL	621 RPM ONE-WAY WHITE	621 RPM ONE-WAY YELLOW	621 RPM TWO-WAY WHITE/WHITE	621 RPM TWO-WAY YELLOW/YELLOW	621 RPM TWO-WAY WHITE/RED	621 RPM TWO-WAY YELLOW/RED	621 RPM	621 RAISED PAVEMENT MARKER REMOVED	REMARKS
					EACH						EACH	EACH	
03/S<2/PV	US-40	18.74	19.70	5				68	128		196	196	SPRINGFIELD ECL TO PARTICIPATION CHANGE
		19.50		1,9					27		27	26	IR-70
01/STR/PV	US-40	19.70	23.03	5					440		440	440	PARICIPATION CHANGE TO S VIENNA WCL
		23.03	24.05	5								134	SOUTH VIENNA WCL TO SOUTH VIENNA ECL
		24.05	27.51	5					458		458	458	SOUTH VIENNA ECL TO MADISON COUNTY LINE
		24.15		1					9		9		MAIN ST
		SUBTOTAL US-40						**68**	**1062**		**1130**	**1254**	
04/IMS/PV	IR-70	20.80	US-40	2,3						52	52	52	US-40
		SUBTOTAL IR-70								**52**	**52**	**52**	
02/NHS/PV	US-68	0.00	0.08	GAP				6			6	6	
		0.08	0.46	6,7	32			41	15		88	88	YOUNG JERSEY DAIRY
		0.46	3.53	GAP				202			202	202	
		3.53	3.83	3,8				10	5		15	15	SPRINGIELD-XENIA RD
		3.83	4.03	GAP				13			13	13	
		4.03	4.33	6	32			22			54	54	FAIRFIELD PIKE
		4.33	4.46	10				8	2		10	10	2 TO 4 LANE TRANSITION
		SUBTOTAL US-68			**64**			**302**	**22**		**388**	**388**	
TOTAL FOR 01/STR/PV					**0**	**0**	**0**	**0**	**907**	**0**	**907**	**1032**	
TOTAL FOR 02/NHS/PV					**64**	**0**	**0**	**302**	**22**	**0**	**388**	**388**	
TOTAL FOR 03/S<2/PV					**0**	**0**	**0**	**68**	**155**	**0**	**223**	**222**	
TOTAL FOR 04/IMS/PV					**0**	**0**	**0**	**0**	**0**	**52**	**52**	**52**	
FOR INFORMATION ONLY					*64*			*370*	*1084*	*52*	-	-	
TOTALS CARRIED TO GENERAL SUMMARY											**1570**	**1694**	

RAISE PAVEMENT MARKER DETAIL No.:

1 - TYPICAL SPACING/MULTILANE DIVIDED
2 - TAPERED ACCELERATION LANE
3 - DECELERATION LANE
4 - PARALLEL ACCELERATION LANE
5 - MULTILANE DIVIDED/EXPRESSWAY
6 - STOP APPROACH
7 - 1-LANE APPROACH W/ LEFT TURN LANE
8 - THRU APPROACH
9 - 2-LANE APPROACH W/ LEFT TURN LANE
10 - 4-LANE DIVIDED TO 2 LANE TRANSITION
11 - 4-LANE UNDIVIDED TO 2 LANE TRANSITION
12 - 2-LANE NARROW BRIDGE
13 - TWO-WAY LEFT TURN LANE
14 - 1-LANE BRIDGE
15 - HORIZONTAL CURVE
16 - HORIZONTAL CURVE, ALT.
17 - STOP APPROACH, ALT.

GAP - CENTERLINE AT 80 FT (TYPICAL)

CALCULATED BAB
CHECKED RPH

RPM SUBSUMMARY

CLA-40/68-
18.74/0.00

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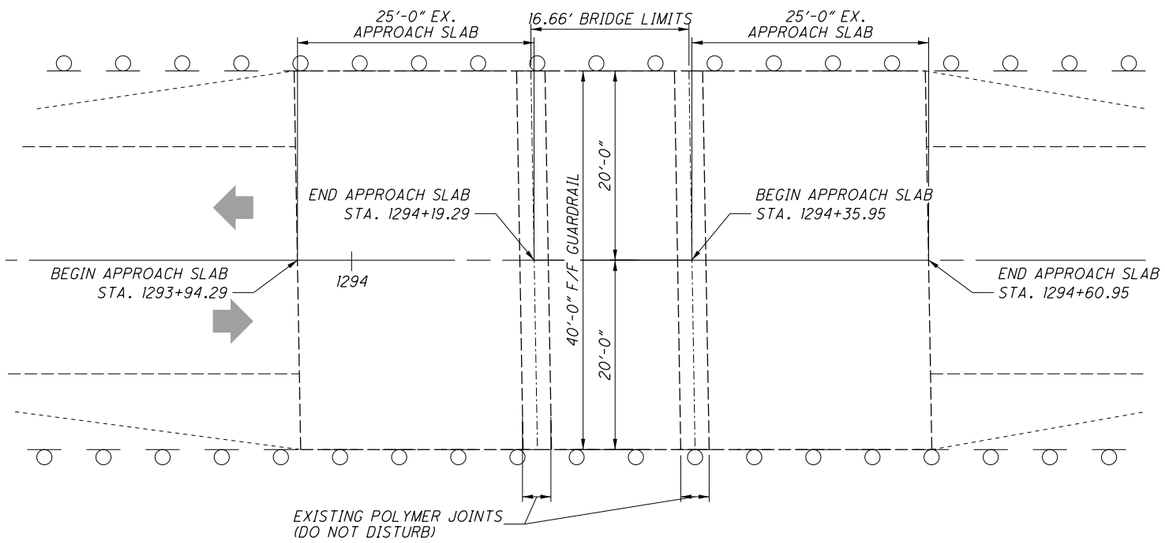
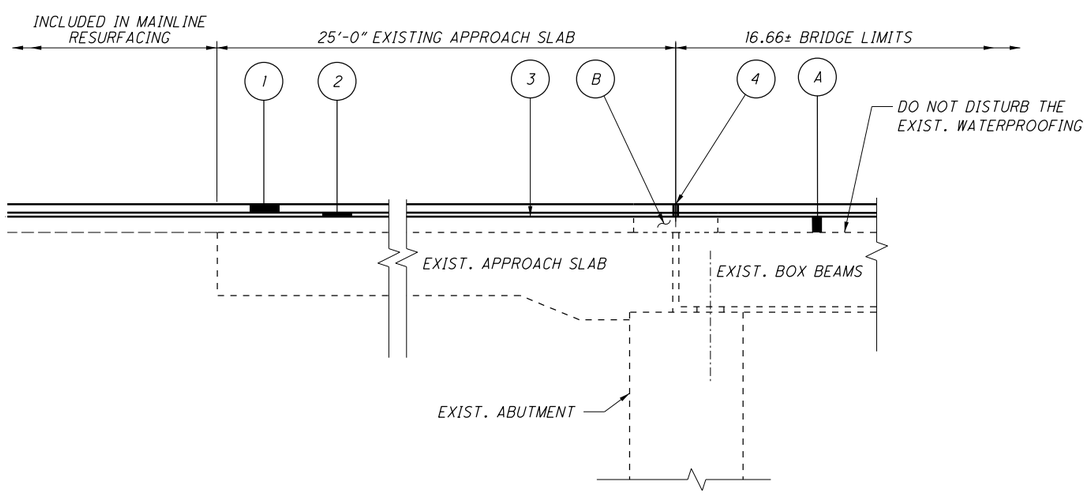


PLAN VIEW CLA-40-2473 L



PROFILE VIEW CLA-40-2473 L

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN IN THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM THE PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATION AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE STRUCTURE AND PROPOSED WORK, BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO THE 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 STRUCTURES 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 STRUCTURES MAY BE EXAMINED AT THE DISTRICT SEVEN OFFICE IN SIDNEY, OHIO OR THE OFFICE OF STRUCTURAL ENGINEERING IN COLUMBUS, OHIO.

ITEM 516 - 2" DEEP JOINT SEALER, AS PER PLAN

A STRIP SHALL BE SAWCUT OUT OF THE APPROACH ASPHALT SURFACE AS DETAILED IN THE PLANS. JOINT SEALER AS PER 705.04 SHALL BE USED TO SEAL THE JOINT CREATED.

LEGEND

- (1) - ITEM 441 - 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448) PG 70-22M
- (2) - ITEM 441 - ¾" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)
- (3) - ITEM 407 - TACK COAT
- (4) - ITEM 516 - 2" DEEP JOINT SEALER, AS PER PLAN
- (A) - EXISTING 2" ASPHALT WEARING SURFACE
- (B) - EXISTING POLYMER MODIFIED EXPANSION JOINT SYSTEM

EXISTING STRUCTURE

TYPE: PRESTRESSED CONCRETE BOX BEAM
SPANS: 15'-6" c/c BRGS.
ROADWAY WIDTH: 40'-0" F/F GUARDRAIL
LOADING: HS-20-44 & ALT MILITARY LOADING
SKEW: 0°-59'-00"
STRUCTURAL FILE NUMBER: 1201352
DATE BUILT: 1926, REHAB. 1986
DISPOSITION: TO BE RESURFACED

PROPOSED WORK

1) OVERLAY THE APPROACH SLABS AND BOX BEAM BRIDGE WITH ITEM 441 - 3/4 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448) FOLLOWED WITH, ITEM 441 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448) PG 70-22M

2) SAW CUT PER ITEM 516 - 2" DEEP JOINT SEALER, AS PER PLAN. THE SAW CUT SHALL BE LOCATED OVER THE CENTER OF THE EXISTING POLYMER JOINT.

CALCULATED MEF
CHECKED XXX

SITE PLAN FOR BRIDGE NO.: CLA-40-2473 L

CLA-40/ 68-
18.74/ 0.00

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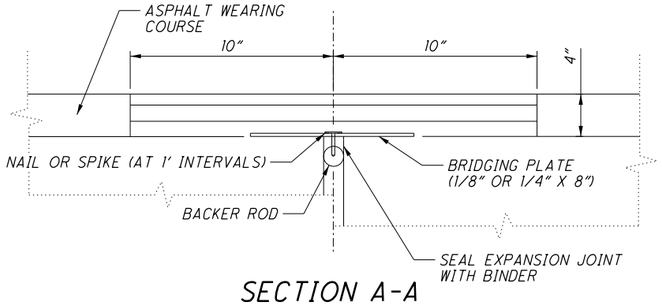


SECTION A-A

ITEM 519 - PATCHING CONCRETE BRIDGE DECK, TYPE B

THIS ITEM IS TO BE USED TO PATCH THE TOP OF THE BACKWALLS AT THE JOINT AREAS ON STRUCTURE CLA-40-2473 R, IN ACCORDANCE WITH PROPOSAL NOTE 512 - ITEM SPECIAL PATCHING CONCRETE BRIDGE DECKS. UNSOUND AREAS FOR REMOVAL TO BE MARKED OUT BY THE ENGINEER BY SOUNDING. THE PATCHED AREAS ARE LIMITED TO THE BACKWALLS ONLY. THE APPROACH SLABS AND DECK ARE NOT TO BE SOUNDED.

PAYMENT FOR THIS ITEM OF WORK SHALL INCLUDE ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED FOR ITEM 519 PATCHING CONCRETE BRIDGE DECK, TYPE B PER SQUARE FOOT.

EXISTING STRUCTURE VERIFICATION

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

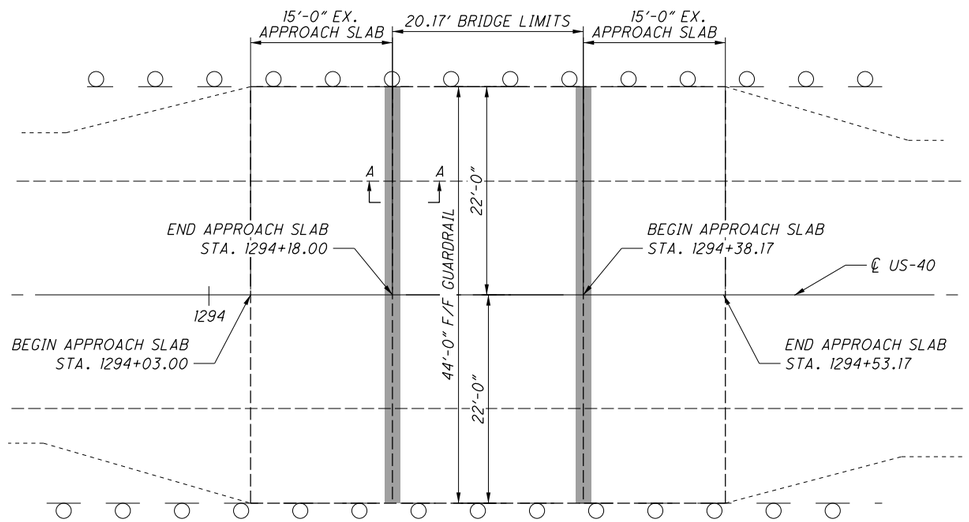
CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURES BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS, WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD. PLANS OF THE EXISTING STRUCTURES MAY BE EXAMINED AT THE DISTRICT SEVEN OFFICE IN SIDNEY, OHIO OR THE OFFICE OF STRUCTURAL ENGINEERING IN COLUMBUS, OHIO.

THE CONTRACTOR SHALL NOT ALLOW TRAFFIC ON THE BRIDGE SURFACE AFTER THE WEARING SURFACE IS REMOVED.

ITEM 846 - POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM

REFER TO SUPPLEMENTAL SPEC 846. ALL ASPHALT DIMENSIONS ARE MEASURED AT THE EDGE OF THE STRUCTURE. THE ACTUAL DEPTH OF THE JOINT WILL BE THICKER AT THE CENTER OF THE ROADWAY. REMOVAL OF THE EXISTING POLYMER JOINT SYSTEM SHALL BE INCLUDED IN THIS ITEM.

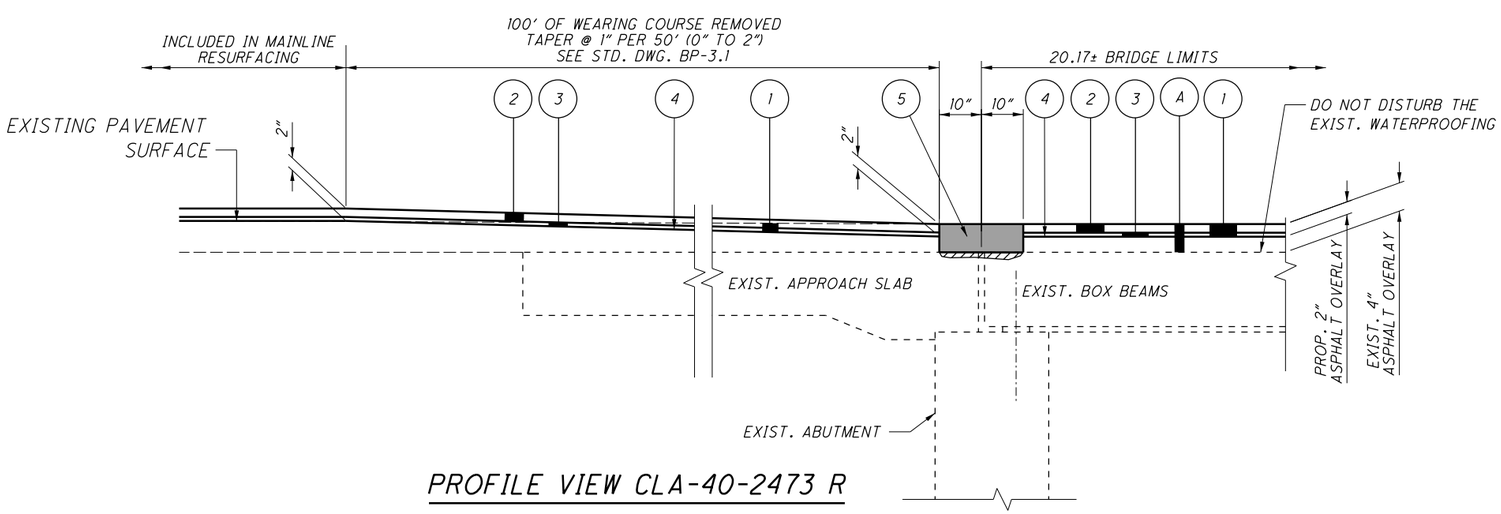
AN ESTIMATED QUANTITY OF 49 CF HAS BEEN CARRIED TO SHEET 22.



PLAN VIEW CLA-40-2473 R

LEGEND

- (1) - ITEM 202 - WEARING COURSE REMOVED (VARIES 0" TO 2")
- (2) - ITEM 441 - 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448) PG 70-22M
- (3) - ITEM 441 - ¾" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)
- (4) - ITEM 407 - TACK COAT
- (5) - REMOVE/REPLACE POLYMER MODIFIED EXPANSION JOINT SYSTEM
- (A) - EXISTING 4" ASPHALT WEARING SURFACE
- - ITEM 519 - PATCHING CONCRETE BRIDGE DECK, TYPE B



PROFILE VIEW CLA-40-2473 R

EXISTING STRUCTURE

TYPE: PRESTRESSED CONCRETE BOX BEAM
SPANS: 19'-0" c/c BRGS.
ROADWAY WIDTH: 44'-0" F/F GUARDRAIL
LOADING: HS-20-44
SKEW: 0°
STRUCTURAL FILE NUMBER: 1201387
DATE BUILT: 1950, REHAB. 1992
DISPOSITION: TO BE RESURFACED

PROPOSED WORK

1) REMOVE THE EXISTING POLYMER MODIFIED ASPHALT EXPANSION JOINTS
2) REMOVE 2" OF THE EXISTING WEARING SURFACE FROM THE BOX BEAMS.
3) TRANSITION THE REMOVAL OF THE EXISTING WEARING COURSE FROM THE APPROACH SLAB AND ROADWAY AS SHOWN IN THE PROFILE VIEW.
4) REPAIR CONCRETE SURFACES UNDER THE EXISTING POLYMER JOINT USING ITEM 519 - PATCHING CONCRETE BRIDGE DECK, TYPE B
5) OVERLAY THE ROADWAY AND STRUCTURE USING ASPHALT CONCRETE, INTERMEDIATE AND SURFACE COURSE
6) INSTALL NEW POLYMER MODIFIED EXPANSION JOINT SYSTEM, FORWARD/REAR ABUTMENTS

CALCULATED MEF
CHECKED XXX

SITE PLAN FOR BRIDGE NO.: CLA-40-2473 R

CLA-40/68-
18.74/0.00

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		CLA-40-2473L	CLA-40-2473R	ITEM	ITEM EXTENSION	GRAND TOTAL	UNIT	DESCRIPTION
			891	202	23500	891	SY	WEARING COURSE REMOVED
		42	125	407	10000	167	GAL	TACK COAT
		11	31	441	50100	42	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG 70-22M
		7	19	441	50200	26	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1 (448)
			16	519	12300	16	SY	PATCHING CONCRETE BRIDGE DECKS, TYPE B
			49	846	001100	49	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM
		80		516	31011	80	FT	2" DEEP JOINT SEALER, AS PER PLAN

NOTE: QUANTITIES CARRIED TO THE GENERAL SUMMARY

BRIDGE No.	LENGTH (BRIDGE LIMITS)	WIDTH	BRIDGE DECK AREA	STRUCTURE FILE NUMBER	COMMENTS (WEARING COURSE)	APPROACH SLAB AREA
	FT.	FT.	SQ. YD.			SQ. YD.
CLA-40-2473 L	16.66	40	74	1201352	EXISTING 2" ASPHALT ON BOX BEAM	223
CLA-40-2473 R	20.17	44	99	1201387	EXISTING 4" ASPHALT ON BOX BEAM	147

CALCULATED MEF
CHECKED XXX

BRIDGE SUBSUMMARY

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