

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

CRA-98-19.30
RIC-98-0.00

VILLAGE OF PLYMOUTH

AUBURN TOWNSHIP
PLYMOUTH TOWNSHIP

CRAWFORD COUNTY
RICHLAND COUNTY

PROJECT DESCRIPTION

THIS PROJECT IS 9.18 MILES LONG AND WILL INCLUDE PAVEMENT REPAIR, RESURFACING WITH ASPHALT CONCRETE, PLACEMENT OF PAVEMENT MARKINGS, A SAFETY EDGE, AND STRUCTURE MAINTENANCE.

EARTH DISTURBED AREAS

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

2013 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 OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED: *Alc Buel*
DATE: 8-15-14 DISTRICT DEPUTY DIRECTOR

APPROVED: *Gregory Whaley*
DATE: 8-26-14 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO.
E130379

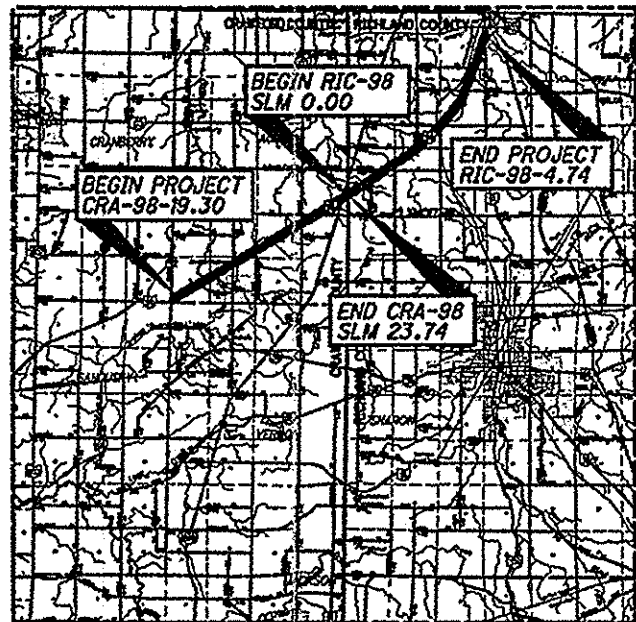
PID NO.
93108

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT
ASHLAND RAILWAY

CRA-98-19.30
RIC-98-0.00

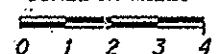
1/17



LOCATION MAP

LATITUDE: N 40° 56' 14" LONGITUDE: W 82° 43' 27"

SCALE IN MILES



PORTION TO BE IMPROVED: _____
INTERSTATE & DIVIDED HIGHWAY: _____
UNDIVIDED STATE & FEDERAL ROUTES: _____
OTHER ROADS: _____

| DESIGN DESIGNATION | CRA-98 19.30-20.78 | CRA-98 20.78-23.74 | RIC-98 0.00-2.51 | RIC-98 2.51-4.07 | RIC-98 4.07-4.74 |
|-----------------------------|-----------------------|-----------------------|---------------------|---------------------|---------------------|
| CURRENT ADT (2015) | 1,100 | 1,100 | 470 | 710 | 710 |
| DESIGN YEAR ADT (2027) | 1,300 | 1,500 | 540 | 710 | 710 |
| DESIGN HOURLY VOLUME (2023) | 130 | 180 | 70 | 90 | 90 |
| DIRECTIONAL DISTRIBUTION | 0.53 | 0.53 | 0.53 | 0.53 | 0.53 |
| TRUCKS (24 HOUR B&C) | 0.05 | 0.05 | 0.13 | 0.10 | 0.10 |
| Td | 0.03 | 0.02 | 0.11 | 0.09 | 0.09 |
| DESIGN SPEED | 55 | 55 | 55 | 55 | 50 |
| LEGAL SPEED | 55 | 55 | 55 | 55 | 50 |

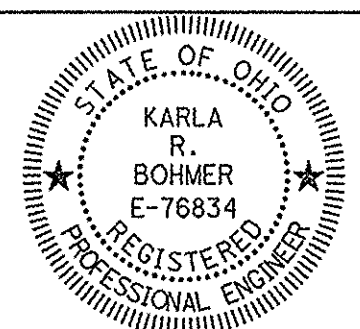
DESIGN FUNCTIONAL CLASSIFICATION: RURAL MAJOR COLLECTOR

NHS PROJECT: NO
DESIGN EXCEPTIONS: NONE REQUIRED

INDEX OF SHEETS:

| | |
|-------------------------------------|-------|
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| STRUCTURE CRA-98-2094 | 14-15 |
| STRUCTURE CRA-98-2130 | 16-17 |

ENGINEER'S SEAL:



SIGNED: *Karla R. Bohmer*
DATE: 8/14/14

STANDARD CONSTRUCTION DRAWINGS

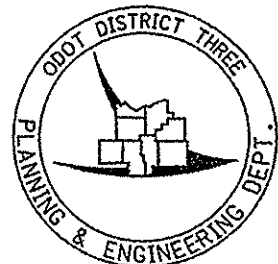
| STANDARD CONSTRUCTION DRAWINGS | SUPPLEMENTAL SPECIFICATIONS |
|-------------------------------------|-----------------------------|
| BP-3.1 07/18/14 MT-97.10 07/18/14 | 800 07/18/14 |
| BP-4.1 07/19/13 MT-97.12 07/18/14 | 830 01/17/14 |
| MT-99.20 07/19/13 | 832 01/17/14 |
| DM-4.3 07/19/13 MT-101.90 07/18/14 | |
| DM-4.4 07/20/12 MT-105.10 07/19/13 | |
| TC-41.20 10/18/13 | |
| TC-42.20 10/18/13 DBR-2-73 07/19/02 | |
| TC-52.10 10/18/13 DBR-3-11 07/15/11 | |
| TC-52.20 07/18/14 | |
| TC-65.10 01/17/14 | |
| TC-65.11 07/18/14 | |
| TC-71.10 01/17/14 | |

SPECIAL PROVISIONS

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CALL TWO WORKING DAYS
BEFORE YOU DIG

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1-800-362-2764
(TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY
OIL & GAS PRODUCERS PROTECTIVE
SERVICE CALL: 1-800-925-0988

PLANS PREPARED BY:

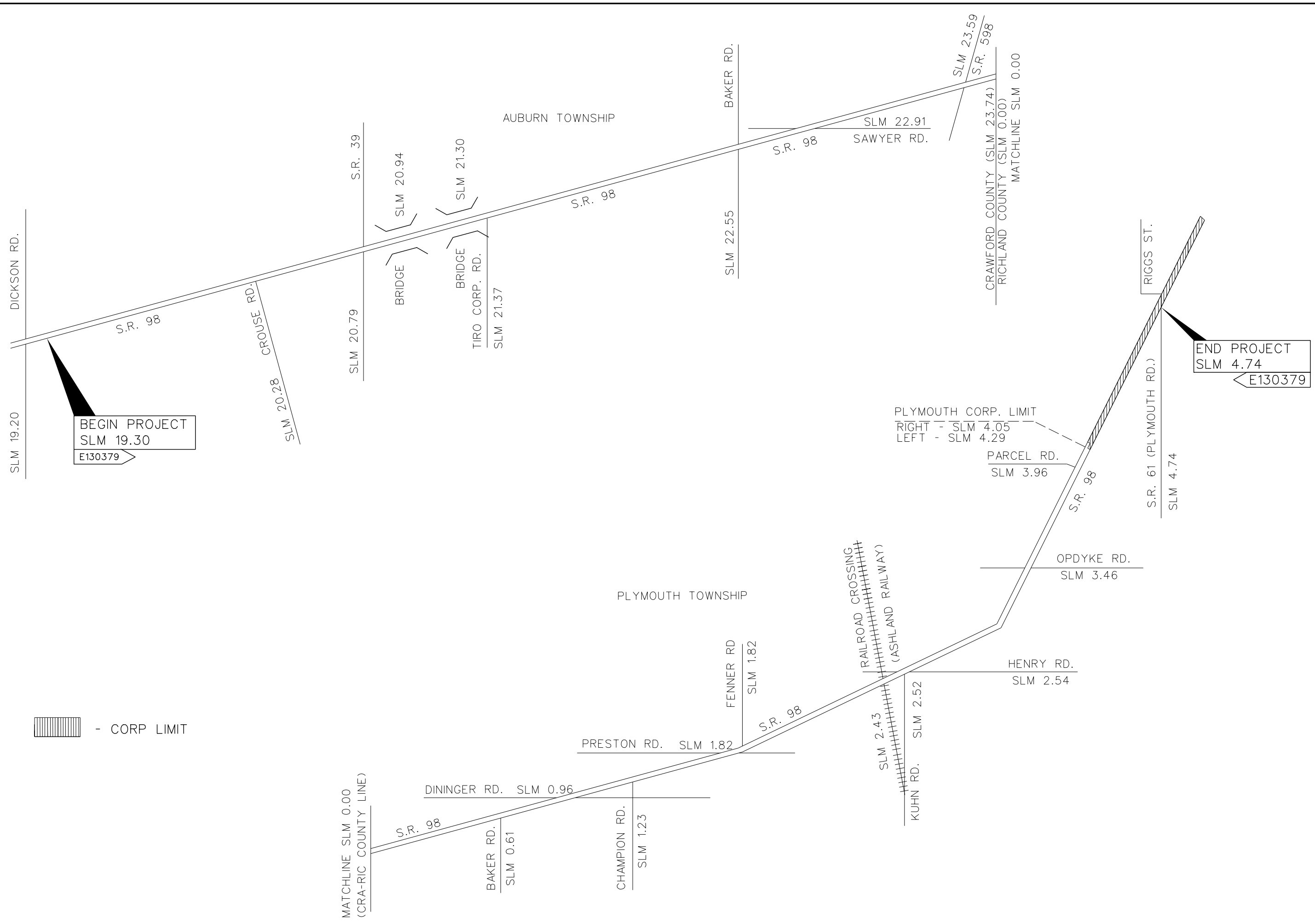


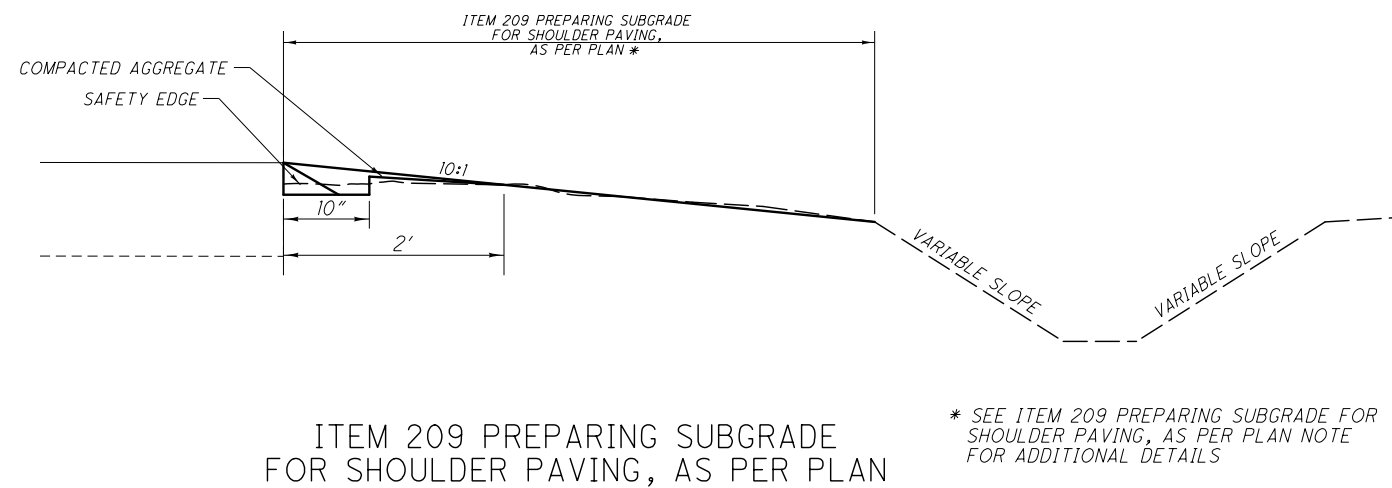
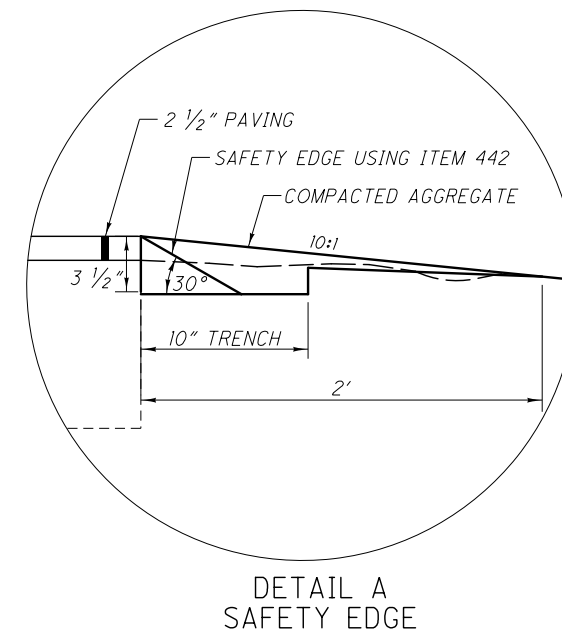
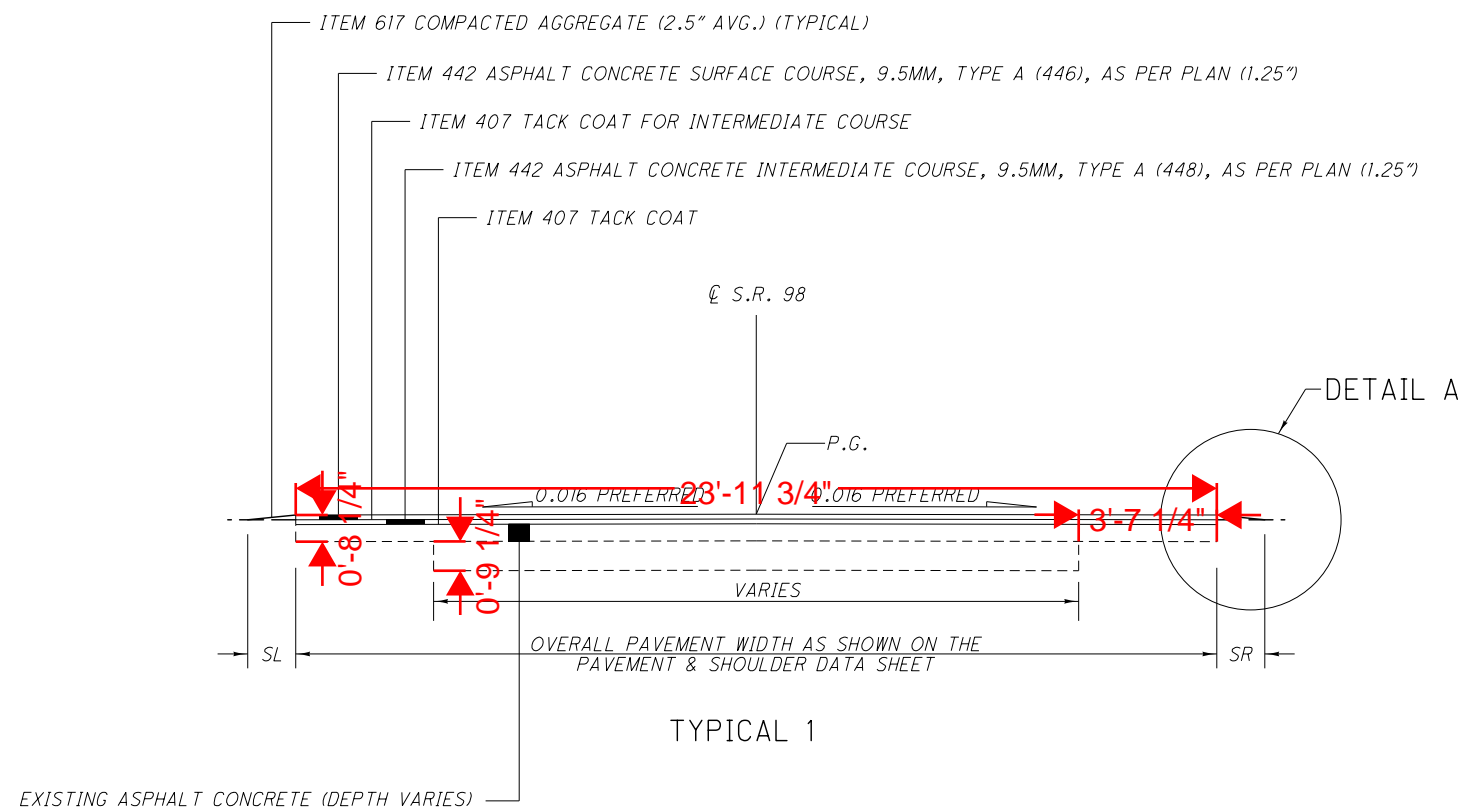
CRA - SR 98-19.30
140539 PID - 93108
Dist 3 11/13/2014

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

MODEL NAME: Sheet

DESIGN FILE: \projects\93108\roadway\WORKSTATION\egooding DATE: 8/14/2014





PAVEMENT

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR ITEM 253 - PAVEMENT REPAIR

THESE ITEMS OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE.

PAVEMENT REPAIR SHALL BE PERFORMED AFTER PAVEMENT PLANING AND BEFORE PLACEMENT OF THE INTERMEDIATE AND/OR SURFACE COURSE. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH A MAXIMUM DEPTH OF 12", BASED ON THE PAVEMENT DESIGN AND AN AVERAGE DEPTH OF 4" AND AN AVERAGE WIDTH OF 4 FT FOR ESTIMATING PURPOSES.

THE CONTRACTOR SHALL BE CAPABLE OF PERFORMING PAVEMENT REPAIRS 2 FEET WIDE.

REPLACEMENT MATERIAL SHALL BE ITEM 301, ITEM 448 TYPE 2, OR ITEM 442 19MM MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 ASPHALT CONCRETE, PG64-22 CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 3" AND 12" WITH A MAXIMUM PAVEMENT LIFT OF 6". ITEM 448 TYPE 2 OR ITEM 442 19MM CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 1.5" AND 5" WITH A MAXIMUM PAVEMENT LIFT OF 3". THE CONTRACTOR HAS THE OPTION OF USING EITHER ITEM 301, ITEM 448 TYPE 2, OR ITEM 442 19MM MATERIAL WHEN THE PAVEMENT REPAIR IS BETWEEN 3" AND 5" DEEP. ITEM 448 TYPE 2 OR ITEM 442 19MM MATERIAL SHALL BE PG64-22 FOR MEDIUM MIX DESIGN PAVEMENTS AND PG64-28 FOR HEAVY MIX DESIGN PAVEMENTS.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR IS TO BE A MAXIMUM OF 4" DEEP AND ITEM 253 PAVEMENT REPAIR IS FOR DEPTHS GREATER THAN 4". PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR OR ITEM 253 - PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

| | | |
|--|---------|--|
| 01/STR/PV: | | |
| SR 98 ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR | 1295 CY | |
| SR 98 ITEM 253 - PAVEMENT REPAIR | 21 CY | |
| 03/S<2/PV: | | |
| SR 98 ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR | 205 CY | |
| SR 98 ITEM 253 - PAVEMENT REPAIR | 4 CY | |

SUMMARY FOR ITEM 251 - PARTIAL DEPTH REPAIR

| SLM | 01/STR/PV: QUANTITY (CY) | 03/S<2/PV: QUANTITY (CY) |
|----------------|-----------------------------|-----------------------------|
| 19.3-20.0 | 206 | |
| 20.0-21.0 | 159 | |
| 21.0-22.0 | 156 | |
| 22.0-23.0 | 179 | |
| 23.0-23.7/0.00 | 117 | |
| 23.7/0.00-1.0 | 100 | |
| 1.0-2.0 | 152 | |
| 2.0-3.0 | 167 | |
| 3.0-3.45 | 60 | |
| 3.45-4.0 | | 55 |
| 4.0-4.7 | | 150 |
| TOTAL | 1295 * | 205 * |

* APPROXIMATELY 10% OF PAVEMENT REPAIRS ARE TRANSVERSE REPAIRS. FOCUS REPAIRS ON PAVEMENT EDGES.

ITEM 254 - PATCHING PLANED SURFACE

AN ESTIMATED QUANTITY OF ITEM 254 - PATCHING PLANED SURFACE HAS BEEN SET UP TO BE USED AS DIRECTED BY THE ENGINEER AS DESCRIBED IN CMS 254.04. THE LIMIT OF THE PATCHING DEPTH IS 0 TO 2 IN.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

TAPER THE PLANING AT BUTT JOINT LOCATIONS AT STRUCTURES AND INTERSECTIONS AS SHOWN ON THE PAVEMENT AND SHOULDER DATA SHEET. THE PAVEMENT SLOPE SHALL BE 0.010 MINIMUM AND 0.016 PREFERRED, CONTINUOUS BETWEEN THE CROWN AND THE PROPOSED EDGELINE/SHOULDER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CENTER OF PAVEMENT IN CONFORMANCE WITH THE ABOVE GUIDELINES.

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE TO ALL CATCH BASINS AND INLETS.

THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE MORE THAN FOURTEEN (14) CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE 14 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE OF \$1000 PER DAY.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT PLANING, ASPHALT CONCRETE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), AS PER PLAN

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W8-1-36) SHALL BE ERECTED ON EACH SIDE OF TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN. THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

CARE SHALL BE TAKEN TO MATCH EXISTING PAVEMENT ELEVATIONS AT EXISTING PAVED BERMS, DRIVES, INTERSECTIONS, ETC.

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS. MINIMUM TOTAL PG BINDER CONTENT IS 6.0 PERCENT.
USE A PG 64-22 BINDER.
MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT IS 20 PERCENT.
WHEN AN AGGREGATE SOURCE IS SPECIALLY DESIGNATED WITH AN SR ON THE AGGREGATE GRAVITY LIST DO NOT USE THE AGGREGATE EXCEPT AS ALLOWED FOR MEDIUM TRAFFIC IN THE GUIDELINES FOR MAINTAINING ADEQUATE PAVEMENT FRICTION IN SURFACE PAVEMENT.
QUALITY CONTROL: DO NOT PERFORM Nmax IN QUALITY CONTROL TESTING. DO NOT TAKE EXTRA ASPHALT BINDER SAMPLES AS OUTLINED IN CMS 442.05.

ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 9.5MM, TYPE A (448), AS PER PLAN

THIS ITEM SHALL BE USED FOR CORRECTION OF CROWN, PROFILE AND ANY OTHER IRREGULARITIES.

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W8-1-36) SHALL BE ERECTED ON EACH SIDE OF TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN. THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS. MINIMUM TOTAL PG BINDER CONTENT IS 6.0 PERCENT.
USE A PG 64-22 BINDER.
MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT IS 20 PERCENT.
QUALITY CONTROL: DO NOT PERFORM Nmax IN QUALITY CONTROL TESTING. DO NOT TAKE EXTRA ASPHALT BINDER SAMPLES AS OUTLINED IN CMS 442.05.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 9.5MM, TYPE A (446), AS PER PLAN (SAFETY EDGE)

THE SAFETY EDGE SHALL BE INSTALLED AT THE SAME TIME AS THE SURFACE COURSE IS TO BE PLACED. THE SAFETY EDGE WILL NOT REQUIRE ANY DENSITY TESTING.

INTERSECTIONS AND DRIVES

RURAL-INTERSECTIONS SHALL BE PLANED AND PAVED TO THE END OF THE RADII OR AS DIRECTED BY THE ENGINEER. (TO PROVIDE A SMOOTH TRANSITION BETWEEN THE TWO HIGHWAYS, AND TO ELIMINATE WATER POCKETS).

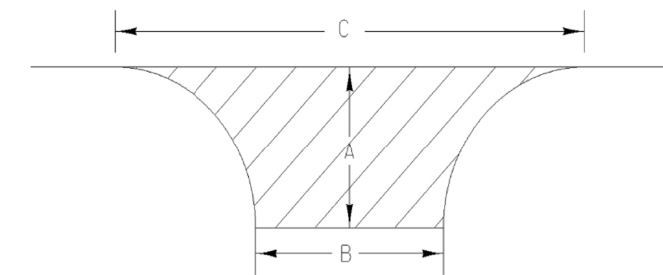
URBAN-INTERSECTIONS SHALL BE PLANED AND PAVED TO THE BACK OF CROSSWALKS OR AS DIRECTED BY THE ENGINEER. (TO PROVIDE A SMOOTH TRANSITION BETWEEN THE TWO HIGHWAYS, AND TO ELIMINATE WATER POCKETS).

EXISTING PAVED DRIVES SHALL BE PAVED SO AS TO PROVIDE A SMOOTH TRANSITION BETWEEN THE HIGHWAY AND THE DRIVE, (DISTANCE FROM EDGE OF ROADWAY MAY VARY AT EACH DRIVE) AS DIRECTED BY THE ENGINEER.

EXISTING AGGREGATE DRIVES SHALL BE PAVED WITH AN APRON AN AVERAGE WIDTH OF 4 FT. THE SLOPE OF THIS APRON SHALL BE THE SAME AS THE ADJACENT PAVEMENT SLOPE OR AS DIRECTED BY THE ENGINEER. ANY GRADING NEEDED TO PAVE THE APRON SHALL BE INCLUDED IN THE RELATED ASPHALT ITEM FOR PAYMENT. ITEM 617 COMPACTED AGGREGATE SHALL BE PLACED ADJACENT TO THIS APRON TO PROVIDE A SMOOTH TRANSITION FROM THE APRON TO THE EXISTING DRIVE, (WIDTH OF THIS 617 APPLICATION MAY VARY) AS DIRECTED BY THE ENGINEER. AN ADDITIONAL QUANTITY OF ITEM 617 HAS BEEN ESTIMATED TO COMPLETE THIS WORK AND IS SHOWN AS AN EXTRA AREA ON THE PAVEMENT & SHOULDER DATA SHEET.

ANY HAZARD OR UNSAFE CONDITION RESULTING FROM THE ABOVE WORK MUST BE CORRECTED IMMEDIATELY. THE CONTRACTOR IS REMINDED OF SECTIONS 105.01, 107.07 & 614.02A OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE PAVING DIMENSIONS FOR THE INTERSECTIONS ARE SHOWN IN THE CHART BELOW.



| INTERSECTION NAME | A (FT) | B (FT) | C (FT) | AREA (SY) |
|--------------------------|--------|--------|--------|-----------|
| CROUSE (R) | 23 | 20 | 69 | 93 |
| SR 39 (R) | 25 | 32 | 81 | 134 |
| SR 39 (L) | 25 | 28 | 54 | 102 |
| TIRO CORP (R) | 39 | 17 | 63 | 140 |
| BAKER (R) | 15 | 45 | 90 | 100 |
| BAKER (L) | 30 | 21 | 80 | 136 |
| SAWYER (R) | 17 | 32 | 69 | 84 |
| SAWYER (L) | 12 | 30 | 59 | 53 |
| SR 598 (R) | 50 | 33 | 115 | 335 |
| SR 598 (L) | 50 | 30 | 83 | 265 |
| BAKER (R) | 40 | 20 | 100 | 207 |
| DININGER (R) | 8.5 | 65 | 96 | 71 |
| DININGER (L) | 8 | 62 | 82 | 61 |
| CHAMPION (R) | 20 | 20 | 50 | 67 |
| PRESTON (R) | 30 | 35 | 100 | 189 |
| PRESTON (L) | 30 | 30 | 80 | 156 |
| FENNER (L) | 25 | 25 | 65 | 106 |
| KUHN (R) | 45 | 23 | 80 | 210 |
| HENRY (R) | 30 | 22 | 70 | 127 |
| HENRY (SLIP) (R) | 12 | 20 | 45 | 38 |
| HENRY (L) | 37 | 22 | 100 | 197 |
| OPDYKE (R) | 25 | 22 | 65 | 101 |
| OPDYKE (L) | 25 | 22 | 65 | 101 |
| PARCEL (L) | 30 | 23 | 80 | 140 |
| TOTAL INTERSECTION AREAS | | | | 3213 |

PLACEMENT OF ASPHALT CONCRETE

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO CONSTRUCT A TEMPORARY ASPHALT WEDGE FROM THE EXISTING PAVEMENT TO THE PLANED SURFACE AT BUTT JOINTS AND OTHER LOCATIONS THAT RESULT IN A DROP-OFF. THIS QUANTITY SHALL ALSO BE USED AT PLANED SURFACES WHERE A TEMPORARY ASPHALT WEDGE IS NEEDED AROUND CASTINGS. BEFORE RESURFACING OF THE PAVEMENT, THE TEMPORARY WEDGE SHALL BE REMOVED AND THE COST SHALL BE CONSIDERED INCIDENTAL TO ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

| | | |
|---|--|-------|
| 01/STR/PV: | | |
| ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC | | 65 CY |
| 03/S<2/PV: | | |
| ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC | | 10 CY |

BUTT JOINTS

BUTT JOINTS SHALL NOT BE CUT AND LEFT OPEN TO TRAFFIC. THEY SHALL BE FILLED IN WITH A TEMPORARY ASPHALT CONCRETE WEDGE USING ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

CONSTRUCTION "BUMP" (W8-1-36) AND "ADVISORY SPEED" (W13-1-24) SIGNS SHALL BE ERECTED AND MAINTAINED DURING THE PERIOD THE BUTT JOINT IS LEFT OPEN. THESE SIGNS SHALL BE PAID FOR UNDER THE LUMP SUM ITEM FOR ITEM 614 MAINTAINING TRAFFIC.

ITEM 614 - WORK ZONE MARKING SIGN

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR TEMPORARY WORK ZONE MARKING SIGNS PER THE REQUIREMENTS OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS, 614.04.

| | | |
|--|---------|-----------|
| 01/STR/PV: | | |
| WORK ZONE MARKING SIGN: (W8-H12A-36) NO EDGE LINE | | = 18 EACH |
| WORK ZONE MARKING SIGN: (R4-1-24) DO NOT PASS | | = 23 EACH |
| WORK ZONE MARKING SIGN: (R4-2-24) PASS WITH CARE | | = 23 EACH |
| | TOTAL = | 64 EACH |
| 03/S<2/PV: | | |
| WORK ZONE MARKING SIGN: (W8-H12A-36) NO EDGE LINE= | | = 4 EACH |
| WORK ZONE MARKING SIGN: (R4-1-24) DO NOT PASS= | | = 6 EACH |
| WORK ZONE MARKING SIGN: (R4-2-24) PASS WITH CARE= | | = 5 EACH |
| | TOTAL = | 15 EACH |

446 DENSITY ACCEPTANCE WITH FLAGGER CLOSING OF A 2-LANE HIGHWAY FOR PAVING OPERATIONS

THIS PLAN NOTE APPLIES ONLY TO A FLAGGER CLOSURE OF ONE LANE OF A 2-LANE HIGHWAY DURING PAVING OPERATIONS WHEN USING STANDARD CONSTRUCTION DRAWING MT-97.11 OR MT-97.12, AND ALLOWS A PAVING OPERATION TO PROCEED CONCURRENTLY WITH THE MARKING AND CUTTING OF CORES REQUIRED FOR 446 DENSITY ACCEPTANCE.

IN ALL CASES THE CONTRACTOR SHOULD LENGTHEN THEIR LANE CLOSURES TO THE MAXIMUM PERMISSIBLE LENGTH DETAILED IN THE ABOVE REFERENCED STANDARD CONSTRUCTION DRAWINGS TO ALLOW THE ENGINEER ADEQUATE TIME TO MARK THE REQUIRED CORE LOCATIONS AND FOR CORE CUTTING OPERATIONS.

THE CONTRACTOR WILL PROVIDE TO THE ENGINEER THE PLANNED QUANTITY THAT WILL BE PLACED FOR THE DAY'S PRODUCTION. EACH DAY'S PRODUCTION WILL BE CONSIDERED ONE LOT AND INCLUDES SHOULDERS. TEN CORES WILL BE OBTAINED BY THE CONTRACTOR FOR EACH LOT AT RANDOM LOCATIONS DETERMINED BY THE ENGINEER. THE ENGINEER WILL DIVIDE A LOT INTO FIVE EQUAL SUBLOTS AND CALCULATE TWO RANDOM CORE LOCATIONS IN EACH SUBLLOT AS DESCRIBED IN C&MS 446.05.

THE ENGINEER WILL MARK THE CORE LOCATIONS AFTER THE PAVING OPERATION (INCLUDING THE FINISH ROLLER) HAS COMPLETELY PASSED THE RANDOMLY SELECTED CORE LOCATION. THE CONTRACTOR SHOULD DETERMINE WHEN IT IS APPROPRIATE TO START THE CORE DRILL OPERATION AND BEGIN CUTTING CORES WHEN THE NEWLY PLACED PAVEMENT SURFACE TEMPERATURE IS LESS THAN 140°F. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE LANE CLOSURE DURING ALL PAVING, CORE MARKING, AND CORING OPERATIONS PER THE REQUIREMENTS OF THE STANDARD CONSTRUCTION DRAWING USED FOR THE PAVING OPERATION.

ITEM SPECIAL, MAILBOX SUPPORT SYSTEM

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF EXISTING NON-STANDARD MAILBOX SUPPORTS AND FURNISHING AND ERECTING MAILBOX SUPPORTS AND ANY ASSOCIATED HARDWARE IN ACCORDANCE WITH THE DETAILS SHOWN, AND ATTACHING AN OWNER SUPPLIED MAILBOX, AT LOCATIONS DETERMINED BY THE ENGINEER.

IN ABSENCE OF A NEW BOX SUPPLIED BY THE OWNER THE CONTRACTOR SHALL SALVAGE THE EXISTING BOX AND PLACE IT ON THE NEW SUPPORT. DUE CARE SHALL BE EXERCISED IN SUCH AN OPERATION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY BOX DAMAGED BY IMPROPER HANDLING, AS JUDGED AND DIRECTED BY THE ENGINEER.

THE BOX SHALL BE SECURELY AND NEATLY ATTACHED BY THE CONTRACTOR TO THE NEW SUPPORT. THE CONTRACTOR SHALL SUPPLY ALL NECESSARY ATTACHMENT HARDWARE (NUTS, BOLTS, PLATES, SPACERS AND WASHERS) AS NECESSARY TO ACCOMMODATE THE COMPLETE INSTALLATION. SUPPORT HARDWARE SHALL ACCOMMODATE EITHER A SINGLE OR A DOUBLE MAILBOX INSTALLATION, AND NO MORE THAN TWO MAILBOXES MAY BE MOUNTED ON A SINGLE POST. [HARDWARE SHALL BE COMMERCIAL GRADE GALVANIZED STEEL.]

WOOD POSTS SHALL BE NOMINAL 4 IN. x 4 IN. (S4S) OR 4 1/2 IN. DIAMETER ROUND, AND CONFORM TO 710.14. STEEL POSTS SHALL BE NOMINAL PIPE SIZE 2 IN. I.D., AND CONFORM TO AASHTO M 181.

POSTS SHALL BE SET AS PER THE FIRST PARAGRAPH OF 606.03, AND SHALL IN NO INSTANCE BE ENCASED IN CONCRETE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WORK WITH THE LOCAL POST MASTER AND NOTIFYING THE PROPERTY OWNERS PRIOR TO WORK.

GROUP MAILBOX SUPPORTS SHALL BE PLACED ON 3 FT. CENTERS AND THE TURNOUT LENGTHENED TO ACCOMMODATE THE GROUPING.

WHERE GUARDRAIL EXISTS, MAILBOXES AND THEIR SUPPORTS SHALL BE PLACED BEHIND THE GUARDRAIL. SUPPORTS MUST STILL MEET THE BREAKAWAY REQUIREMENTS LISTED ABOVE.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DESCRIBED ABOVE.

ITEM SPECIAL-MAILBOX SUPPORT SYSTEM, SINGLE

01/STR/PV----- 3 SYSTEM

MAILBOX APPROACHES

THE MAILBOX APPROACHES SHALL BE PAVED WITH THE CORRESPONDING MAINLINE PAVEMENT TREATMENT COURSE(S). THEY SHALL CONFORM AS MUCH AS PRACTICAL TO STANDARD DRAWING BP-4.1 OR AS DIRECTED BY THE ENGINEER.

GRADING SHALL BE PERFORMED IN THESE AREAS TO OBTAIN A BASE WHICH WILL ALLOW THE FINISHED GRADE TO BE FLUSH WITH ADJACENT PAVEMENT. A QUANTITY OF ITEM 617 COMPACTED AGGREGATE, AS PER PLAN HAS BEEN PROVIDED FOR AREAS WHERE THE SHOULDER IS LOW PRIOR TO GRADING AND/OR LOW AREAS CAUSED BY THE REMOVAL OF UNSUITABLE MATERIAL. QUANTITIES TO PERFORM THIS WORK HAVE BEEN INCLUDED IN THE GENERAL SUMMARY AND ARE ESTIMATED AS FOLLOWS.

ITEM 209 - GRADING MAILBOX APPROACHES:

01/STR/PV = 36 EACH
03/SK2/PV = 6 EACH

ITEM 617 - COMPACTED AGGREGATE

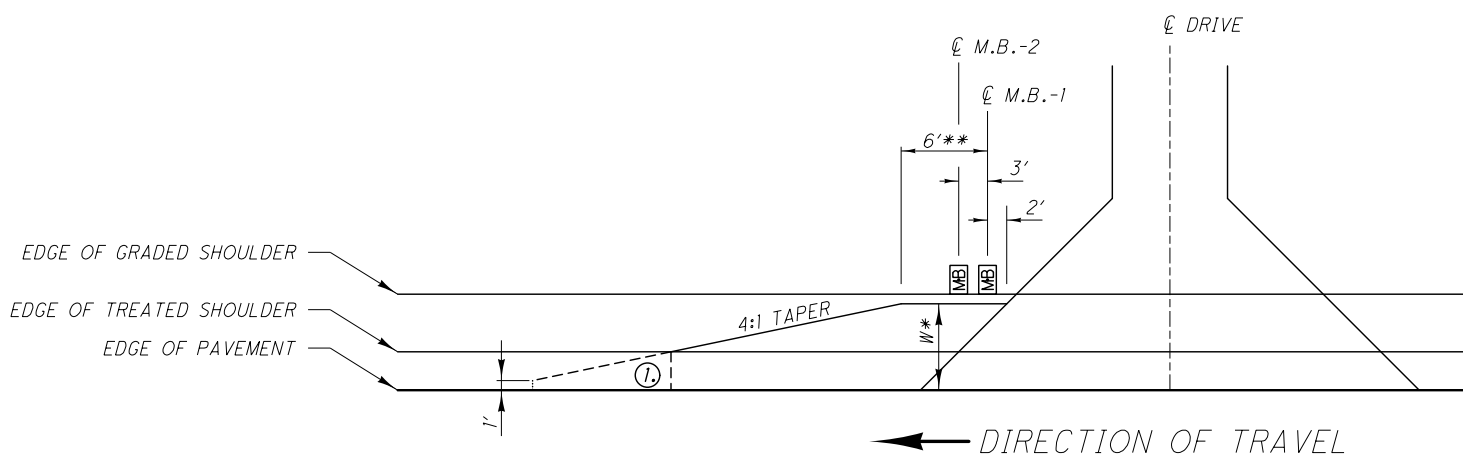
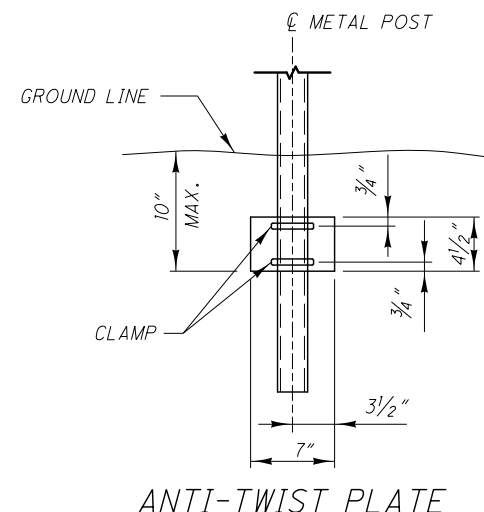
01/STR/PV = 72 CY
03/SK2/PV = 12 CY

LOCATIONS OF MAILBOX SUPPORT SYSTEM TO BE REPLACED

ADDRESSES AND/OR LOCATIONS OF MAILBOX SUPPORT SYSTEM TO BE REPLACED:

SINGLE SUPPORT SYSTEMS (01/STR/PV):

5550, 7587, AND 7821 SR 98



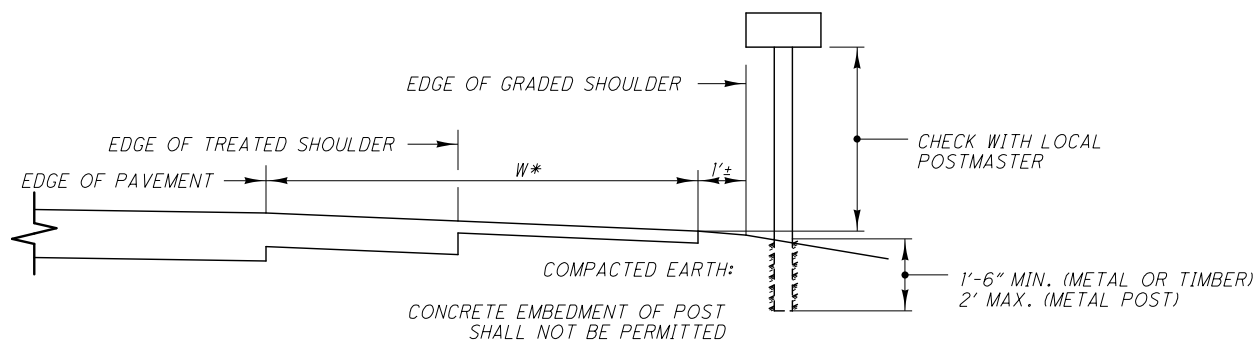
(1) END MAILBOX TURNOUT AT EDGE OF TREATED SHOULDER OR 1' WHICH EVER IS GREATER.

W* NOTES

- 1) WHERE EXISTING STANDARD MAILBOX POSTS ARE BEHIND GUARDRAIL AND ARE TO REMAIN IN PLACE, TURNOUT WIDTH SHALL EXTEND TO FACE OF GUARDRAIL.
- 2) WHERE NO GUARDRAIL IS REQUIRED, TURNOUT WIDTH SHALL EXTEND TO FACE OF EXISTING STANDARD MAILBOX WITH MAILBOX REMAINING IN PLACE.
- 3) IF THE MAILBOX SUPPORT IS SPECIFIED TO BE REMOVED AND REERECTED OR REPLACED, WHERE GUARDRAIL IS REQUIRED, TURNOUT WIDTH SHALL EXTEND TO FACE OF GUARDRAIL AND MAILBOX SHALL BE INSTALLED BEHIND THE GUARDRAIL.
- 4) IF THE MAILBOX SUPPORT IS SPECIFIED TO BE REMOVED AND REERECTED OR REPLACED, WHERE NO GUARDRAIL IS REQUIRED, TURNOUT WIDTH SHALL BE 6 FT. MINIMUM, EXCEPT WHERE FIELD CONDITIONS WILL NOT PERMIT.

**** NOTE**

- 1) 6' FOR SINGLE MAILBOX SUPPORT, ADD 3 FT. FOR EACH ADDITIONAL MAILBOX.



CROSS SECTION / ELEVATION VIEW

FOR DETAILS NOT SHOWN SEE STANDARD DRAWING BP-4.1

DESIGN FILE: \\projects\93108\roadway\sheet\93108GM001.dgn
WORKSTATION: salay
MODELNAME: Default
DATE: 8/18/2014

CALCULATED
CAG
CHECKED
KRB

MAILBOX FACILITIES

CRA-98-19.30
RIC-98-0.00

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17

* - FOR TYPICALS, SEE SHEET 3

| COUNTY | ROUTE | LOG POINT TO LOG POINT | | LENGTH | | WIDTH FEET AVG. | *TYPICAL | PAVEMENT AREA SY | 254 | 254 | 407 | 407 | 442 | 442 | 442 | AGGREGATE SHOULDER PROPOSED WIDTH | AGGREGATE SHOULDER AREA SY | 209 | 617 | | | |
|---|-------|------------------------|-------|---|--------------------------|-----------------|----------|------------------|-------------------------|--|--|---|--|---|---------------------|-----------------------------------|----------------------------|------|----------------|-------|--------------|--------------|
| | | | | PAVEMENT PLANING, ASPHALT CONCRETE (VARIABLE DEPTHS) (TAPERS) | PATCHING PLANNED SURFACE | | | | TACK COAT @ 0.08 GAL/SY | TACK COAT FOR INTERM. COURSE @ 0.04 GAL/SY | ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), AS PER PLAN | ASPHALT CONCRETE INTERMEDIATE COURSE, 9.5 MM, TYPE A (448), AS PER PLAN | ASPHALT CONCRETE, SURFACE COURSE, 9.5MM, TYPE A, (446) (SAFETY EDGE) AS PER PLAN | PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN | COMPACTED AGGREGATE | | | | | | | |
| | | | | SY | SY | | | | GAL | GAL | INCHES | CY | INCHES | CY | CY | | | MILE | 2.5 INCHES | | | |
| STRAIGHT LINE MILEAGE | | MILE | FEET | | | | | | | | | | | | SL | SR | | | AVG. THICKNESS | | | |
| | | | | | | | | | | | | | | | FT | FT | | | CY | | | |
| 01/STR/PV: | | | | | | | | | | | | | | | | | | | | | | |
| CRA | 98 | 19.30 | 19.57 | 0.27 | 1447 | 26.2 | 1 | 4,212 | 73 | 1 | 337 | 168 | 1.25 | 146 | 1.25 | 146 | 7.82 | 2.0 | 2.0 | 643 | 0.55 | 45 |
| CRA | 98 | 19.57 | 20.00 | 0.43 | 2249 | 25.6 | 1 | 6,397 | | | 512 | 256 | 1.25 | 222 | 1.25 | 222 | 12.15 | 2.0 | 2.0 | 1,000 | 0.85 | 69 |
| CRA | 98 | 20.00 | 20.56 | 0.56 | 2941 | 26.0 | 1 | 8,496 | | | 680 | 340 | 1.25 | 295 | 1.25 | 295 | 15.89 | 2.0 | 2.0 | 1,307 | 1.11 | 91 |
| CRA | 98 | 20.56 | 20.90 | 0.34 | 1811 | 25.8 | 1 | 5,192 | | | 415 | 208 | 1.25 | 180 | 1.25 | 180 | 9.78 | 2.0 | 2.0 | 805 | 0.69 | 56 |
| CRA | 98 | 20.90 | 21.50 | 0.60 | 3168 | 25.4 | 1 | 8,941 | | | 715 | 358 | 1.25 | 310 | 1.25 | 310 | 17.11 | 2.0 | 2.0 | 1,408 | 1.20 | 98 |
| CRA | 98 | 21.50 | 22.00 | 0.50 | 2640 | 25.4 | 1 | 7,451 | | | 596 | 298 | 1.25 | 259 | 1.25 | 259 | 14.26 | 2.0 | 2.0 | 1,173 | 1.00 | 81 |
| CRA | 98 | 22.00 | 22.50 | 0.50 | 2640 | 25.4 | 1 | 7,451 | | | 596 | 298 | 1.25 | 259 | 1.25 | 259 | 14.26 | 2.0 | 2.0 | 1,173 | 1.00 | 81 |
| CRA | 98 | 22.50 | 23.09 | 0.59 | 3115 | 24.9 | 1 | 8,618 | | | 689 | 345 | 1.25 | 299 | 1.25 | 299 | 16.82 | 2.0 | 2.0 | 1,384 | 1.18 | 96 |
| CRA | 98 | 23.09 | 23.56 | 0.47 | 2503 | 24.7 | 1 | 6,869 | | | 550 | 275 | 1.25 | 239 | 1.25 | 239 | 13.52 | 2.0 | 2.0 | 1,112 | 0.95 | 77 |
| CRA | 98 | 23.56 | 23.74 | 0.18 | 929 | 25.5 | 1 | 2,632 | | | 211 | 105 | 1.25 | 91 | 1.25 | 91 | 5.02 | 2.0 | 2.0 | 413 | 0.35 | 29 |
| RIC | 98 | 0.00 | 0.62 | 0.62 | 3289 | 25.1 | 1 | 9,173 | | | 734 | 367 | 1.25 | 318 | 1.25 | 318 | 17.76 | 2.0 | 2.0 | 1,462 | 1.25 | 102 |
| RIC | 98 | 0.62 | 0.96 | 0.33 | 1758 | 24.5 | 1 | 4,786 | | | 383 | 191 | 1.25 | 166 | 1.25 | 166 | 9.50 | 2.0 | 2.0 | 781 | 0.67 | 54 |
| RIC | 98 | 0.96 | 1.60 | 0.64 | 3400 | 24.8 | 1 | 9,369 | | | 750 | 375 | 1.25 | 325 | 1.25 | 325 | 18.36 | 2.0 | 2.0 | 1,511 | 1.29 | 105 |
| RIC | 98 | 1.60 | 1.83 | 0.23 | 1214 | 24.3 | 1 | 3,278 | | | 262 | 131 | 1.25 | 114 | 1.25 | 114 | 6.56 | 2.0 | 2.0 | 540 | 0.46 | 37 |
| RIC | 98 | 1.83 | 2.00 | 0.17 | 898 | 24.0 | 1 | 2,395 | | | 192 | 96 | 1.25 | 83 | 1.25 | 83 | 4.85 | 2.0 | 2.0 | 399 | 0.34 | 28 |
| RIC | 98 | 2.00 | 2.56 | 0.56 | 2967 | 24.5 | 1 | 8,077 | | | 646 | 323 | 1.25 | 280 | 1.25 | 280 | 16.03 | 2.0 | 2.0 | 1,319 | 1.12 | 92 |
| RIC | 98 | 2.56 | 3.00 | 0.44 | 2313 | 24.8 | 1 | 6,374 | | | 510 | 255 | 1.25 | 221 | 1.25 | 221 | 12.49 | 2.0 | 2.0 | 1,028 | 0.88 | 71 |
| RIC | 98 | 3.00 | 3.45 | 0.45 | 2376 | 24.4 | 1 | 6,442 | | | 515 | 258 | 1.25 | 224 | 1.25 | 224 | 12.83 | 2.0 | 2.0 | 1,056 | 0.90 | 73 |
| 03/S<2/PV: | | | | | | | | | | | | | | | | | | | | | | |
| RIC | 98 | 3.45 | 4.00 | 0.55 | 2904 | 24.3 | 1 | 7,841 | | | 627 | 314 | 1.25 | 272 | 1.25 | 272 | 15.69 | 2.0 | 2.0 | 1,291 | 1.10 | 90 |
| RIC | 98 | 4.00 | 4.50 | 0.50 | 2640 | 24.0 | 1 | 7,040 | | | 563 | 282 | 1.25 | 244 | 1.25 | 244 | 14.26 | 2.0 | 2.0 | 1,173 | 1.00 | 81 |
| RIC | 98 | 4.50 | 4.74 | 0.24 | 1267 | 23.7 | 1 | 3,336 | 66 | 1 | 267 | 133 | 1.25 | 116 | 1.25 | 116 | 6.84 | 2.0 | 2.0 | 563 | 0.48 | 39 |
| 01/STR/PV: | | | | | | | | | | | | | | | | | | | | | | |
| STR. CRA-98-2094: | | | | | | | | | | | | | | | | | | | | | | |
| DEDUCT FOR STR. | | | | 75 | 25.0 | | | | | | -17 | -8 | 1.25 | -7 | 1.25 | -7 | | 2.0 | 2.0 | -33 | -0.03 | -2 |
| PLANING APPROACH TO STR. | | | | 200 | 25.0 | | | 556 | 6 | | | | | | | | | | | | | |
| PLANING AND PAVING APPROACH SLABS | | | | 48 | 25.0 | | | 69 | 1 | | | 11 | | 1.25 | 5 | | | | | | | |
| STR. CRA-98-2130: | | | | | | | | | | | | | | | | | | | | | | |
| DEDUCT FOR STR. | | | | 30 | 35 | | | | | | -9 | -5 | 1.25 | -4 | 1.25 | -4 | | 2.0 | 2.0 | -13 | -0.01 | -1 |
| PLANING APPROACH TO STR | | | | 200 | 25.5 | | | 567 | 6 | | 45 | | | | | | | | | | | |
| PLANING AND PAVING OVER STR. | | | | 30 | 35 | | | 97 | 1 | | 9 | | 1.25 | 4 | | | | | | | | |
| EXTRA AREA FOR INTERSECTIONS | | | | | | | | 2871 | 2871 | 29 | | 230 | 115 | 1.25 | 100 | 1.25 | 100 | | | | | |
| EXTRA AREA FOR PAVED DRIVES | | | | | | | | 144 | | | | 12 | 6 | 1.25 | 5 | 1.25 | 5 | | | | | |
| EXTRA AREA FOR AGGREGATE DRIVES | | | | | | | | 2880 | | | | 230 | 115 | 1.25 | 100 | 1.25 | 100 | | 2880 | | | 200 |
| EXTRA AREA FOR EX. & PR. MAILBOX APPROACHES | | | | | | | | 420 | | | | 34 | 17 | 1.25 | 15 | 1.25 | 15 | | | | | |
| 03/S<2/PV: | | | | | | | | | | | | | | | | | | | | | | |
| EXTRA AREA FOR INTERSECTIONS | | | | | | | | 342 | 342 | 3 | | 27 | 14 | 1.25 | 12 | 1.25 | 12 | | | | | |
| EXTRA AREA FOR PAVED DRIVES | | | | | | | | 72 | | | | 6 | 3 | 1.25 | 3 | 1.25 | 3 | | | | | |
| EXTRA AREA FOR AGGREGATE DRIVES | | | | | | | | 270 | | | | 22 | 11 | 1.25 | 9 | 1.25 | 9 | | 270 | | | 19 |
| EXTRA AREA FOR EX. & PR. MAILBOX APPROACHES | | | | | | | | 90 | | | | 7 | 4 | 1.25 | 3 | 1.25 | 3 | | | | | |
| TOTAL (01/ STR/ PV) | | | | | | | | 4,233 | 44 | | | 9,838 | 4,887 | | 4,249 | 4,240 | 225 | | | | 15.74 | 1482 |
| TOTAL (03/ S<2/ PV) | | | | | | | | 408 | 4 | | | 1,519 | 761 | | 659 | 659 | 37 | | | | 2.58 | 229 |
| TOTALS TO GENERAL SUMMARY | | | | | | | | 4,641 | 48 | | | 11,357 | 5,648 | | 4,908 | 4,899 | 262 | | | | 18.32 | 1,711 |

CALCULATED CAG CHECKED KRB
PAVEMENT & SHOULDER DATA
CRA-98-19.30
RIC-98-0.00
 9
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DESIGN FILE: \\projects\93108\roadway\sheet\93108CG001.dgn
 MODELNAME: Sheet
 WORKSTATION: ksbay
 DATE: 8/18/2014

STRUCTURE CRA-98-2094 SFN 1702769 (02/ STR/ BR)

| ITEM | ITEM EXT. | QUANTITY | UNIT | DESCRIPTION | REFERENCE SHEET |
|------|-----------|----------|------|---|-----------------|
| 512 | 10100 | 70 | SY | SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) | |
| 512 | 10300 | 109 | SY | SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
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| | | | | | |
| | | | | | |

STRUCTURE CRA-98-2130 SFN 1702807 (02/ STR/ BR)

| ITEM | ITEM EXT. | QUANTITY | UNIT | DESCRIPTION | REFERENCE SHEET |
|------|-----------|----------|------|---|-----------------|
| 202 | 38603 | 50 | FT | BRIDGE RAILING REMOVED FOR REUSE, AS PER PLAN | 12 |
| 512 | 10100 | 56 | SY | SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) | |
| 512 | 74000 | 56 | SY | REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES | |
| 517 | 75600 | 50 | FT | DEEP BEAM BRIDGE RETROFIT RAILING | |
| | | | | | |
| | | | | | |

DESIGN FILE: \\projects\93108\structures\93108GG001.dgn
 WORKSTATION: goodnig DATE: 8/18/2014

DESIGN AGENCY
 ODOT DISTRICT THREE OFFICE
 OF PLANNING AND ENGINEERING

| | |
|----------|-----|
| DRAWN | CAG |
| DESIGNED | KRB |
| CHECKED | KRB |
| REVISED | |

STRUCTURE SUMMARY

CRA-98-19-30
 RIC-98-0.00
 PID No. 93108

REFERENCES SHALL BE MADE TO STANDARD BRIDGE DRAWINGS:

DBR-3-11 DATED 7/15/11
DBR-2-73 DATED 7/19/02

DESIGN SPECIFICATIONS:

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

EXISTING STRUCTURE VERIFICATION:

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

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

EXISTING PLANS:

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

| STRUCTURE# | PLAN NAME | DATE |
|-------------|----------------|------|
| CRA-98-2094 | CRA-98/CRA-602 | 1970 |
| CRA-98-2094 | CRA-98-19.28 | 2006 |
| CRA-98-2130 | CRA-98-19.28 | 2006 |
| CRA-98-2130 | CRA-98-21.30 | 1990 |

UTILITIES:

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

PLACING ASPHALT CONCRETE ON APPROACHES TO BRIDGES:

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

ITEM 202 - BRIDGE RAILING REMOVED FOR REUSE, AS PER PLAN:

THIS ITEM SHALL BE USED TO REMOVE AND REINSTALL THE EXISTING BRIDGE RAILING FOR WORK ON CRA-98-2130 IF NECESSARY. BRIDGE RAILING POSTS ARE TO REMAIN IN PLACE. GUARDRAIL MUST BE UP WHEN FLAGGERS ARE NOT PRESENT (SEE SCD MT-101.90).

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

ITEM 614 - MAINTAINING TRAFFIC FOR STRUCTURES CRA-98-2094 AND CRA-98-2130:

TWO WAY TRAFFIC ON STRUCTURES CRA-98-2094 AND CRA-98-2130 SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT THROUGH TRAFFIC ON THE STRUCTURES MAY HAVE A LANE CLOSURE DURING NORMAL WORKING HOURS USING FLAGGERS AS SHOWN ON STANDARD DRAWING MT-97.10.

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. 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.

DESIGN FILE: \\projects\93108\structures\93108GN001.dgn
WORKSTATION: goodnig DATE: 8/18/2014

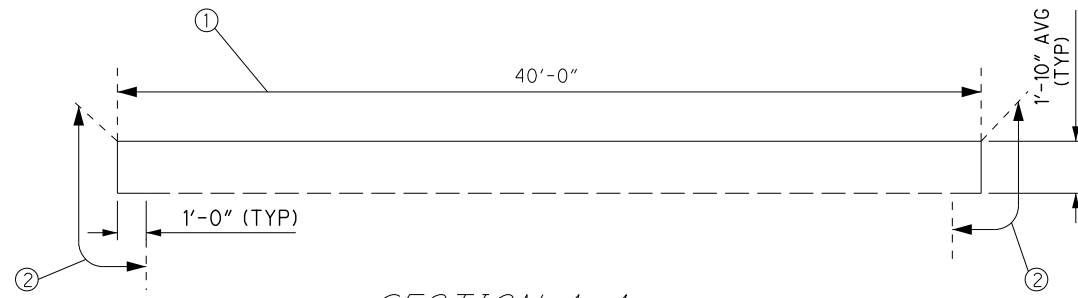
DESIGN AGENCY
ODOT DISTRICT THREE OFFICE
OF PLANNING & ENGINEERING

| | | | |
|----------|-----|---------|-----|
| DESIGNED | CAG | CHECKED | KRB |
| DRAWN | CAG | REVISED | |

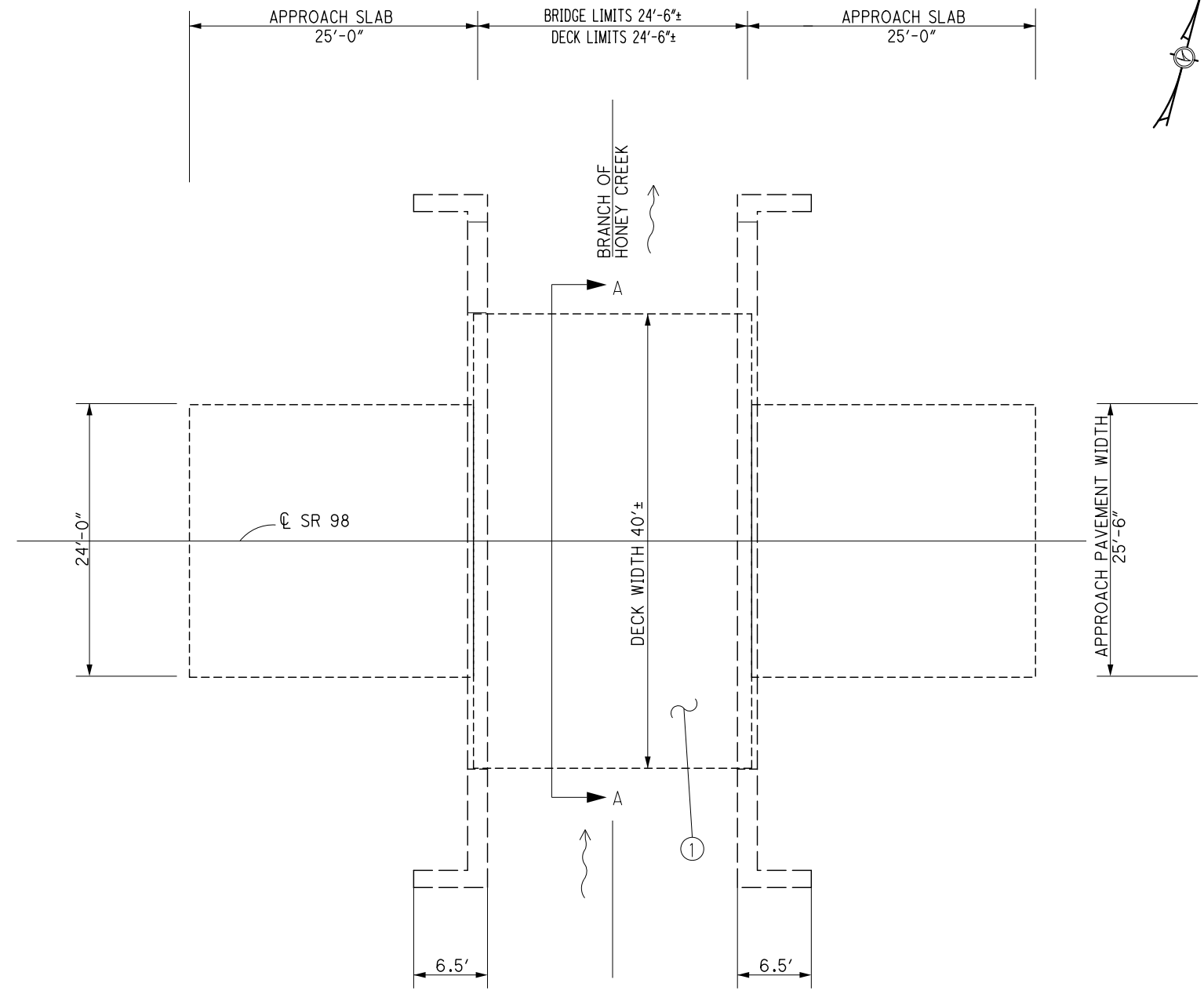
STRUCTURE NOTES

CRA-98-19.30
RIC-98-0.00

12
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SECTION A-A
BRIDGE DECK SEALING
LENGTH = 24'-6"±



PLAN VIEW

NOTES:

1. EXISTING GUARDRAIL IS NOT SHOWN
2. SEAL ENTIRE DECK WITH ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN. SEAL DECK EDGE AND 1'-0" UNDER DECK WITH ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
3. SEE SHEET 3/2 FOR WINGWALL AND ABUTMENT FACE SEALING DETAILS

| ITEM | QUANTITY | UNIT | DESCRIPTION |
|------|----------|------|---|
| 512 | 70 | SY | SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) |
| 512 | 109 | SY | SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN |
| | | | |
| | | | |

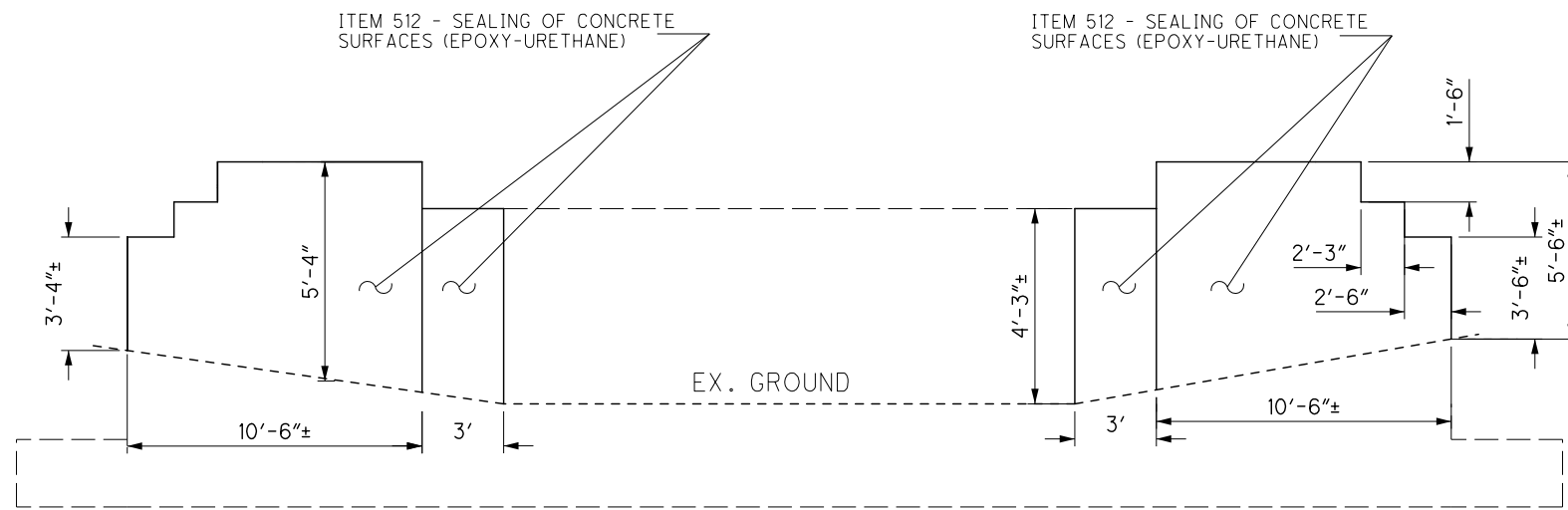
ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET 11

LEGEND

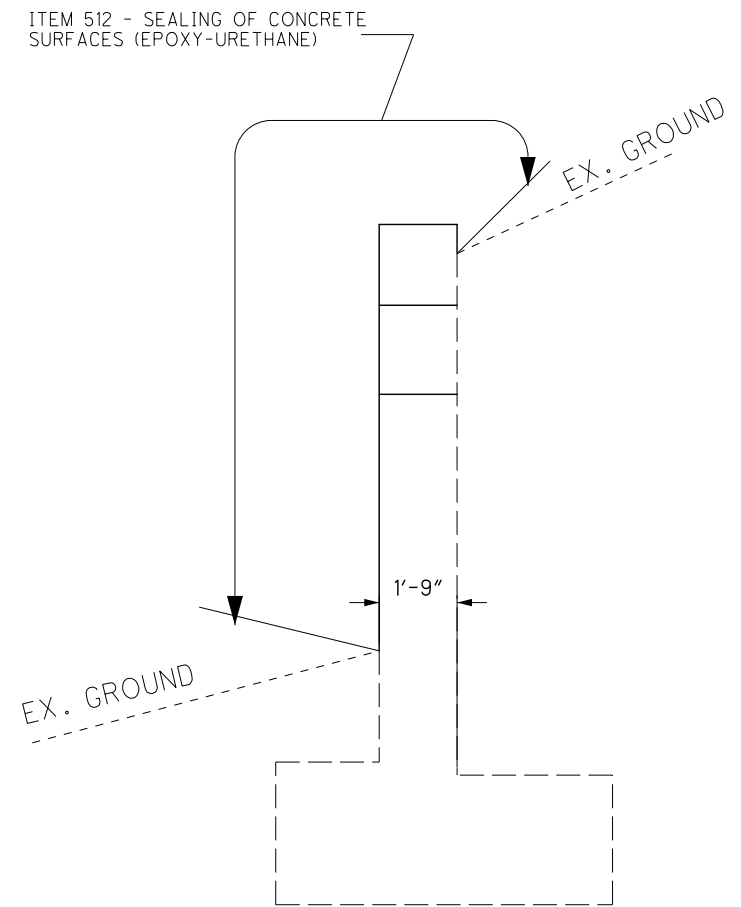
- ① ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN
- ② ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

I:\projects\93108\structures\93108GF001.dgn

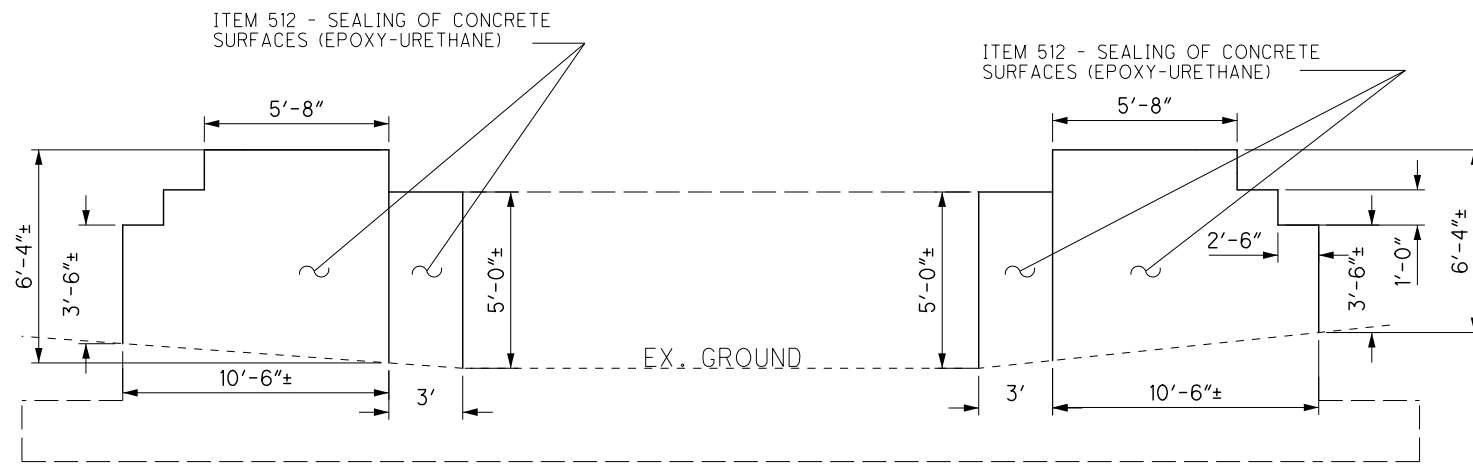
| | | | | | |
|--|-----------------------------------|-------------------------|---|----------------|--|
| PLAN VIEW CRA-98-2094 OVER BRANCH OF HONEY CRREEK | DESIGNED CAG CHECKED KRB | DRAWN CAG REVISED | REVIEWED DJV STRUCTURE FILE NUMBER 1702769 | DATE 7/1/14 | DESIGN AGENCY ODOT DISTRICT THREE OFFICE OF PLANNING & ENGINEERING |
| CRA-98-19-30 RIC-98-0-00 PID No. 93108 | | | | | 1 / 2 |
| | | | | | 14 17 |



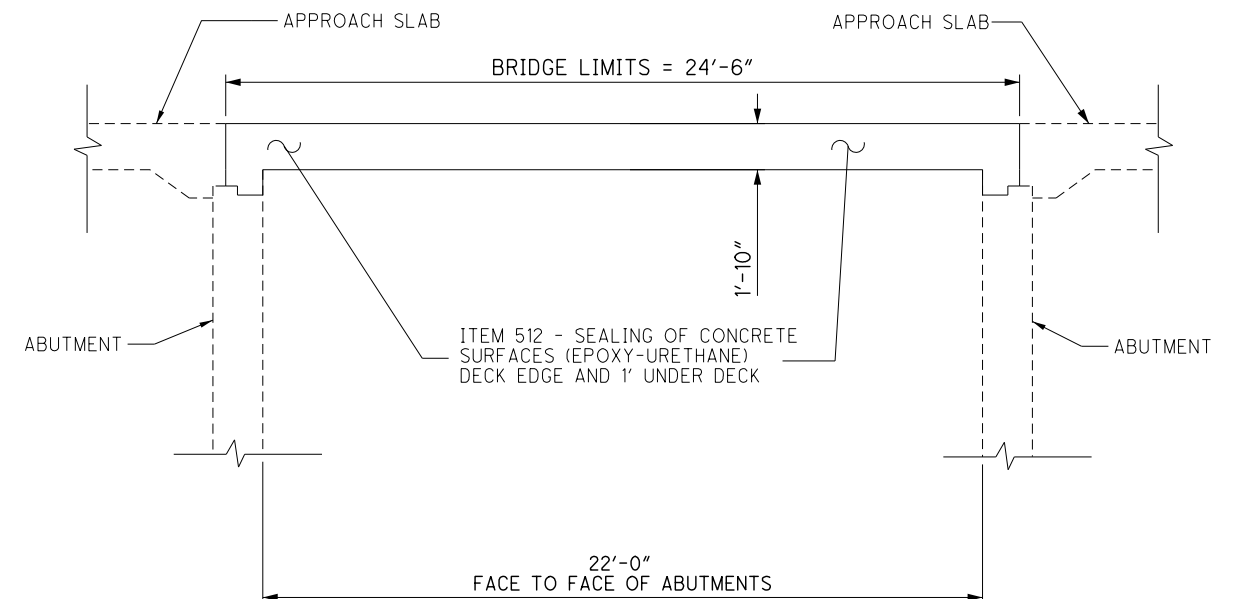
WINGWALL AND ABUTMENT SEALING
REAR ABUTMENT



WINGWALL SEALING (TYP)



WINGWALL AND ABUTMENT SEALING
FORWARD ABUTMENT



DECK EDGE AND UNDER DECK SEALING

| ITEM | QUANTITY | UNIT | DESCRIPTION |
|------|----------|------|---|
| 512 | 70 | SY | SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) |

ALL QUANTITIES CARRIED TO SHEET 1/2

I:\projects\93108\structures\93108GF001.dgn

DESIGN AGENCY
ODOT DISTRICT THREE OFFICE
OF PLANNING & ENGINEERING

DATE
7/1/14

REVIEWED
DJV
STRUCTURE FILE NUMBER
1702769

DRAWN
CAG
REVISOR

DESIGNED
CAG
CHECKED
KRB

SEALING DETAILS
CRA-98-2094
OVER BRANCH OF HONEY CRREK

CRA-98-19.30
RIC-98-0.00
PID No. 93108

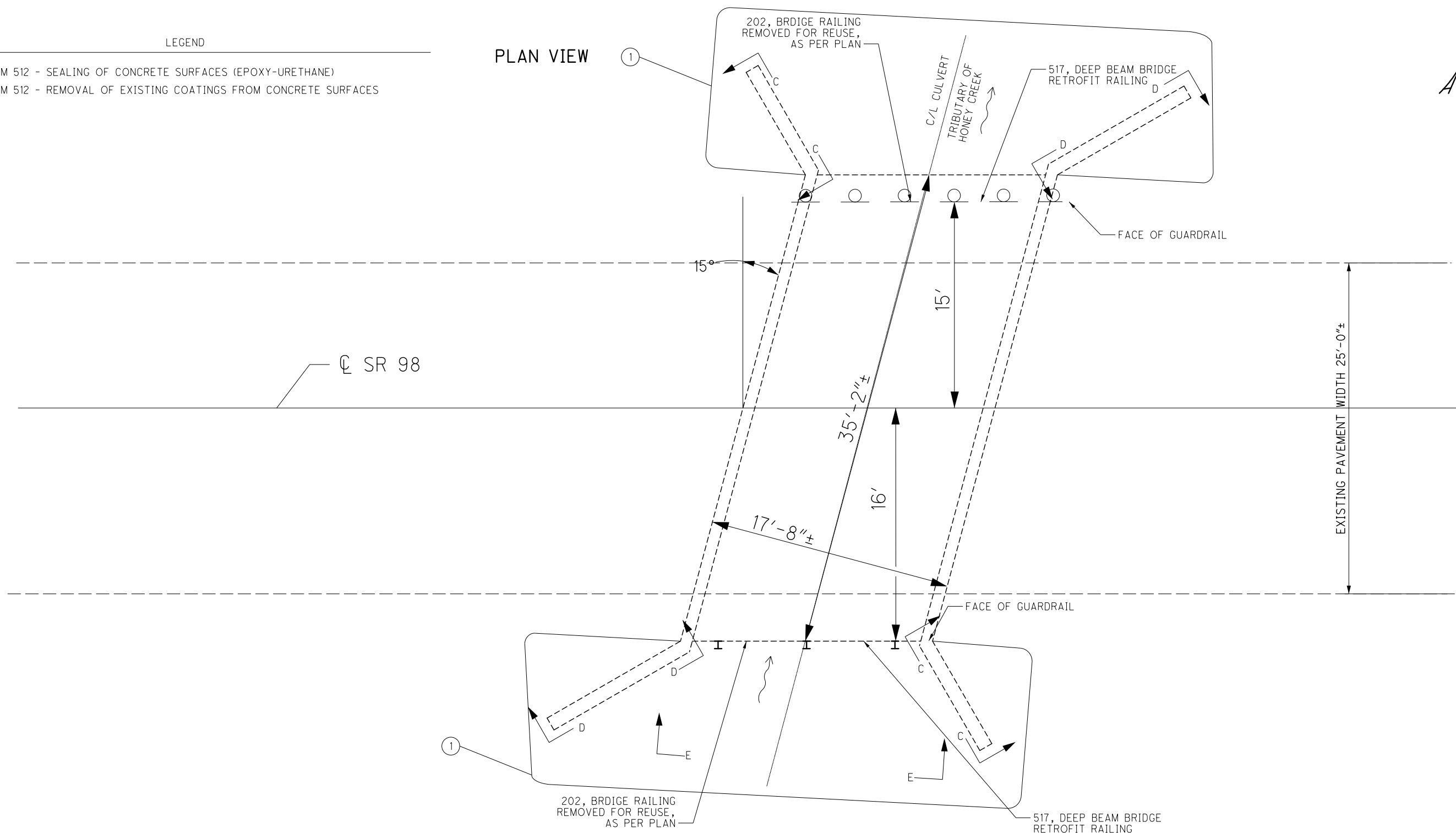
2 / 2

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LEGEND

- ① ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
- ITEM 512 - REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES

PLAN VIEW



| ITEM | QUANTITY | UNIT | DESCRIPTION |
|------|----------|------|---|
| 202 | 50 | FT | BRIDGE RAILING REMOVED FOR REUSE, AS PER PLAN |
| 512 | 56 | SY | SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) |
| 512 | 56 | SY | REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES |
| 517 | 50 | FT | DEEP BEAM BRIDGE RETROFIT RAILING |

NOTES:

1. EXISTING APPROACH GUARDRAIL IS NOT SHOWN
2. SEE SHEET 3/2 FOR SEALING DETAILS

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET NO. 11

DESIGN AGENCY
ODOT DISTRICT THREE OFFICE
OF PLANNING AND ENGINEERING

REVIEWED DATE
DJV 7/1/14
STRUCTURE FILE NUMBER
1702807

DRAWN
CAG
REVISOR
KRB

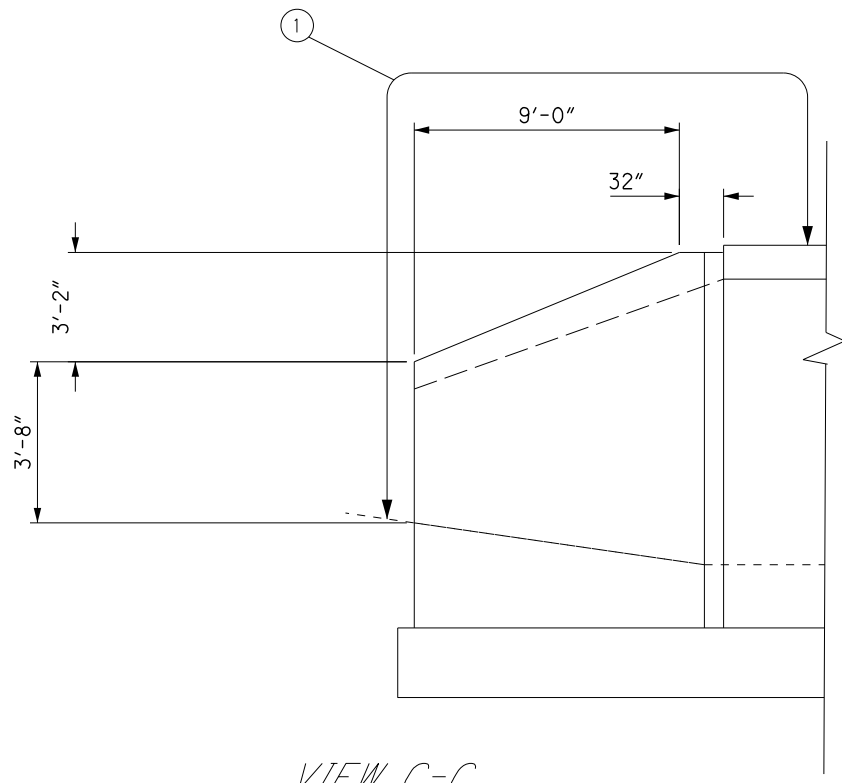
DESIGNED
CAG
CHECKED
KRB

PLAN VIEW
CRA-98-2130
OVER TRIBUTARY OF HONEY CREEK

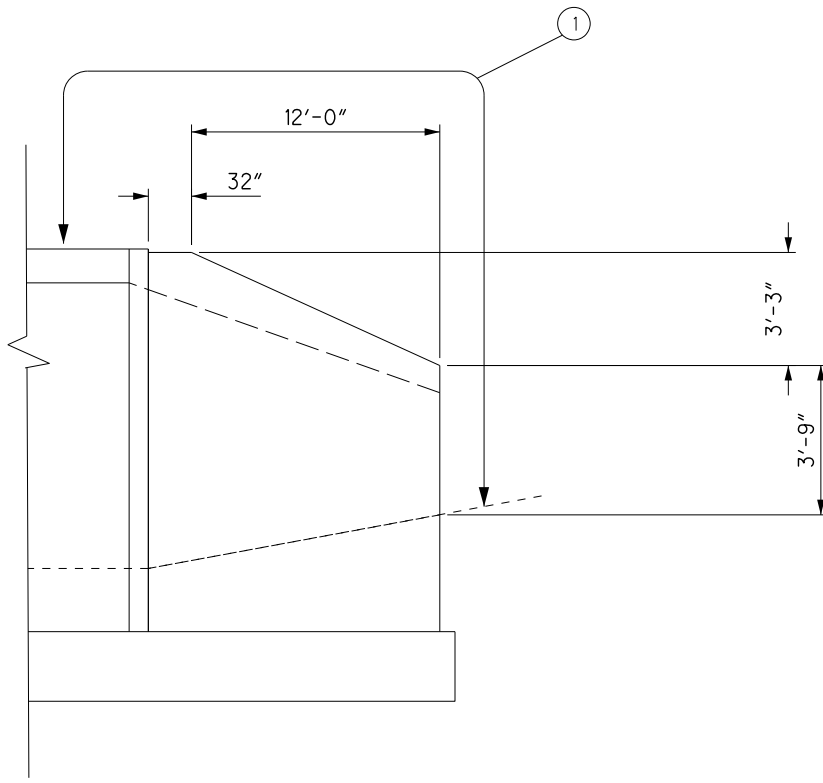
CRA-98-19-30
RIC-98-0.00
PID No. 93108

1 / 2

16
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VIEW C-C



VIEW D-D

NOTES:

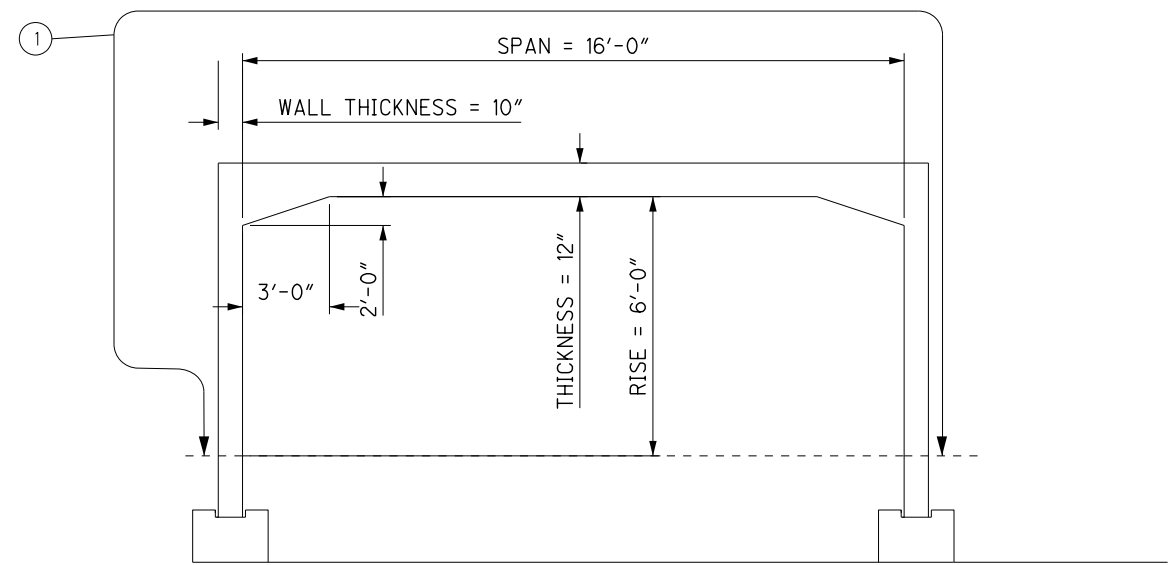
1. SEAL TO SURFACE OF WATER, RIP RAP, ROCK CHANNEL PROTECTION, OR EXISTING SOIL, WHICHEVER IS HIGHER (DO NOT DEWATER CHANNEL)
2. SEAL ENTIRE WINGWALLS AND HEADWALLS, INCLUDING 1'-0" INSIDE CULVERT WITH ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

LEGEND

- ① ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
 ITEM 512 - REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES

| ITEM | QUANTITY | UNIT | DESCRIPTION |
|------|----------|------|---|
| 512 | 56 | SY | SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) |
| 512 | 56 | SY | REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES |

ALL QUANTITIES CARRIED TO SHEET 1/2



VIEW E-E

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