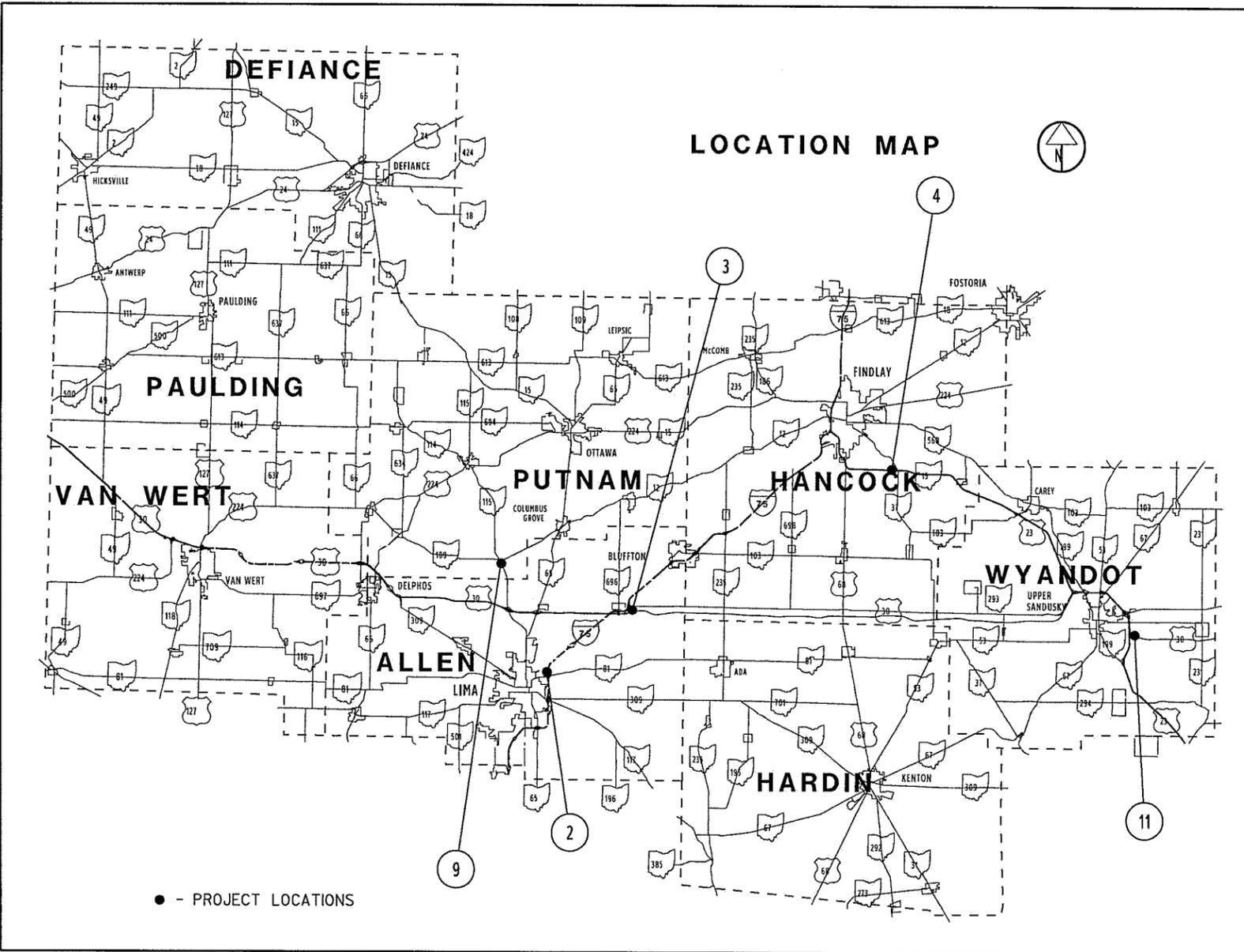


STATE OF OHIO DEPARTMENT OF TRANSPORTATION

D01-BM-FY21



PART	C-R-S
1	NOT USED
2	ALL-75-11.81C
3	ALL-696-0.20
4	HAN-15-20.90 L/R
5	NOT USED
6	NOT USED
7	NOT USED
8	NOT USED
9	PUT-115-1.32
10	NOT USED
11	WYA-30-18.21

LATITUDE: 40°-46'-20" LONGITUDE: 84°-05'-35"

DESIGN EXCEPTIONS
NONE

PROJECT DESCRIPTION

MISCELLANEOUS MAINTENANCE AND REPAIRS
FOR VARIOUS DISTRICT ONE STRUCTURES

PROJECT EARTH DISTURBED AREA: NA ACRES
(MAINTENANCE PROJECT)

ESTIMATED CONTRACTOR EARTH DISTURBED AREA: NA ACRES
(MAINTENANCE PROJECT)

NOTICE OF INTENT EARTH DISTURBED AREA: NA ACRES
(MAINTENANCE PROJECT)

2019 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 APPROVED THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT AS NOTED ON SHEET 3, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

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

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UNDERGROUND UTILITIES
Contact Two Working Days
Before You Dig

OHIO811, 8-1-1, or 1-800-362-2764
(Non-members must be called directly)

PLAN PREPARED BY:
DISTRICT ONE
OHIO DEPARTMENT OF
TRANSPORTATION

ENGINEERS SEAL:

SIGNED: *Eric J. Scheckelhoff*
DATE: 12/17/2020

STANDARD CONSTRUCTION DRAWINGS			
DM-4.3	1/15/16		
DM-4.4	1/15/16	TC-41.20	10/18/13
BP-2.1	7/17/15	TC-41.50	10/18/13
BP-2.3	7/18/14	TC-42.20	10/18/13
BP-2.4	7/19/13	TC-52.10	10/18/13
BP-7.1	7/18/14	TC-52.20	7/20/18
MT-95.30	7/19/19		
MT-95.40	1/17/2020		
MT-95.45	1/17/2020	MT-101.60	1/17/2020
MT-95.50	7/21/17	MT-101.70	1/17/2020
MT-96.11	4/17/2020	MT-101.75	1/17/2020
		MT-101.90	7/17/2020
MT-96.20	7/15/16	MT-102.10	1/17/2020
MT-96.26	1/18/19		
MT-97.10	4/19/19	MT-102.20	4/19/19
MT-98.29	1/17/2020	MT-105.10	1/17/2020

SUPPLEMENTAL SPECIFICATIONS			
800	10-16-2020		
821	4-20-12	921	4-20-12
832	10-19-18		
833	4-17-2020	939	1-17-2020
837	7-19-19		
		961	4-17-2020
		841	1-15-16
		843	10-18-19
		899	1-17-2020

SPECIAL PROVISIONS

ASBESTOS SURVEY D01-BM-FY21; PID 101196
DATED: 07/06/2020

APPROVED: *Christopher A. Hughes*
DATE: 12/18/2020 DISTRICT DEPUTY DIRECTOR

APPROVED: _____
DATE: _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. E201(091)

PID NO. 101196

CONSTRUCTION PROJECT NO. NONE

RAILROAD INVOLVEMENT NONE

D01-BM-FY21

1
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I:\Projectdata\101196\Design\Roadway\Sheets\101196_CT001.dgn Sheet 17-DEC-2020 4:26PM eschecke

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.

EXISTING PLANS

EXISTING PLANS ENTITLED ALL/HAN-30-(20.31)(0.00) AND HAN/WYA-30-(30.560)(0.000) MAY BE INSPECTED IN THE ODOT DISTRICT 1 OFFICE IN LIMA, OHIO.

EROSION CONTROL

THE QUANTITY BELOW HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR EROSION CONTROL.

ITEM 832 EROSION CONTROL 2,000 EACH

CONTACT INFORMATION

THE CONTRACTOR SHALL NOT BEGIN WORK IN A COUNTY UNTIL CONTACTING THE COUNTY MANAGER & PROJECT ENGINEER. BELOW IS A CONTACT LIST FOR COUNTY MANAGERS:

ALLEN			
CONTACT	TITLE	OFFICE NUMBER	CELL NUMBER
JASON HOSCHAK	ADMINISTRATOR	(419) 999-6711	(419) 438-4615
ANDY WITA	MANAGER	(419) 999-6712	(419) 234-5377
BRIAN RADER	MANAGER	(419) 999-6717	(419) 204-3683
HANCOCK			
CONTACT	TITLE	OFFICE NUMBER	CELL NUMBER
DEIDRA NOEL	ADMINISTRATOR	(419) 999-6731	(419) 772-4420
JAMES HEACOCK	MANAGER	(419) 999-6738	(419) 306-1428
MATTHEW CLAY	MANAGER	(419) 999-6732	(419) 306-5199
PUTNAM			
CONTACT	TITLE	OFFICE NUMBER	CELL NUMBER
PAUL LEHMAN	ADMINISTRATOR	(419) 999-6761	(419) 615-3449
LARRY SCHROEDER	MANAGER	(419) 999-6762	(419) 957-4999
KEN WILLIAMSON	MANAGER	(419) 999-6768	(419) 796-0127
WYANDOT			
CONTACT	TITLE	OFFICE NUMBER	CELL NUMBER
KEVIN KLIESCH	ADMINISTRATOR	(419) 999-6781	(419) 348-5224
GEENA SNOW	MANAGER	(419) 999-6782	(419) 619-2745
APRIL NOEL	MANAGER	(419) 999-6788	(419) 294-7654

ITEM SPECIAL - PIPE CLEANOUT, OVER 48"

THIS WORK SHALL CONSIST OF REMOVING SEDIMENT AND DEBRIS FROM THE EXISTING DRAINAGE CONDUITS SPECIFIED IN THE PLANS. ALL MATERIAL REMOVED SHALL BE DISPOSED OF AS PER 105.16 AND 105.17. ALL CONDUITS SHAL BE CLEANED OUT TO THE SATISFACTION OF THE ENGINEER.

CLEANOUT OF THE PIPE SHALL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM SPECIAL - PIPE CLEANOUT. THIS PRICE SHALL INCLUDE THE COST FOR MATERIAL, EQUIPMENT, LABOR, AND ALL INCIDENTALS REQUIRED TO COMPLETE THE CLEANOUT.

ESTIMATED QUANTITIES ARE SHOWN ON THE TABLE ON THIS SHEET AND ARE INCLUDED IN THE GENERAL SUMMARY FOR THE ABOVE NOTED WORK.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (442)

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THE ITEM SHALL CONSIST OF REPAIRING EXISTING LOCATIONS EXHIBITING SURFACE DETERIORATION ADJACENT TO THE APPROACH SLABS BEING REPLACED AT BRIDGE NO. HAN-15-2090 L&R AND PLACING ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 mm, TYPE A or B, (448). IN ADDITION, THIS ITEM SHALL BE USED TO PROVIDE A SMOOTH TRANSITION INTO THE NEW APPROACH SLABS AS DIRECTED BY THE ENGINEER. FOR PLACEMENT OF ITEM 442, A PG64-22 BINDER IS REQUIRED, AND IT SHALL BE PLACED IN AN ONE AND HALF INCH LIFT THICKNESS. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF THE ABUTTING APPROACH SLAB REPLACEMENT WORK, AND THIS ITEM SHALL COMMENCE WITHIN 7 DAYS OF THE COMPLETION OF THE APPROACH SLABS. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF SURFACE PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 251, PARTIAL DEPTH PAVEMENT REPAIR (442), 1,900 SQ. YD.

SEEDING AND MULCHING

CARE SHALL BE TAKEN TO LIMIT DAMAGE TO EXISTING GROUND COVER. ALL SEEDED AREAS THAT ARE DISTURBED SHALL BE SEEDED ACCORDING TO CMS SECTION 659. PAYMENT FOR REPAIRING THE DISTURBED AREAS SHALL BE INCIDENTAL TO ITEM 611 FIELD PAVING OF EXISTING PIPE.

ITEM 253 - PAVEMENT REPAIR

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THIS ITEM SHALL CONSIST OF CUTTING AND REMOVING DETERIORATED PAVEMENT FULL DEPTH ADJACENT TO THE APPROACH SLABS BEING REPLACED AT BRIDGE NO. HAN-15-2090 L&R AND PLACING 12" 301 ASPHALT CONCRETE BASE, PG64-22. THE MAXIMUM COMPACTED DEPTH OF ANY ONE LAYER SHALL BE 6 INCHES. THE FULL DEPTH PAVEMENT REPAIRS SHALL HAVE A SURFACE COURSE APPLIED PER THE NOTE AND REQUIREMENTS FOR ITEM 251, PARTIAL DEPTH PAVEMENT REPAIR (442). PAYMENT FOR THE SURFACE COURSE SHALL BE INCLUDED WITH ITEM 251. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF THE ABUTTING APPROACH SLAB REPLACEMENT WORK, AND THIS ITEM SHALL COMMENCE WITHIN 7 DAYS OF THE COMPLETION OF THE APPROACH SLABS.

IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED.

PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF SURFACE PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 253, PAVEMENT REPAIR, 200 SQ. YD.

CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL POVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

ITEM 503 - COFFERDAMS AND EXCAVATION BRACING

A LUMP SUM QUANTITY FOR EACH LOCATION TO BE FIELD PAVED HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 513 - COFFERDAMS AND EXCAVATION BRACING - LS

ITEM 642 - EDGE LINE, 6", TYPE 1 & ITEM 642 - LANE LINE, 6", TYE 1

THE QUANTITIES BELOW HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR PLACEMENT OF LANE AND EDGE LINES ON THE RECONSTRUCTED APPROACH SLABS AT BRIDGE NO. HAN-15-2090 LT & RT.

ITEM 642, EDGE LINE, 6", TYPE 1 0.04 MILE
ITEM 642, LANE LINE, 6", TYPE 1 0.02 MILE

GENERAL SUMMARY

SHEET	SHEET	SHEET	SHEET	SHEET	SHEET	PARTICIPATION (PLAN SPLIT)				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
						01/STR/BR	02/IMS/BR	03/NHS/BR	04/NFP/BR						
2	3	4	5	5A	8										
LS					472			LS	LS	201	11000	LS		CLEARING AND GRUBBING	
										SPECIAL	20270130	472	FT	PIPE CLEANOUT OVER 48"	2
														EROSION CONTROL	
2,000						250	250	1,000	500	832	30000	2,000	EACH	EROSION CONTROL	
														PAVEMENT	
1,900								1,900		251	01020	1,900	SY	PARTIAL DEPTH PAVEMENT REPAIR (442)	
200								200		253	01000	200	SY	PAVEMENT REPAIR	
	128							128		SPECIAL	4513000	128	FT	PRESSURE RELIEF JOINT, TYPE A	3
														TRAFFIC CONTROL	
0.04								0.04		642	00104	0.04	MILE	EDGE LINE, 6", TYPE 1	
0.02								0.02		642	00204	0.02	MILE	LANE LINE, 6", TYPE 1	
														STRUCTURE REPAIR (SEE SHHEET 8))	
														MAINTENANCE OF TRAFFIC	
										614	11600	80	HOURL	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
					3,200			3,200		614	11630	3,200	FT	INCREASED BARRIER DELINEATION	
				2				2		614	12384	2	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	
				4				4		614	12460	4	EACH	WORK ZONE MARKING SIGN	
					20			20		614	13310	20	EACH	BARRIER REFLECTOR, TYPE 1, ONE WAY	
					20			20		614	13310	20	EACH	BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL	
					20			20		614	13350	20	EACH	OBJECT MARKER, ONE WAY	
					20			20		614	13360	20	EACH	OBJECT MARKER, TWO WAY	
				1.4				1.4		614	22210	1.4	MILE	WORK ZONE EDGE LINE, CLASS 1, 6", 740.06, TYPE 1	
				3,100				3,100		614	24402	3,100	FT	WORK ZONE DOTTED LINE, CLASS 1, 6", 740.06, TYPE 1	
								550		615	25001	550	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN	5
								5,400		618	40101	5,400	FT	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN	5
								800		622	41100	800	FT	PORTABLE BARRIER, UNANCHORED	
														INCIDENTALS	
		LS	LS	LS				LS	LS	614	11001	LS		MAINTAINING TRAFFIC, AS PER PLAN	4 & 5A
								LS	LS	624	10000	LS		MOBILIZATION	

CALCULATED EJS CHECKED

GENERAL NOTES / GENERAL SUMMARY

D01-BM-FY21

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ENVIRONMENTAL COMMITMENTS

FOR EVERY STRUCTURE

THE PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

ALL-IR 75-11.81

AN ASBESTOS SURVEY OF THE ALL-IR 75-11.81 STRUCTURE, SCHEDULED FOR RENOVATION, WAS CONDUCTED BY A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST. THE SURVEY DID NOT DETECT ASBESTOS-REGULATED MATERIALS ON THE STRUCTURE.

ALL-SR 696-0.20

AN ASBESTOS SURVEY OF THE ALL-IR 696-0.20 STRUCTURE, SCHEDULED FOR RENOVATION, WAS CONDUCTED BY A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST. THE SURVEY DID NOT DETECT ASBESTOS-REGULATED MATERIALS ON THE STRUCTURE.

ALL-SR 66-2.75 (TWIN): NO LONGER APPLIES

THE ALL-SR 66-2.75 TWIN STRUCTURES ARE LOCATED WITHIN THE BOUNDARY OF THE ALLEN COUNTY SOLE SOURCE AQUIFER. IN ORDER TO MINIMIZE THE POTENTIAL FOR A SPILL IN THIS SENSITIVE AREA, PROJECT RELATED REFUELING AND MAINTENANCE ACTIVITIES SHALL BE CONDUCTED IN AN ENVIRONMENTALLY RESPONSIBLE MANNER. THE CONTRACTOR SHALL UTILIZE PROPER CONTAINMENT AND DIKING IN REFUELING AREAS. FUELS, TOXIC/HAZARDOUS MATERIALS, AND CHEMICALS SHALL NOT BE STORED NEAR ANY DRAINAGE WAYS, DITCHES, OR STREAMS. A SPILL KIT IS TO BE MAINTAINED ON-SITE AT EACH STRUCTURE THROUGHOUT CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL IMMEDIATELY TAKE STEPS TO MITIGATE ANY EVENT, SUCH AS A SPILL OF FUELS, OILS, OR CHEMICALS THAT COULD THREATEN TO CONTAMINATE THE DRINKING WATER SUPPLY. ANY SUCH SPILL OR EVENT THAT OCCURS AT ALL-SR 66-2.75 TWIN STRUCTURES SHALL BE REPORTED IMMEDIATELY TO FIRE CHIEF BRUCE BLACK AT THE LIMA FIRE DEPARTMENT AT 419-221-5164.

TO FACILITATE THIS WORK, IMPACTS TO THE UNNAMED TRIBUTARY (UT) TO SIXMILE CREEK ARE EXPECTED AT THIS STRUCTURE. ODOT WILL ACQUIRE ALL NECESSARY WATERWAY PERMITS PRIOR TO THE START OF CONSTRUCTION. CONDITIONS OF THESE PERMITS WILL BE PROVIDED IN THE CONTRACT AS SPECIAL PROVISIONS. ODOT WILL PROVIDE THE WATERWAY PERMITS TO THE CONTRACTOR AT THE PRE-CONSTRUCTION MEETING. THE CONTRACTOR IS RESPONSIBLE FOR FOLLOWING ALL THE SPECIAL PROVISIONS OF THE WATERWAY PERMITS THROUGHOUT THE DURATION OF THE CONTRACT.

THIS PROJECT WAS DEVELOPED TO BE CONSTRUCTED WITHOUT EQUIPMENT OR MATERIALS BEING PLACED (PERMANENTLY OR TEMPORARILY) WITHIN THE BOUNDARY OF THE WETLAND AREAS IN THE CANAL WEST OF THE TWIN STRUCTURES. THIS WETLAND AREA IS SHOWN ON THE ENVIRONMENTAL SITE PLAN (PAGE 1/6) IN THE SPECIAL PROVISIONS.

PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL DEMARCATHE THE WETLAND AREA ALONG LIMITS SHOWN ON THE ENVIRONMENTAL SITE PLAN (PAGE 1/6) IN THE SPECIAL PROVISIONS BY PLACING TEMPORARY ORANGE PLASTIC CONSTRUCTION FENCE ALONG THE PERIMETER OF THIS AREA. PLACE THE FENCE POST ON 8" CENTERS, 2" DEEP. SECURELY ATTACH THE PLASTIC CONSTRUCTION FENCE TO THE FENCE POST.

ALL COSTS ASSOCIATED WITH IDENTIFYING THIS WETLAND AREA IN THE FIELD AND PROVIDING, ERECTING, MAINTAINING, AND SUBSEQUENTLY REMOVING THE TEMPORARY ORANGE PLASTIC CONSTRUCTION FENCE AS REQUIRED PER THE ABOVE SHALL BE INCLUDED WITH ITEM 832, EROSION CONTROL. THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES OF

CONSTRUCTION FENCE AT THE PRICE SHOWN IN APPENDIX F FOR SUPPLEMENTAL SPECIFICATION 832 (SS 832) AND WILL MEASURE THE TEMPORARY ORANGE PLASTIC CONSTRUCTION FENCE PER SS 832.

THE ESTIMATED LENGTH OF TEMPORARY ORANGE PLASTIC CONSTRUCTION FENCE NEEDED TO DEMARCATHE THE WETLAND AREA: 100 FEET.

ASBESTOS SURVEYS OF THE ALL-SR 66-2.75 TWIN STRUCTURES, SCHEDULED FOR RENOVATION, WAS CONDUCTED BY A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST. THE SURVEY DETERMINED REGULATED ASBESTOS-CONTAINING MATERIALS ARE PRESENT ON THE STRUCTURES, HOWEVER THE WORK AT THE ALL-SR 66-2.75 TWIN STRUCTURES INVOLVES ONLY CULVERT LINING, AND THEREFORE THE ASBESTOS-CONTAINING MATERIALS WILL NOT BE DISTURBED AND ABATEMENT IS NOT REQUIRED PRIOR TO RENOVATION. THE QUANTITIES AND LOCATIONS OF THE REGULATED ASBESTOS-CONTAINING MATERIALS ARE PRESENTED WITHIN THE ASBESTOS INSPECTION REPORT INCLUDED IN THE PLAN PACKAGE FOR THIS PROJECT.

HAN-SR 15-20.90 R&L

AN ASBESTOS SURVEY OF THE HAN-SR 15-20.90 R&L STRUCTURES, SCHEDULED FOR RENOVATION, WAS CONDUCTED BY A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST. THE SURVEY DID NOT DETECT ASBESTOS-REGULATED MATERIALS ON THE STRUCTURES.

PAU-US 127-0.17 (TWIN): NO LONGER APPLIES

TO FACILITATE THIS WORK, IMPACTS TO DRY CREEK AND WETLAND A ARE EXPECTED AT THIS STRUCTURE. ODOT WILL ACQUIRE ALL NECESSARY WATERWAY PERMITS PRIOR TO THE START OF CONSTRUCTION. CONDITIONS OF THESE PERMITS WILL BE PROVIDED IN THE CONTRACT AS SPECIAL PROVISIONS. ODOT WILL PROVIDE THE WATERWAY PERMITS TO THE CONTRACTOR AT THE PRE-CONSTRUCTION MEETING. THE CONTRACTOR IS RESPONSIBLE FOR FOLLOWING ALL THE SPECIAL PROVISIONS OF THE WATERWAY PERMITS THROUGHOUT THE DURATION OF THE CONTRACT.

AN ASBESTOS SURVEY OF THE PUT-US 127-0.17 TWIN STRUCTURES, SCHEDULED FOR RENOVATION, WAS CONDUCTED BY A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST. THE SURVEY DID NOT DETECT ASBESTOS-REGULATED MATERIALS ON THE STRUCTURES.

PUT-SR 15-15.14: NO LONGER APPLIES

TO FACILITATE THIS WORK, IMPACTS TO PIKE RUN ARE EXPECTED AT THIS STRUCTURE. ODOT WILL ACQUIRE ALL NECESSARY WATERWAY PERMITS PRIOR TO THE START OF CONSTRUCTION. CONDITIONS OF THESE PERMITS WILL BE PROVIDED IN THE CONTRACT AS SPECIAL PROVISIONS. ODOT WILL PROVIDE THE WATERWAY PERMITS TO THE CONTRACTOR AT THE PRE-CONSTRUCTION MEETING. THE CONTRACTOR IS RESPONSIBLE FOR FOLLOWING ALL THE SPECIAL PROVISIONS OF THE WATERWAY PERMITS THROUGHOUT THE DURATION OF THE CONTRACT.

THIS PROJECT WAS DEVELOPED TO BE CONSTRUCTED WITHOUT EQUIPMENT OR MATERIALS BEING PLACED (PERMANENTLY OR TEMPORARILY) BELOW THE ORDINARY HIGH WATER MARK OF STREAM 1 SHOWN IN THE ENVIRONMENTAL SITE PLAN (PAGE 3/6) IN THE SPECIAL PROVISIONS.

AN ASBESTOS SURVEY OF THE PUT-SR 15-15.14 STRUCTURE, SCHEDULED FOR RENOVATION, WAS CONDUCTED BY A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST. THE SURVEY DID NOT DETECT ASBESTOS-REGULATED MATERIALS ON THE STRUCTURE.

PUT-SR 15-16.33: NO LONGER APPLIES

TO FACILITATE THIS WORK, IMPACTS TO LAMMER DITCH ARE EXPECTED AT THIS STRUCTURE. ODOT WILL ACQUIRE ALL NECESSARY WATERWAY PERMITS PRIOR TO THE START OF CONSTRUCTION. CONDITIONS OF THESE PERMITS WILL BE PROVIDED IN THE CONTRACT AS SPECIAL PROVISIONS. ODOT WILL PROVIDE THE WATERWAY PERMITS TO THE CONTRACTOR AT THE PRE-CONSTRUCTION MEETING. THE CONTRACTOR IS RESPONSIBLE FOR FOLLOWING ALL THE SPECIAL PROVISIONS OF THE WATERWAY PERMITS THROUGHOUT THE DURATION OF THE CONTRACT.

THIS PROJECT WAS DEVELOPED TO BE CONSTRUCTED WITHOUT EQUIPMENT OR MATERIALS BEING PLACED (PERMANENTLY OR TEMPORARILY) WITHIN THE BOUNDARY OF THE WETLAND AREA NEAR THE OUTLET OF THE CULVERT

STRUCTURE. THIS WETLAND AREA IS SHOWN ON THE ENVIRONMENTAL SITE PLAN (PAGE 4/6) IN THE SPECIAL PROVISIONS.

PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL DEMARCATHE THE WETLAND AREA ALONG LIMITS SHOWN ON THE ENVIRONMENTAL SITE PLAN (PAGE 4/6) IN THE SPECIAL PROVISIONS BY PLACING TEMPORARY ORANGE PLASTIC CONSTRUCTION FENCE ALONG THE PERIMETER OF THIS AREA. PLACE THE FENCE POST ON 8" CENTERS, 2" DEEP. SECURELY ATTACH THE PLASTIC CONSTRUCTION FENCE TO THE FENCE POST.

ALL COSTS ASSOCIATED WITH IDENTIFYING THIS WETLAND AREA IN THE FIELD AND PROVIDING, ERECTING, MAINTAINING, AND SUBSEQUENTLY REMOVING THE TEMPORARY ORANGE PLASTIC CONSTRUCTION FENCE AS REQUIRED PER THE ABOVE SHALL BE INCLUDED WITH ITEM 832, EROSION CONTROL. THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES OF CONSTRUCTION FENCE AT THE PRICE SHOWN IN APPENDIX F FOR SUPPLEMENTAL SPECIFICATION 832 (SS 832) AND WILL MEASURE THE TEMPORARY ORANGE PLASTIC CONSTRUCTION FENCE PER SS 832.

THE ESTIMATED LENGTH OF TEMPORARY ORANGE PLASTIC CONSTRUCTION FENCE NEEDED TO DEMARCATHE THE WETLAND AREA: 85 FEET.

AN ASBESTOS SURVEY OF THE PUT-SR 15-16.33 STRUCTURE, SCHEDULED FOR RENOVATION, WAS CONDUCTED BY A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST. THE SURVEY DID NOT DETECT ASBESTOS-REGULATED MATERIALS ON THE STRUCTURE.

PUT-SR 15-16.80: NO LONGER APPLIES

TO FACILITATE THIS WORK, IMPACTS TO A TRIBUTARY TO THE BLANCHARD RIVER ARE EXPECTED AT THIS STRUCTURE. ODOT WILL ACQUIRE ALL NECESSARY WATERWAY PERMITS PRIOR TO THE START OF CONSTRUCTION. CONDITIONS OF THESE PERMITS WILL BE PROVIDED IN THE CONTRACT AS SPECIAL PROVISIONS. ODOT WILL PROVIDE THE WATERWAY PERMITS TO THE CONTRACTOR AT THE PRE-CONSTRUCTION MEETING. THE CONTRACTOR IS RESPONSIBLE FOR FOLLOWING ALL THE SPECIAL PROVISIONS OF THE WATERWAY PERMITS THROUGHOUT THE DURATION OF THE CONTRACT.

THIS PROJECT WAS DEVELOPED TO BE CONSTRUCTED WITHOUT EQUIPMENT OR MATERIALS BEING PLACED (PERMANENTLY OR TEMPORARILY) BELOW THE ORDINARY HIGH WATER MARK OF STREAM 1 SHOWN IN THE ENVIRONMENTAL SITE PLAN (PAGE 5/6) IN THE SPECIAL PROVISIONS.

AN ASBESTOS SURVEY OF THE PUT-SR 15-16.80 STRUCTURE, SCHEDULED FOR RENOVATION, WAS CONDUCTED BY A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST. THE SURVEY DID NOT DETECT ASBESTOS-REGULATED MATERIALS ON THE STRUCTURE.

PUT-SR 115-1.32

AN ASBESTOS SURVEY OF THE PUT-SR 115-1.32 STRUCTURE, SCHEDULED FOR RENOVATION, WAS CONDUCTED BY A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST. THE SURVEY DID NOT DETECT ASBESTOS-REGULATED MATERIALS ON THE STRUCTURE.

PUT-SR 190-5.76 (TWIN): NO LONGER APPLIES

THE PUT-SR 190-05.76 TWIN STRUCTURES ARE LOCATED WITHIN THE BOUNDARY OF THE ALLEN COUNTY SOLE SOURCE AQUIFER. IN ORDER TO MINIMIZE THE POTENTIAL FOR A SPILL IN THIS SENSITIVE AREA, PROJECT RELATED REFUELING AND MAINTENANCE ACTIVITIES SHALL BE CONDUCTED IN AN ENVIRONMENTALLY RESPONSIBLE MANNER. THE CONTRACTOR SHALL UTILIZE PROPER CONTAINMENT AND DIKING IN REFUELING AREAS. FUELS, TOXIC/HAZARDOUS MATERIALS, AND CHEMICALS SHALL NOT BE STORED NEAR ANY DRAINAGE WAYS, DITCHES, OR STREAMS. A SPILL KIT IS TO BE MAINTAINED ON-SITE AT EACH STRUCTURE THROUGHOUT CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL IMMEDIATELY TAKE STEPS TO MITIGATE ANY EVENT, SUCH AS A SPILL OF FUELS, OILS, OR CHEMICALS THAT COULD THREATEN TO CONTAMINATE THE DRINKING WATER SUPPLY. ANY SUCH SPILL OR EVENT THAT OCCURS AT THE PUT-SR 190-5.76 TWIN STRUCTURES SHALL BE REPORTED IMMEDIATELY TO FIRE CHIEF BRUCE BLACK AT THE LIMA FIRE DEPARTMENT AT 419-221-5164.

TO FACILITATE THIS WORK, IMPACTS TO A TRIBUTARY TO THE AUGLAIZE RIVER ARE EXPECTED AT THIS STRUCTURE. ODOT WILL ACQUIRE ALL NECESSARY WATERWAY PERMITS PRIOR TO THE START OF CONSTRUCTION. CONDITIONS OF THESE PERMITS WILL BE PROVIDED IN THE CONTRACT AS SPECIAL PROVISIONS. ODOT WILL PROVIDE THE WATERWAY PERMITS TO THE CONTRACTOR AT THE PRE-CONSTRUCTION MEETING. THE CONTRACTOR IS RESPONSIBLE FOR FOLLOWING ALL THE SPECIAL PROVISIONS OF THE WATERWAY PERMITS THROUGHOUT THE DURATION OF THE CONTRACT.

THIS PROJECT WAS DEVELOPED TO BE CONSTRUCTED WITHOUT EQUIPMENT OR MATERIALS BEING PLACED (PERMANENTLY OR TEMPORARILY) BELOW THE ORDINARY HIGH WATER MARK OF STREAM 3 SHOWN IN THE ENVIRONMENTAL SITE PLAN (PAGE 6/6) IN THE SPECIAL PROVISIONS.

ASBESTOS SURVEYS OF THE PUT-SR 190-5.76 TWIN STRUCTURES, SCHEDULED FOR RENOVATION, WAS CONDUCTED BY A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST. THE SURVEY DETERMINED REGULATED ASBESTOS-CONTAINING MATERIALS ARE PRESENT ON THE STRUCTURES, HOWEVER THE WORK AT THE PUT-SR 190-5.76 TWIN STRUCTURES INVOLVES ONLY CULVERT LINING, AND THEREFORE THE ASBESTOS-CONTAINING MATERIALS WILL NOT BE DISTURBED AND ABATEMENT IS NOT REQUIRED PRIOR TO RENOVATION. THE QUANTITIES AND LOCATIONS OF THE REGULATED ASBESTOS-CONTAINING MATERIALS ARE PRESENTED WITHIN THE ASBESTOS INSPECTION REPORT INCLUDED IN THE PLAN PACKAGE FOR THIS PROJECT.

WYA-US 30-18.21 (TWIN)

AN ASBESTOS SURVEY OF THE WYA-US 30-18.21 TWIN STRUCTURES, SCHEDULED FOR RENOVATION, WAS CONDUCTED BY A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST. THE SURVEY DID NOT DETECT ASBESTOS-REGULATED MATERIALS ON THE STRUCTURES.

ITEM SPECIAL - PRESSURE RELIEF JOINT, TYPE A

FOR THIS ITEM, THE CONTRACTOR SHALL REMOVE AND REPLACE THE EXISTING ASPHALT CONCRETE WITHIN THE EXISTING PRESSURE RELIEF JOINTS AT THE REAR AND FORWARD ENDS OF BRIDGE NO. ALL-696-0020. THE REPLACEMENT ASPHALT CONCRETE SHALL BE INSTALLED PER STANDARD CONSTRUCTION DRAWING BP-2.3. THE EXISTING SLEEPER SLAB BELOW THE EXISTING ASPHALT CONCRETE AND THE PARAPETS LOCATED AT THE ENDS OF THE EXISTING PRESSURE RELIEF JOINTS SHALL NOT BE DISTURBED

IN ADDITION TO THE WORK SPECIFIED IN STANDARD CONSTRUCTION DRAWING BP-2.3, THIS ITEM SHALL INCLUDE THE WORK TO REMOVE AND RECONSTRUCT EXISTING PORTIONS OF CONCRETE TRAFFIC ISLANDS THAT EXTEND ONTO THE EXISTING PRESSURE RELIEF JOINTS BEING REPLACED AT BRIDGE NO. ALL-696-0020. ALL MATERIAL REMOVED SHALL BE DISPOSED OF AS PER 105.16 AND 105.17. WHILE COMPLETING THE CONSTRUCTION OF THE PRESSURE RELIEF JOINT PER SCD BP-2.3, THE REMOVED TRAFFIC ISLAND SECTIONS SHALL BE RECONSTRUCTED PER STANDARD CONSTRUCTION DRAWING RM-3.1 TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHOULD INCLUDE THE INSTALLATION OF ANY PREFORMED EXPANSION JOINT FILLER BETWEEN THE NEW AND REMAINING TRAFFIC ISLAND SECTIONS.

THE WORK ASSOCIATED WITH REMOVING AND RECONSTRUCTING THE SECTIONS OF EXISTING PRESSURE RELIEF JOINTS AND TRAFFIC ISLANDS SHALL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM SPECIAL - PRESSURE RELIEF JOINT, TYPE A. THIS PRICE SHALL INCLUDE THE COST FOR MATERIALS, EQUIPMENT, LABOR, AND ALL INCIDENTALS REQUIRED TO COMPLETE THE WORK AS NOTED ABOVE.

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GENERAL NOTES / GENERAL SUMMARY

D01-BM-FY21

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:

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.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 80 HOURS

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

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

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 CALENDAR DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN

FOR THE APPROACH SLAB REPLACEMENTS AT THE HAN-15-20.90 LT & RT BRIDGES, SOME EXISTING SHOULDERS WILL BE USED DURING VARIOUS PHASES TO MAINTAIN TRAFFIC. THE CONTRACTOR SHALL REPAIR THE SHOULDERS AS DIRECTED BY THE PROJECT ENGINEER VIA MILL AND OVERLAY PRIOR TO SHIFTING TRAFFIC ONTO THE AFFECTED SHOULDERS NEEDED FOR LANE SHIFTS REQUIRED TO MAINTAIN TRAFFIC AS SPECIFIED IN THE PLANS AND STANDARD CONSTRUCTION DRAWINGS. THE REPAIR BUILDUP AND TOTAL AREA OF USE FOR MAINTAINING TRAFFIC ARE PROVIDED BELOW.

ONCE TRAFFIC IS RETURNED TO NORMAL LANE ASSIGNMENTS, THE CONTRACTOR SHALL INSTALL RUMBLE STRIPS ALONG THE REPAIRED SHOULDERS OF S.R. 15 AS PER C&MS SECTION 618 AND STANDARD CONSTRUCTION DRAWING BP-9.1.

ALL STANDARD SPECIFICATIONS OF ITEM 615 SHALL OTHERWISE APPLY ALONG WITH RELATED SPECIFICATIONS FOR THE VARIOUS PAY/WORK ITEMS. ALL COSTS FOR THE REPAIR INCLUDING ALL RELATED WORK, EQUIPMENT, SAWCUTTING, MOT, TACK COAT, PAVEMENT PLANING (MILLING), RUMBLE STRIPS, ETC. SHALL BE INCLUDED WITH THE PRICE BID FOR 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN.

REPAIR TYPE 1- 1 *INCH MILL & OVERLAY (SR15):
ITEM 441, A.C. SURFACE COURSE, TYPE I, PG 64-22 - 1 1/2" THICK
ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN
TOTAL SQUARE YARDS = 550

ESTIMATED QUANTITY IS BASED ON REPAIRING THE PAVED SHOULDERS FOR 100 FT. EACH DIRECTION FROM THE HAN-15-2090 LT & RT BRIDGES. THE ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE PROJECT ENGINEER.

ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN

UPON THE APPROVAL OF THE PROJECT ENGINEER, THE CONTRACTOR SHALL MILL 1 1/2 INCHES DEEP BY 2 FEET WIDE OF THE EXISTING ASPHALT SHOULDER IN ORDER TO REMOVE THE EXISTING RUMBLE STRIPS ALONG S.R. 15 IN THE AREAS WHERE TRAFFIC IS SHIFTED ONTO OR ACROSS THE RUMBLE STRIPS. THE CONTRACTOR SHALL THEN COAT ALL MILLED SURFACES HORIZONTAL AND VERTICAL WITH APPROVED AC LIQUID. NEXT THE CONTRACTOR SHALL PLACE 1 1/2 INCHES OF ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE I, PG 64-22.

WHEN MOT TRAFFIC IS RUNNING ALONG THE OUTSIDE SHOULDERS, IF TRAFFIC HAS ROOM TO STRADDLE THE EXISTING RUMBLE STRIPS, THE EXISTING RUMBLE STRIPS IN THESE SECTIONS CAN REMAIN PER THE APPROVAL OF THE PROJECT ENGINEER.

ONCE TRAFFIC IS RETURNED TO NORMAL LANE ASSIGNMENTS, THE CONTRACTOR SHALL RESTORE THE REMOVED RUMBLE STRIPS ALONG THE SHOULDERS OF S.R.15 AS PER STANDARD CONSTRUCTION DRAWING BP-9.1.

ALL STANDARD SPECIFICATIONS OF ITEM 618 SHALL OTHERWISE APPLY ALONG WITH RELATED SPECS FOR THE VARIOUS NOTED WORK ITEMS. ALL COSTS FOR REMOVING AND REESTABLISHING THE RUMBLE STRIPS, INCLUDING ALL RELATED WORK, EQUIPMENT, SAWCUTTING, MOT, TACK COAT, PAVEMENT PLANING (MILLING) ETC. SHALL BE INCLUDED WITH THE PRICE BID FOR ITEM 618, RUMBLE STRIPS (ASPHALT CONCRETE), AS PER PLAN.

AN ESTIMATED QUANTITY OF 5,400 FEET HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE IN AREAS APPROVED BY THE PROJECT ENGINEER. THIS QUANTITY DOES NOT INCLUDE THE RE-SURFACING AREAS COVERED BY ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN.

WORK ZONE MARKINGS AND SIGNS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS, PORTABLE BARRIER AND SIGNS PER THE REQUIREMENTS OF THESE PLANS AND C&MS 614.04 AND 614.11.

ITEM 614 - WORK ZONE MARKING SIGN = 4 EACH

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 6", 740.06, TYPE 1 = 1.4 MILE

ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 6", 740.06, TYPE 1 = 3,100 FEET

ITEM 622 - PORTABLE BARRIER, UNACHORED = 800 FEET

ITEM 614 - WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL) = 2 EACH

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (BI-DIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

COORDINATION OF CONTRACTORS

SINCE THE MAINTENANCE OF TRAFFIC AND WORK ON THIS PROJECT MAY OVERLAP OTHER PROJECTS, IT IS ESSENTIAL THAT EACH CONTRACTOR CONDUCT THEIR WORK AND COOPERATE WITH EACH OTHER IN SUCH A MANNER AS NOT TO HINDER THE PROGRESS OR COMPLETION OF THE WORK BEING PERFORMED BY THE OTHER CONTRACTOR.

CONFLICTING PAVEMENT MARKINGS

PRIOR TO PLACEMENT OF ANY WORK ZONE PAVEMENT MARKINGS, THE CONTRACTOR SHALL COMPLETELY REMOVE, AS PER C&MS 614.11G, ALL EXISTING PAVEMENT MARKINGS THAT WOULD CREATE CONFUSION OR CONFLICT WITH THE WORK ZONE PAVEMENT MARKINGS. PAYMENT FOR THIS COMPLETE REMOVAL SHALL BE INCLUDED IN ITEM 614 MAINTAINING TRAFFIC, AS PER PLAN.

DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

INCREASED BARRIER DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL PB AND PERMANENT CONCRETE BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE UNDER EITHER OF THE FOLLOWING CONDITIONS: ALONG TAPERS AND TRANSITION AREAS; OR ALONG CURVES (OUTSIDE ONLY) WITH DEGREE OF CURVATURE GREATER THAN OR EQUAL TO 3 DEGREES.

THE INCREASED BARRIER DELINEATION SHALL CONSIST OF EITHER DELINEATION PANELS OR THE TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.

DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED." PANELS SHALL BE INSTALLED AND SPACED PER TRAFFIC SCD MT-101.70.

TRIPLE-STACKED BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTOR WOULD BE OTHERWISE ATTACHED. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TRIPLE-STACKED BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THEY SHALL BE SPACED AND ALIGNED PER TRAFFIC SCD MT-101.70.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 1 (ONE WAY) 20 EACH
ITEM 614, BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL) 20 EACH

ITEM 614, OBJECT MARKER, ONE WAY 20 EACH
ITEM 614, OBJECT MARKER, TWO WAY 20 EACH

ITEM 614, INCREASED BARRIER DELINEATION 3,200 FEET

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

ALONG RUNS OF INCREASED BARRIER DELINEATION WHERE THIS ITEM IS PROVIDED, THE QUANTITY SHALL BE MEASURED AS THE ENTIRE LENGTH OF THE RUN OF INCREASED BARRIER DELINEATION, INCLUDING THE SPACES BETWEEN THE INDIVIDUAL DELINEATION PANELS OR STACKS OF BARRIER REFLECTORS.

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MAINTENANCE OF TRAFFIC GENERAL NOTES

D01-BM-FY21

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STRUCTURE REPAIR (SFN 6900062) (PUT-115-01.32 OVER SUGAR CREEK)				
ITEM	EXT.	DESCRIPTION	UNIT	TOTAL
516	01301	ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS, AS PER PLAN (SEE SHT. 7)	FT	70
01/STR/BR				
STRUCTURE REPAIR (SFN 0200506) (ALL-696-0020 OVER WB US 30 & RAMP D)				
ITEM	EXT.	DESCRIPTION	UNIT	TOTAL
512	10100	SEALING OF CONCRETE STRUCTURE (EXPOXY-EURETHANE)	SY	31
519	11101	PATCHING CONCRETE STRUCTURE, AS PER PLAN (SEE SHT. 7)	SF	200
SPECIAL	51912510	PATCHING CONCRETE BRIDGE DECK (SEE THIS SHEET)	SY	27
842	10000	CORRECTING ELEVATION OF CONCRETE APPROACH SLABS W/ HIGH DENSITY POLYURETHANE	LB	70
843	50000	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR	SF	75
03/NHS/BR				
STRUCTURE REPAIR (SFN 8801630) (WYA-30-1821 OVER INTERMITTENT WATERWAY)				
ITEM	EXT.	DESCRIPTION	UNIT	TOTAL
SPECIAL	20270130	PIPE CELANOUT OVER 48" (CARRIED TO GENERAL SUMMARY, SHEET 2)	FT	472
503	11100	COFFERDAMS AND EXCAVATION BRACING	LS	
837	10000	LINER PIPE, 54" OD (707.34) (SEE DETAIL AND NOTE BELOW)	FT	472
837	21000	BACKFILL FOR LINER PIPE	FT	472
04/NFP/BR				

WORK TO BE PERFORMED

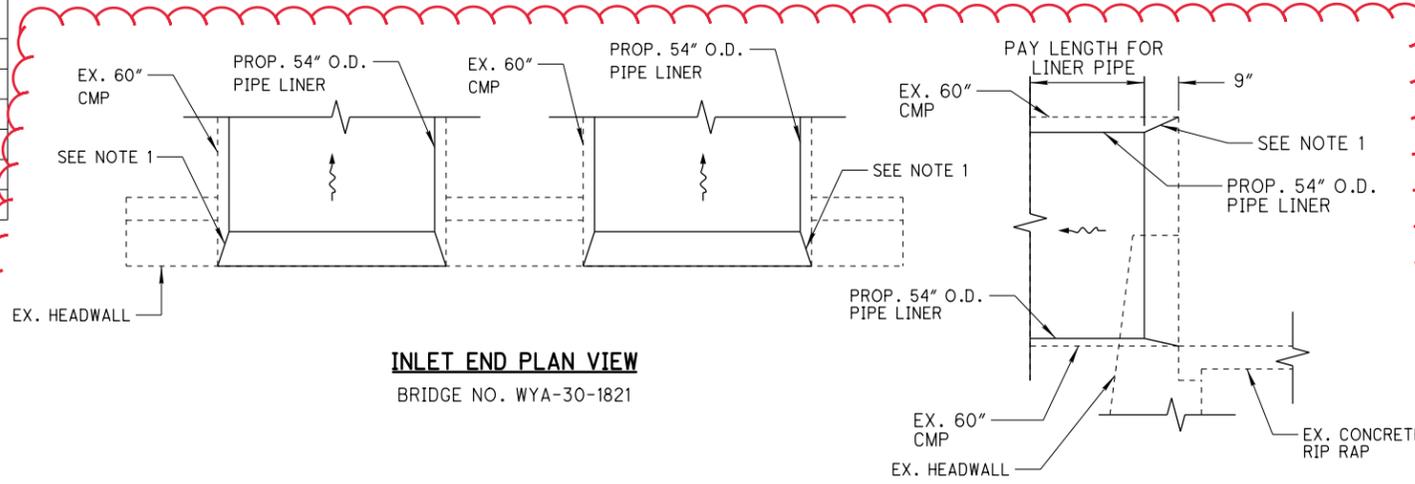
County	Route	SLM	Feature Intersected	SFN	Description of Work
Replace Approach Slabs					
HAN	SR 15	2090L	LYE CREEK	3200574	Replace Approach Slabs, patch deck & abutment/wingwalls, install curtain walls, and treat deck with GFR
HAN	SR 15	2090R	LYE CREEK	3200604	Replace Approach Slabs, patch deck & abutment/wingwalls, install curtain walls, and treat deck with GFR
Joint Replacement					
ALL	IR 75	1181C	RAMP C OVER NS RR	0202401	Replace damaged intermediate joint
ALL	SR 696	00200	US 30 WB & RAMP D	0200506	Replace pressure relied joint, repair median sections, lift parapet end sections & patch deck
PUT	SR 115	0132	SUGAR CREEK	6900062	Strip Seal Gland Replacement
Pipe Lining					
WYA	US 30	1821	INTERMITTENT WATERWAY	8801630	Line Twin 60" Alum.

ITEM SPECIAL, PATCHING CONCRETE BRIDGE DECK

THIS ITEM SHALL BE COMPLETED PER THE SPECIFICATIONS IN PROPOSAL NOTE 512. THE CONTRACTOR HAS THE OPTION TO USE PATCHING MATERIAL TYPE A, B OR C TO COMPLETE THE REPAIRS WITHIN THE TIME FRAMES PERMITTED IN THE PLANS.

THIS ITEM SHALL BE USED TO COMPLETE REPAIRS TO CONCRETE ON BRIDGE DECKS AND APPROACH SLABS AS PER THE "WORK TO BE PERFORMED" LIST ON THIS SHEET AND TO ADDRESS ANY POT HOLES OR CONCRETE SCALING THAT EXISTS.

STRUCTURE REPAIR (SFN 3200574) (HAN-15-2090 L OVER LYE CREEK)				
ITEM	EXT.	DESCRIPTION	UNIT	TOTAL
202	22900	APPROACH SLAB REMOVED	SY	134
509	10000	EPOXY COATED REINFORCING STEEL	LB	1182
510	10000	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	EACH	158
512	10600	CONCRETE REPAIR BY EPOXY INJECTION	FT	10
512	73500	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY-FED RESIN	SY	442
519	11101	PATCHING CONCRETE STRUCTURE, AS PER PLAN (SEE SHT. 7)	SF	175
SPECIAL	51911900	PATCHING CONCRETE STRUCTURES, MISC.: ABUTMENT BACKWALL (SEE SHT. 7)	CY	6
SPECIAL	51912510	PATCHING CONCRETE BRIDGE DECK (SEE THIS SHEET)	SY	40
526	25001	REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN (SEE SHT. 7)	SY	134
843	50000	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR	SF	50
03/NHS/BR				
STRUCTURE REPAIR (SFN 3200604) (HAN-15-2090 R OVER LYE CREEK)				
ITEM	EXT.	DESCRIPTION	UNIT	TOTAL
202	22900	APPROACH SLAB REMOVED	SY	134
509	10000	EPOXY COATED REINFORCING STEEL	LB	1182
510	10000	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	EACH	158
512	10600	CONCRETE REPAIR BY EPOXY INJECTION	FT	15
512	73500	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY-FED RESIN	SY	442
519	11101	PATCHING CONCRETE STRUCTURE, AS PER PLAN (SEE SHT. 7)	SF	320
SPECIAL	51911900	PATCHING CONCRETE STRUCTURES, MISC.: ABUTMENT BACKWALL (SEE SHT. 7)	CY	6
SPECIAL	51912510	PATCHING CONCRETE BRIDGE DECK (SEE THIS SHEET)	SY	50
526	25001	REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN (SEE SHT. 7)	SY	134
843	50000	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR	SF	160
03/NHS/BR				
STRUCTURE REPAIR (SFN 0202401) (ALL-75-1181C OVER NORFOLK AND SOUTHERN RR)				
ITEM	EXT.	DESCRIPTION	UNIT	TOTAL
202	11203	PORTIONS OF STRUCTURE REMOVED, OVER 20 FT SPAN, AS PER PLAN (SEE SHT. 7)		LS
511	34410	CLASS QC2 CONCRETE, SUPERSTRUCTURE	CY	1
512	10100	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	SY	1
516	12301	STRIP SEAL EXPANSION JOINT ANCHORED WITH ELASTOMERIC CONCRETE, AS PER PLAN (SEE SHTS 12-13)	FT	28
02/IMS/BR				



NOTE:

1. THE LINER PIPES ARE TO BE PLACED 9" SHORTER THAN THE EXISTING PIPES ON THE INLET ENDS. BACKFILL FOR THE LINER PIPES TO BE SLOPED TO TRANSITION FROM THE INLET ENDS OF THE LINER PIPES TO THE INLET ENDS OF THE EXISTING CORRUGATED METAL PIPES.

DESIGN AGENCY: ODOT DISTRICT ONE
 DATE: VARIOUS
 REVIEWED: VARIOUS
 DRAWN: EJS
 CHECKED: EJS
 STRUCTURE FILE NUMBER: VARIOUS
 STRUCTURE GENERAL NOTES & ESTIMATED QUANTITIES
 D01-BM-FY21
 PID No. 101196
 2 / 7
 8 / 13