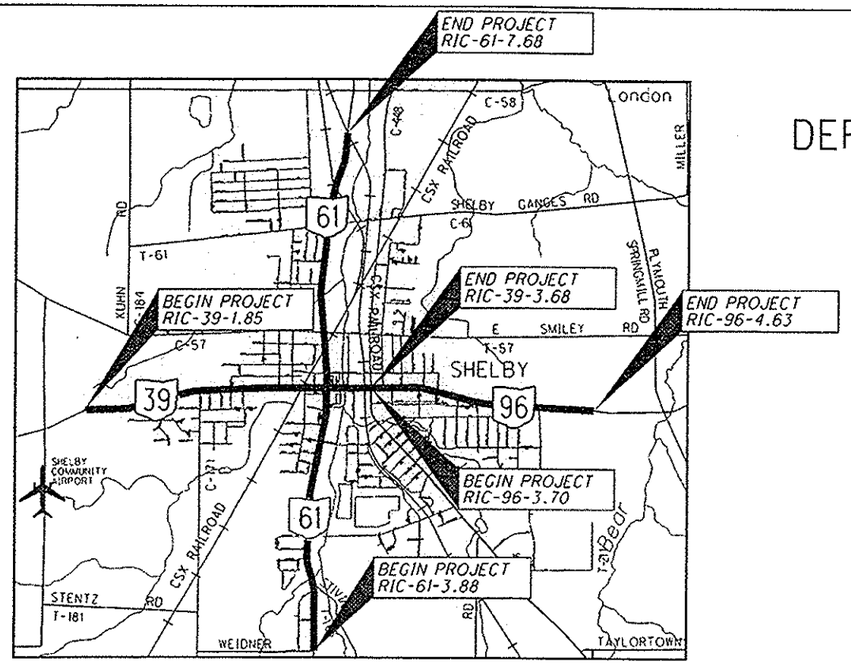


LOCATION MAP

LATITUDE: N 40° 52' 51" LONGITUDE: W 80° 39' 42"

SCALE IN MILES

0 1 2 3 4

PORTION TO BE IMPROVED

INTERSTATE & DIVIDED HIGHWAY

UNDIVIDED STATE & FEDERAL ROUTES

OTHER ROADS

DESIGN DESIGNATION

SEE SHEET NUMBER 3

DESIGN EXCEPTIONS

NONE

STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

RIC-39-1.85
RIC-61-3.88
RIC-96-3.70

JACKSON TOWNSHIP
PLYMOUNTH TOWNSHIP
SHARON TOWNSHIP
CITY OF SHELBY
RICHLAND COUNTY

INDEX OF SHEETS:

PROJECT DESCRIPTION

THIS PROJECT IS 6.56 MILES LONG AND WILL INCLUDE PAVEMENT REPAIRS, RESURFACING WITH ASPHALT CONCRETE, GUARDRAIL WORK, PLACEMENT OF PAVEMENT MARKINGS, AND MINOR STRUCTURE MAINTENANCE.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: N/A ACRES (MAINTENANCE PROJECT)

ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A ACRES (MAINTENANCE PROJECT)

NOTICE OF INTENT EARTH DISTURBED AREA: N/A ACRES (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 _____
DATE 4-2-15 DISTRICT DEPUTY DIRECTOR

APPROVED _____
DATE 4-9-15 DIRECTOR, DEPARTMENT OF TRANSPORTATION

ROADWAY ENGINEERS SEAL:

STATE OF OHIO
DUSTIN J. VOUSDEN
E-69285
REGISTERED PROFESSIONAL ENGINEER

SIGNED: _____
DATE: 4/3/15

STANDARD CONSTRUCTION DRAWINGS

BP-3.1	7/18/14	MT-95.20	7/19/13				
BP-4.1	7/19/13	MT-101.70	1/17/14				
		MT-101.90	7/18/14				
DM-4.3	7/19/13	MT-105.10	7/19/13				
DM-4.4	7/20/12						
		TC-41.20	10/18/13				
RM-1.1	7/18/14	TC-42.20	10/18/13				
RM-4.2	4/18/14	TC-52.10	10/18/13				
		TC-52.20	7/18/14				
MT-95.31	7/18/14	TC-61.30	7/18/14				
MT-95.32	7/18/14	TC-65.10	1/17/14				
MT-96.11	7/18/14	TC-65.11	7/18/14				
MT-96.20	7/19/13	TC-71.10	1/17/14				
MT-96.26	7/19/13						
MT-97.10	7/18/14						
MT-97.12	7/18/14						

SUPPLEMENTAL SPECIFICATIONS

800	04/17/15
821	04/20/12
832	01/17/14
846	04/18/14
830	01/17/14

SPECIAL PROVISIONS

UNDERGROUND UTILITIES
CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG
CALL
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:

ODOT DISTRICT THREE PLANNING & ENGINEERING DEPT.

FEDERAL PROJECT NO. E100921
PID NO. 86839
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT CSX ASHLAND RAILWAY
RIC-39-1.85
RIC-61-3.88
RIC-96-3.70
1 / 21

RIC - SR 39-01.85
150415 PID - 86839
Dist 3 7/2/2015

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

DESIGN FILE: \projects\86839\roadway\sh
WORKSTATION: scott DATE: 4/2/2015

RIC 61 3.88 TO 7.68

BEGIN PROJECT RIC SR 61
SLM 3.88 CITY OF SHELBY S. CORP.

SLM 4.004		MILE MARKER 4
	SR 61 (S. GAMBLE ST)	
		ENTER SHELBY
		WEIDNER RD
		SLM 4.353
		GOOD ST
		SLM 4.546
ENTER SHELBY		
SLM 4.676		
LEAVE SHELBY		BENDLE AVE
SLM 4.732		SLM 4.742
STIVING RD		
SLM 4.777		
BRIDGE		SLM 4.810
ENTER SHELBY		
SLM 4.827		
		JAYNE AVE
		SLM 4.953
		LEAVE SHELBY
		SLM 4.972
		BAERMAR DR
		SLM 5.011
MICKEY RD		WINDEMERE DR
SLM 5.092		SLM 5.092
		ENTER SHELBY
		SLM 5.115
		GRACE AVE
		SLM 5.554
		EARL AVE
		SLM 5.617
W TUCKER AVE		W TUCKER AVE
SLM 5.701		SLM 5.701
		SOUTH ST
		SLM 5.804
		TERRACE PA
CENTRAL AVE		SLM 5.901
SLM 5.921		WALL ST
		SLM 6.001
W MAIN ST		W MAIN ST
SLM 6.039		SLM 6.039
WHITNEY AVE		WHITNEY AVE
SLM 6.133		SLM 6.133
CSX RAILROAD		SLM 6.294
		MARVIN AVE
		SLM 6.312
W SMILEY AVE		W SMILEY AVE
SLM 6.392		SLM 6.392
		PLYMOUTH ST
		SLM 6.693
		MAPLE AVE
		SLM 6.835
	SR 61 (N. GAMBLE ST)	
W STATE ST		W STATE ST
SLM 7.073		SLM 7.073
CSX RAILROAD (ABANDONED)		SLM 7.310
LEAVE SHELBY		LEAVE SHELBY
SLM 7.644		SLM 7.644
ASHLAND RAILROAD		SLM 7.663

END PROJECT RIC SR 61
SLM 7.68 CITY OF SHELBY N. CORP.

RIC 39 1.85 TO 3.68

BEGIN PROJECT RIC SR 39
SLM 1.85 CITY OF SHELBY W. CORP.

ENTER SHELBY		ENTER SHELBY
SLM 1.863		
STAMBAUGH DR		
SLM 2.347		
S. LONG ST	SR 39 (WEST MAIN STREET)	N. LONG ST
SLM 2.437		SLM 2.419
CLOWES ST		
SLM 2.517		
VERNON RD		
SLM 2.593		
WILLIAMS CO		
SLM 2.653		
STEELE AVE		
SLM 2.723		
SELTZER AVE		MORRIS RD
SLM 2.791		SLM 2.791
MYERS AVE		
SLM 2.868		
		WEST ST
		SLM 3.095
		SHARON ST
		SLM 3.183
CSX RAILROAD		SLM 3.240
WALNUT ST		
SLM 3.262		CHURCH ST
		SLM 3.326
S. GAMBLE ST		N. GAMBLE ST
SLM 3.402		SLM 3.402
		WATER ST
		SLM 3.442
CENTRAL AVE		WASHINGTON ST
SLM 3.491		SLM 3.479
BRIDGE		SLM 3.519
HIGH SCHOOL AVE		MOHICAN ST
SLM 3.573		SLM 3.538
ASHLAND RAILROAD		SLM 3.640

END PROJECT RIC SR 39
SLM 3.68 @ SR 96 (BROADWAY ST.)

RIC 96 3.70 TO 4.63

BEGIN PROJECT RIC SR 96
SLM 3.70 CITY OF SHELBY (MANSFIELD AVE)

2ND ST	SR 69 (E. MAIN STREET)	WENTZ AVE
SLM 3.781		SLM 3.833
		3RD
LEIGHTY SVE		SLM 3.899
SLM 4.006		CLARK AVE
BRUCKER AVE		SLM 4.037
SLM 4.123		DALE AVE
		SLM 4.131
ROBERTS DR		
SLM 4.271		
LOUISE DR		
SLM 4.388		

END PROJECT RIC SR 96 SLM 4.63

CALCULATED GTS
CHECKED SAS

DESIGN DESIGNATION (RIC-39 1.87 - 2.59)

CURRENT ADT (2015)	2,700
DESIGN YEAR ADT (2027)	2,700
DESIGN HOURLY VOLUME (2027)	240
DIRECTIONAL DISTRIBUTION	0.53
TRUCKS (24 HOUR B&C)	0.07
DESIGN SPEED	35/45 MPH
LEGAL SPEED	35/45 MPH
DESIGN FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR	
NHS PROJECT	NO

DESIGN DESIGNATION (RIC-39 2.59 - 3.40)

CURRENT ADT (2015)	7,200
DESIGN YEAR ADT (2027)	7,200
DESIGN HOURLY VOLUME (2027)	650
DIRECTIONAL DISTRIBUTION	0.53
TRUCKS (24 HOUR B&C)	0.05
DESIGN SPEED	35 MPH
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR	
NHS PROJECT	NO

DESIGN DESIGNATION (RIC-39 3.40 - 3.68)

CURRENT ADT (2015)	9,400
DESIGN YEAR ADT (2027)	9,400
DESIGN HOURLY VOLUME (2027)	940
DIRECTIONAL DISTRIBUTION	0.53
TRUCKS (24 HOUR B&C)	0.06
DESIGN SPEED	25 MPH
LEGAL SPEED	25 MPH
DESIGN FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR	
NHS PROJECT	NO

DESIGN DESIGNATION (RIC-61 3.88 - 5.12)

CURRENT ADT (2015)	3,400
DESIGN YEAR ADT (2027)	3,500
DESIGN HOURLY VOLUME (2027)	350
DIRECTIONAL DISTRIBUTION	0.53
TRUCKS (24 HOUR B&C)	0.09
DESIGN SPEED	45/55 MPH
LEGAL SPEED	45/55 MPH
DESIGN FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR	
NHS PROJECT	NO

DESIGN DESIGNATION (RIC-61 5.12 - 5.70)

CURRENT ADT (2015)	5,500
DESIGN YEAR ADT (2027)	6,000
DESIGN HOURLY VOLUME (2027)	720
DIRECTIONAL DISTRIBUTION	0.53
TRUCKS (24 HOUR B&C)	0.04
DESIGN SPEED	35/45 MPH
LEGAL SPEED	35/45 MPH
DESIGN FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR	
NHS PROJECT	NO

DESIGN DESIGNATION (RIC-61 5.70 - 6.04)

CURRENT ADT (2015)	5,700
DESIGN YEAR ADT (2027)	5,800
DESIGN HOURLY VOLUME (2027)	700
DIRECTIONAL DISTRIBUTION	0.53
TRUCKS (24 HOUR B&C)	0.06
DESIGN SPEED	25/25 MPH
LEGAL SPEED	25/35 MPH
DESIGN FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR	
NHS PROJECT	NO

DESIGN DESIGNATION (RIC-61 6.04 - 7.65)

CURRENT ADT (2015)	7,500
DESIGN YEAR ADT (2027)	7,600
DESIGN HOURLY VOLUME (2027)	760
DIRECTIONAL DISTRIBUTION	0.53
TRUCKS (24 HOUR B&C)	0.07
DESIGN SPEED	25/35/45 MPH
LEGAL SPEED	25/35/45 MPH
DESIGN FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR	
NHS PROJECT	NO

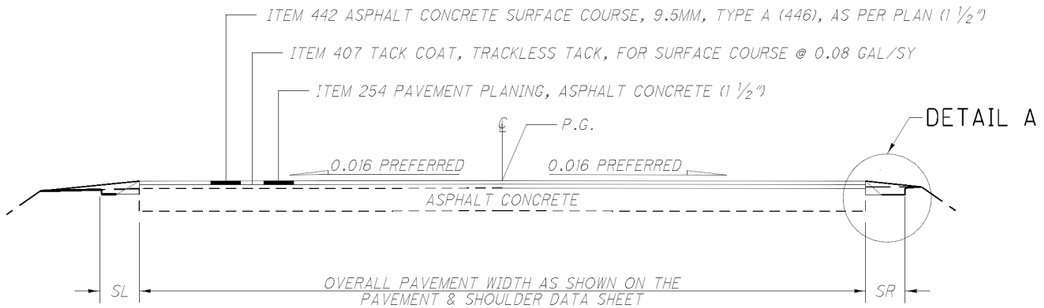
DESIGN DESIGNATION (RIC-96 3.70 - 4.63)

CURRENT ADT (2015)	3,800
DESIGN YEAR ADT (2027)	3,800
DESIGN HOURLY VOLUME (2027)	380
DIRECTIONAL DISTRIBUTION	0.53
TRUCKS (24 HOUR B&C)	0.08
DESIGN SPEED	25/35/45 MPH
LEGAL SPEED	25/35/45 MPH
DESIGN FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR	
NHS PROJECT	NO

DESIGN DESIGNATIONS

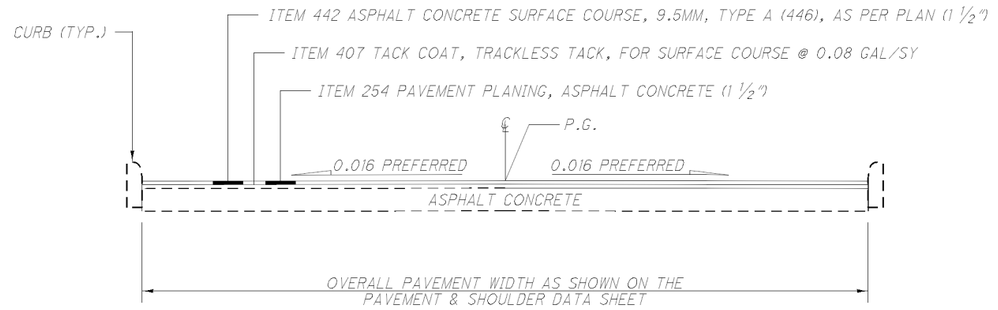
RIC-39-1.85
RIC-61-3.88
RIC-96-3.70

DESIGN FILE: i:\projects\86839\roadway\sheets\86839GB001.dgn MODELNAME: Design
WORKSTATION: knapp DATE: 4/6/2015



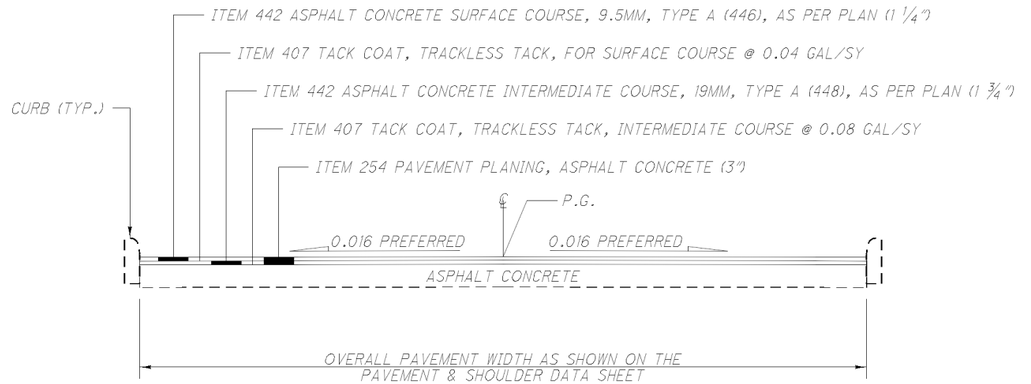
TYPICAL 1

SR 39 SLM 1.85 TO 2.45
SR 96 SLM 4.27 TO 4.63
SR 61 SLM 3.88 TO 5.45
SR 61 SLM 6.85 TO 7.68



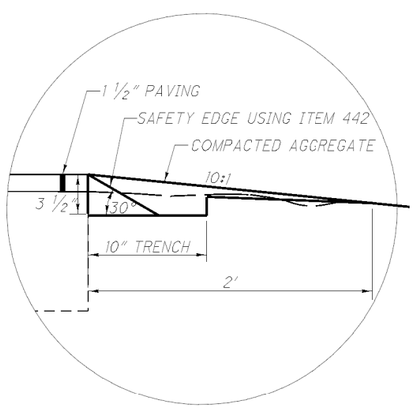
TYPICAL 2

SR 39 SLM 2.45 TO 3.19
SR 96 SLM 4.14 TO 4.27

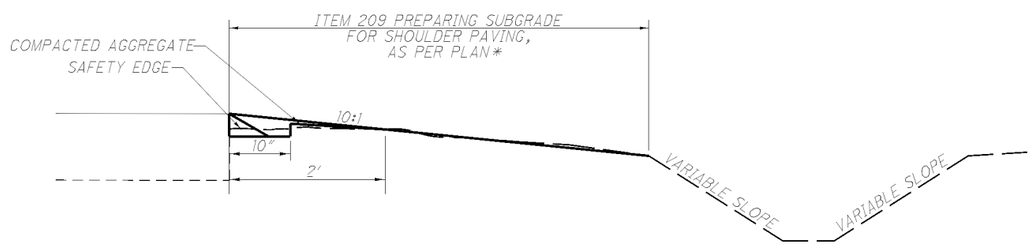


TYPICAL 3

SR 39 SLM 3.19 TO 3.68
SR 96 SLM 3.70 TO 4.14
SR 61 SLM 5.45 TO 6.85



DETAIL A
SAFETY EDGE



ITEM 209 PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN

* SEE ITEM 209 PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN NOTE FOR ADDITIONAL DETAILS

CALCULATED GTS
CHECKED SAS

TYPICAL SECTIONS

RIC-39-1.85
RIC-61-3.88
RIC-96-3.70

4
21

DESIGN FILE: i:\projects\86839\roadway\sheets\86839GY001.dgn
WORKSTATION gschlett
DATE: 4/8/2015
MODELNAME: Design

GENERAL

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS.

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

CABLE
TIME WARNER CABLE
1575 LEXINGTON AVE
MANSFIELD, OH 44901
419.756.6091

GAS
COLUMBIA GAS OF OHIO
1021 N. MAIN ST
MANSFIELD, OH 44903
419.528.1137

GAS TRANSMISSION
COLUMBIA GAS TRANSMISSION
589 N. STATE RD
MEDINA, OH 44256
330.721.4163

TELEPHONE
VERIZON BUSINESS (FORMER MCI)
120 RAVINE ST
AKRON, OH 44303
330.253.8267

TELEPHONE (CONT.)
CTLQN - CENTURYLINK (FORMER QWEST)
175 ASHLAND RD
P.O. BOX 3555
MANSFIELD, OH 44907
419.755.7956

ELECTRIC
AEP OHIO POWER
2552 QUAKER RD
BUCYRUS, OH 44820
419.563.1509

COUNTY
RICHLAND COUNTY WASTEWATER
50 PARK AVE EAST
MANSFIELD, OH 44902
419.774.3548

CITY
CITY OF SHELBY
23 W. MAIN ST
SHELBY, OH 44875
419.347.5131

THE AFOREMENTIONED UTILITY COMPANIES AND AGENCIES HAVE VARIOUS FACILITIES IN THE AREA THAT WILL REMAIN IN PLACE DURING CONSTRUCTION.

EXTREME CAUTION SHOULD BE EXERCISED IN AREAS WITH UTILITIES. SECTIONS 105.07 AND 107.16 OF THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIALS SPECIFICATIONS REQUIRE, AMONG OTHER THINGS, THAT THE CONTRACTOR COOPERATE WITH ALL UTILITIES LOCATED WITHIN THE LIMITS OF THIS CONSTRUCTION PROJECT AND TAKE RESPONSIBILITY FOR THE PROTECTION OF THE UTILITY PROPERTY AND SERVICES.

CONSTRUCTION NOTIFICATION

THE CONTRACTOR SHALL ADVISE THE PROJECT ENGINEER A MINIMUM OF FOURTEEN (14) DAYS PRIOR TO THE FOLLOWING: THE START OF CONSTRUCTION ACTIVITIES, LANE RESTRICTIONS, LANE CLOSURES, AND OR ROAD CLOSURES. THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE FOLLOWING:

DISTRICT PUBLIC INFORMATION OFFICER (PIO) BY FAX AT (614) 887-4305 OR EMAIL AT D03.PIO@DOT.STATE.OH.US

DISTRICT PERMIT SECTION BY FAX AT (614) 887-4318 OR EMAIL AT LOUIS.TUMBLIN@DOT.STATE.OH.US

CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT (614) 728-4099 OR EMAIL AT HAULING.PERMITS@DOT.STATE.OH.US

THE PIO WILL, IN TURN, NOTIFY THE PUBLIC, THE LOCAL EMERGENCY SERVICES, AFFECTED SCHOOLS AND BUSINESSES, AND ANY OTHER IMPACTED LOCAL PUBLIC AGENCY OF ANY OF THE ABOVE MENTIONED ITEMS, VIA MEDIA SOURCES.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

EXISTING PLANS

EXISTING PLANS ENTITLED E. MAIN STREET (ST. RT. 96) SHELBY, OHIO 44875 MAY BE INSPECTED IN THE OHIO DEPARMENT OF TRANSPORTATION, DISTRICT THREE OFFICE AT 906 CLARK AVENUE, ASHLAND, OH 44805.

GENERAL

ROUTINE MAINTENANCE

BETWEEN THE TIME THAT BIDS ARE TAKEN AND THE START OF CONSTRUCTION, THE MAINTAINING AGENCY MAY ENTER UPON THE PROJECT AND PERFORM ROUTINE MAINTENANCE SUCH AS CRACK SEALING, PATCHING, AND BERM AND SHOULDER REPAIR. THE EFFECTS, IF ANY, OF THE PERFORMANCE OF ROUTINE MAINTENANCE SHALL BE CONSIDERED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE PLAN AND THE RESULTING CONDITIONS SHALL NOT BE CONSIDERED AS DIFFERING MATERIALLY FROM THOSE EXISTING AT THE TIME BIDS WERE TAKEN.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

ROADWAY

PAVING AT RAILROAD CROSSINGS

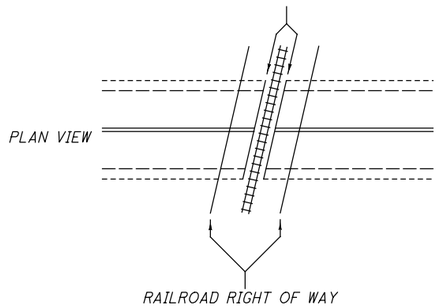
PRIOR TO ANY WORK AT RAILROAD CROSSINGS THE CONTRACTOR SHALL CONTACT THE AFFECTED RAILROAD AUTHORITY SO AS TO MAKE THEM AWARE OF THE PROGRESS AND SCHEDULE OF WORK. THE CONTRACTOR SHALL COOPERATE WITH THE RAILROAD SO AS TO ELIMINATE ANY SAFETY CONCERNS. FLAGGING WILL BE REQUIRED BY THE RAILROAD. ODOT WILL BE RESPONSIBLE FOR PAYING THE RAILROAD FOR ALL FLAGGING COSTS. REFER TO THE RAILROAD SPECIAL CLAUSES IN THE PROPOSAL.

THE CROWN SHALL BE WORKED OUT OF THE RESURFACED PAVEMENT ON EACH SIDE OF THE RAILROAD CROSSING, BEGINNING 50 FEET FROM THE NEAREST RAIL, BY RAISING THE EDGES OF THE RESURFACED PAVEMENT TO MEET THE PLATFORM ELEVATION.

SUSPEND AND RESUME RESURFACING AT THE EDGE OF THE EXISTING CROSSING SURFACE ON BOTH SIDES OF THE TRACK.

DETAIL - PAVING AT RAILROAD CROSSING

BUTT JOINT/BEGIN AND END RESURFACING



NOTE:
1.) DO NOT DISTURB RAILROAD GATES

2.) RE-INSTALL PAVEMENT MARKINGS

3.) RAILROAD MAY DIRECT ENGINEER ON THE LOCATION OF BUTT JOINTS. OTHERWISE OMIT AND RESUME RESURFACING AT AT THE EDGE OF THE EXISTING CROSSING SURFACE ON BOTH SIDES OF THE TRACK.

ITEM 209 - PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN

PREPARE THE SHOULDER FOR PAVING A CONSISTENT SAFETY EDGE IN BOTH THICKNESS AND WIDTH.

PRIOR TO PAVING THE SAFETY EDGE, GRADE AN AREA 10 INCHES WIDE, BEGINNING AT THE EDGE OF THE PAVED ROADWAY, TO PROVIDE A LEVEL SURFACE FREE OF VEGETATION FOR CONSTRUCTION OF THE SAFETY EDGE. IF NECESSARY, EXCAVATE THE GRADED AREA TO THE DEPTH NECESSARY TO CONSTRUCT THE SAFETY EDGE. COMPACT THE GRADED SHOULDER ACCORDING TO 617.05 OR AS DIRECTED BY THE ENGINEER. THE GRADED SHOULDER BEYOND THE 10 INCH WIDE AREA FOR THE SAFETY EDGE SHALL BE GRADED AT A 10:1 SLOPE.

ITEM 209 - PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN

SR 39		
02/S<2/PV/SHEL		1.20 MILE
SR 96		
01/S<2/PV		0.20 MILE
SR 61		
01/S<2/PV		1.70 MILE
02/S<2/PV/SHEL		3.10 MILE
	TOTAL	6.20 MILE

SAFETY EDGE

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.

CONSTRUCTION OF SAFETY EDGE CAN BE OMITTED AT LOCATIONS WHERE EXISTING WIDTH OF GRADED SHOULDER OR BERM IS LESS THAN 12". 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

ADVANT-EDGE PAVING EQUIPMENT LLC
P.O. BOX 9163
NISKAYUNA, NY 12309-0163
518-280-6090
www.advantedgepaving.com

CARLSON SAFETY EDGE END GATE
18450 50TH AVENUE EAST
TACOMA, WA 98446
253-875-8000

TROXLER ELECTRONICS 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 AWAY FROM TAPERED EDGE. DO NOT ROLL THE TAPER.

ITEM 623 - MONUMENT BOX(ES) ADJUSTED TO GRADE

ALL WORK RELATED TO ADJUSTING MONUMENT BOXES TO GRADE WILL BE IN ACCORDANCE TO SECTION 623.04 & 623.05 OF THE 2013 ODOT CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE MONUMENT BOX TO BE ADJUSTED MAY OR MAY NOT HAVE AN EXISTING ADJUSTABLE FRAME. THE WORK SHALL CONSIST OF ADJUSTING THE EXISTING MONUMENT BOX TO GRADE. THE CONTRACTOR IS REMINDED TO FIELD CHECK ALL ADJUSTMENT TO GRADE ITEMS PRIOR TO BIDDING AS NO ADDITIONAL COMPENSATION WILL BE GRANTED FOR LABOR AND MATERIALS REQUIRED TO SATIFACTORILY ADJUST CASTINGS WITHOUT ADJUSTABLE FRAMES.

CALCULATED GTS
CHECKED SAS

GENERAL NOTES

RIC-39-1.85
RIC-61-3.88
RIC-96-3.70

DESIGN FILE:$$$$$.DGNFILESPECIFICATIONS$$$$$ MODELNAME:$MODELNAME$
WORKSTATION$TERMINAL$ DATE:$$$$$$DATE$$$$$

DRAINAGE

ITEM 611 - CASTINGS ADJUSTED TO GRADE

THE CASTING TO BE ADJUSTED MAY OR MAY NOT HAVE AN EXISTING FRAME. THE WORK SHALL CONSIST OF ADJUSTING THE EXISTING CASTING TO THE SATISFACTION OF THE ENGINEER. IT IS NOT INTENDED TO PLACE NEW FRAMES WHERE NONE CURRENTLY EXIST. THE CONTRACTOR IS REMINDED TO FIELD CHECK ALL ADJUSTMENT TO GRADE ITEMS PRIOR TO BIDDING, AS NO ADDITIONAL COMPENSATION WILL BE GRANTED FOR LABOR AND MATERIALS REQUIRED TO SATISFACTORILY ADJUST CASTINGS WITHOUT FRAMES.

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" 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:

02/S<2/PV/SHEL:
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR :

SR 96		108	CY
SR 39		236	CY
SR 61		456	CY
	TOTAL =	800	CY

ITEM 253 - PAVEMENT REPAIR

	TOTAL =	25	CY

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE (CURBED SECTION)

THE INTENT OF THE PLANING IS TO MILL THE SPECIFIED DEPTH ALONG THE CURB CONTINGENT ON THE FOLLOWING: THE MAXIMUM CROSS SLOPE SHALL BE 0.02 WHILE THE MINIMUM CROSS SLOPE SHALL BE 0.01. THE PAVEMENT SLOPE SHALL BE CONTINUOUS BETWEEN THE CROWN AND THE CURB WHILE TRYING TO ACHIEVE THE TYPICAL CROSS SLOPE OF 0.016. THE CROWN OF THE PAVEMENT SHALL BE LOCATED BETWEEN THE TRAVELED LANES, OR AS DIRECTED BY THE ENGINEER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CURB, TO PRODUCE A CROSS SLOPE IN CONFORMANCE WITH THE ABOVE GUIDELINES.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPERELEVATED CURVES. THE SUPERELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER. IF THERE IS NO INFORMATION IN THE PLANS TO CHANGE THE SUPERELEVATION, THE INTENT IS TO MAINTAIN THE EXISTING SUPERELEVATION.

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE INTO 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. THE 14 CALENDAR DAYS SHALL BE CONSIDERED AN INTERIM COMPLETION DATE (SECTION 108) AND 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 PAVEMENT PLANING, ASPHALT CONCRETE.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (NON-CURBED SECTION)

THE INTENT OF THE PLANING IS TO MILL 1.5 INCHES AT THE CENTER OF PAVEMENT AT NON-CURBED AREAS. 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.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPERELEVATED CURVES. THE SUPERELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER. IF THERE IS NO INFORMATION IN THE PLANS TO CHANGE THE SUPERELEVATION, THE INTENT IS TO MAINTAIN THE EXISTING SUPERELEVATION.

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.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMTENT. (PREVIOUS CONSTRUCTION PLANS AS PER EXISTNG PLANS NOTE ON SHEETS [5/21]). PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY WITH A THICKNESS AS SHOWN ON THE TYPICAL SECTIONS.

PART-WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.

ITEM 407 - TACK COAT, TRACKLESS TACK, INTERMEDIATE COURSE
ITEM 407 - TACK COAT, TRACKLESS TACK, SURFACE COURSE

DESCRIPTION: THIS WORK CONSISTS OF PREPARING AND TREATING A PAVED SURFACE WITH NTSS-IHM TRACKLESS TACK PRODUCED BY BLACKLIDGE EMULSIONS, INC. MEET ALL REQUIREMENTS OF CONSTRUCTION AND MATERIAL SPECIFICATIONS ITEM 407 TACK COAT EXCEPT AS NOTED BELOW.

MATERIAL: CONFORM TO THE FOLLOWING TYPICAL PHYSICAL PROPERTIES:

PARAMETER	TEST METHOD	MIN.	MAX.
SAYBOLT FUROL VISCOSITY, SFS @ 25°C	ASTM D88	15	100
STORAGE STABILITY, 24 HRS, %	ASTM D244	--	1
STORAGE STABILITY, 5 DAYS, %	ASTM D244	--	5
RESIDUE BY DISTILLATION, %	ASTM D244	50	--
OIL DISTILLATE, %	ASTM D244	--	1
SIEVE TEST, %	ASTM D244	--	0.3
TEST ON RESIDUE			
PENETRATION, @ 25°C,	ASTM D5	--	20
SOFTENING POINT RANGE DEG C	ASTM D36	65	--
SOLUBILITY, %	ASTM D2042	97.5	--
ORIGINAL BINDER DSR @ 82°C G*/SIN Δ,10 RAD/SEC	AASHTO T111	1	--

NOTE: PRODUCT SHOULD NOT CONTAIN FILLER SUCH AS CLAY, ETC. KEEP FROM FREEZING.
SUPPLY CERTIFIED TEST DATA TO THE ENGINEER SHOWING THE MATERIAL SUPPLIED WAS TESTED FOR AND MEETS THE ABOVE PROPERTIES.

EQUIPMENT: ALL REQUIREMENTS OF 407.03 SHALL APPLY. SEE MANUFACTURER'S REPRESENTATIVE FOR CORRECT DISTRIBUTOR SETTINGS. THOROUGHLY CLEAN ALL EQUIPMENT IF CATIONIC EMULSION WAS PREVIOUSLY USED.

WEATHER LIMITATIONS: ALL REQUIREMENTS OF 407.04 APPLY.

PREPARATION OF SURFACE: ALL REQUIREMENTS OF 407.05 APPLY.

APPLICATION OF ASPHALT MATERIAL: UNIFORMLY APPLY THE ASPHALT MATERIAL WITH A DISTRIBUTOR PER THE REQUIREMENTS OF 407.06 EXCEPT AS NOTED.

IF PRODUCT IS STORED FOR AN EXTENDED PERIOD OF TIME, PRIOR TO APPLICATION, AGITATE OR GENTLY CIRCULATE THE MATERIAL.

ALL NOZZLES AND SPRAY PATTERNS SHALL BE IDENTICAL TO ONE ANOTHER ALONG THE DISTRIBUTOR SPRAY BAR. THE ANGLE OF THE NOZZLE SHOULD BE PLACED AT A 15 TO 30 DEGREE ANGLE TO THE SPRAY BAR AXIS TO MAXIMIZE OVERLAP OR AS RECOMMENDED BY THE NOZZLE MANUFACTURER. CONTACT THE MANUFACTURER'S REPRESENTATIVE FOR REQUIRED SPRAY NOZZLE SIZE, AND DISTRIBUTOR AND NOZZLE SETTINGS.

APPLY AT A RATE OF 0.04 TO 0.08 GALLONS PER SQUARE YARD. RECOMMENDED APPLICATION TEMPERATURE IS 160°F TO 180°F. DO NOT EXCEED 180°F.

DILUTION IS NOT ALLOWED.

THE ENGINEER AND MANUFACTURER'S REPRESENTATIVE WILL APPROVE RATE OF APPLICATION, TEMPERATURE, DISTRIBUTOR SETTINGS, AND AREAS TO BE TREATED BEFORE APPLICATION OF THE TACK COAT. THE ENGINEER WILL DETERMINE THE ACTUAL APPLICATION IN GALLONS PER SQUARE YARD BY A CHECK ON THE PROJECT.

THE APPLICATION IS CONSIDERED SATISFACTORY WHEN THE MATERIAL IS APPLIED UNIFORMLY WITH NO VISIBLE EVIDENCE OF STREAKING OR RIDGING AND THE APPLICATION RATE IS ±10% OF THE SPECIFIED RATE.

METHOD OF MEASUREMENT: ALL REQUIREMENTS OF 407.07 APPLY.

BASIS OF PAYMENT: ALL REQUIREMENTS OF 407.08 APPLY. THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT UNIT PRICE AS FOLLOWS:

ITEM	UNIT	DESCRIPTION
407	GALLON	TACK COAT, TRACKLESS TACK, INTERMEDIATE COURSE
407	GALLON	TACK COAT, TRACKLESS TACK, SURFACE CORSE

CALCULATED GTS CHECKED SAS

GENERAL NOTES

RIC-39-1.85
RIC-61-3.88
RIC-96-3.70

6
21

DESIGN FILE=i:\projects\86839\roadway\sheets\86839GN001.dgn MODELNAME=Sheet
WORKSTATION=knapp DATE=4/6/2015

PAVEMENT

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 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 442 - ASPHALT CONCRETE SURFACE COURSE, 9.5MM, TYPE A (448), 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.

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.

THE CONTRACTOR IS REQUIRED TO COMPLETE A TEST STRIP OF THE ITEM 442: ASPHALT CONCRETE SURFACE COURSE, 9.5 MM TYPE A (446), AS PER PLAN. THE TEST STRIP SHALL CONSIST OF 50 TO 100 TONS OF THE CONTRACT SPECIFIED ASPHALT SURFACE COURSE PLACED AND COMPACTED WITHOUT THE USE OF VIBRATORY ROLLERS. ENSURE BASIC COMPACTION PRACTICES SUCH AS PROPER MIX TEMPERATURES, ROLLERS TIGHT TO THE PAVER AND ADEQUATE NUMBER OF ROLLERS VS. PAVER SPEED ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN AND TEST 3 RANDOM CORES OF THE COMPACTED TEST STRIP. IF THE AVERAGE OF THE CORE RESULTS ARE BELOW 92.0 PERCENT ADJUST THE MIX OR COMPACTION AS NECESSARY AND ALLOWABLE PER SPECIFICATION AND REPEAT THE TEST STRIP. DO NOT BEGIN FULL PRODUCTION OF THE ASPHALT SURFACE COURSE UNTIL THE ENGINEER HAS ACCEPTED THE TEST STRIP. THE TEST STRIP WILL BE INCLUDED IN THE FIRST LOT FOR DETERMINING DENSITY FOR PAYMENT. TEST STRIPS ARE INCIDENTAL TO THE PAY ITEM.

ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, 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.
USE A PG 64-22 BINDER.
MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT IS 30 PERCENT.
APPLY 703.05 FOR COARSE AND FINE AGGREGATE EXCEPT GRADATION FOR FINE AGGREGATE DOES NOT APPLY.
QUALITY CONTROL: DO NOT PERFORM Nmax IN QUALITY CONTROL TESTING. DO NOT TAKE EXTRA ASPHALT BINDER SAMPLES AS OUTLINED IN CMS 442.05.

ROLLER REQUIREMENTS WITHIN THE CITY CORP LIMITS

WITHIN THE CORPORATION LIMITS OF THE CITY OF SHELBY, THE CONTRACTOR SHALL NOT USE A VIBRATORY ROLLER TO COMPACT THE ASPHALT CONCRETE.

INTERSECTIONS AND DRIVES

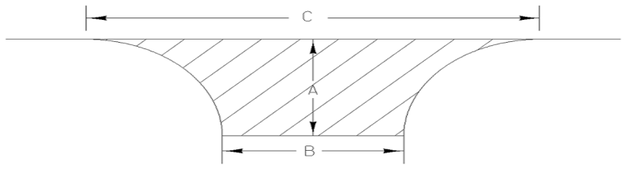
RURAL-INTERSECTIONS SHALL BE PLANED AND PAVED TO THE END OF THE RADII OR AS DIRECTED BY THE ENGINEER. (TO PROVIDE A SMOOTH TRANSITION BETWEEN THE TWO HIGHWAYS, AND TO ELIMINATE WATER POCKETS).

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.



Intersection Name	A (ft.)	B (ft.)	C (ft.)	Area (sy)	COMMENTS
RIC SR 39 1.85 TO 3.68					
STAMBAUGH DR - RT	50	44	70	293	
N LONG ST - LT	22	26	50	83	
S LONG ST - RT	23	23	60	90	
VERNON RD - RT	18	24	44	61	
WILLIAMS CT - RT	21	25	41	71	
STEELE AVE - RT	22	23	37	68	
SELTIZER AVE - RT	21	26	46	76	
NO NAME STREET	21	28	45	79	
MYERS AVE - RT	22	28	41	79	
WATER ST - LT	13	25	37	42	
WASHINGTON ST - LT	10	22	32	28	
MOHACAN ST - LT	13	25	37	42	
HIGH SCHOOL AVE - RT	20	38	48	92	
BROADWAY ST - RT	23	48	73	144	
E MAIN ST - LT	26	50	62	156	
Total Intersection Areas				**1404**	

Intersection Name	A (ft.)	B (ft.)	C (ft.)	Area (sy)	COMMENTS
RIC 96 3.70 TO 4.63					
2ND ST - LT	20	30	48	80	
WENTZ AVE - RT	22	37	75	121	
3RD ST - LT	20	24	42	67	
ROAD NX TO RITE AID	13	50	37	66	
CLARK AVE - LT	22	27	61	94	
BRUCKER AVE - RT	26	28	68	119	
DALE AVE - LT	22	26	53	86	
ROBERTS DR - RT	22	32	62	103	
SR 96 @ BROADWAY	674	34	53	3020	
Total Intersection Areas				**3756**	

Intersection Name	A (ft.)	B (ft.)	C (ft.)	Area (sy)	COMMENTS
RIC SR 61 3.88 TO 7.68					
SR 314, SR 61	24	38	120	174	
WEIDNER RD - LT	24	27	70	110	
BENDEL AVE - LT	20	25	68	87	
GOOD ST - LT	17	22	49	59	
STIVING RD - RT	20	42	78	120	
JAYNE AVE - LT	10	33	64	48	
BAERMAR DR - LT	12	27	53	48	
MICKEY RD - RT	17	45	93	115	
WINDEMERE DR - LT	10	31	60	45	
GRACE AVE - LT	15	31	51	63	
EARL AVE - LT	14	28	49	54	
W TUCKER AVE - LT	15	32	54	66	
W TUCKER AVE - RT	17	26	54	67	
SOUTH ST - LT	13	21	33	36	
CENTRAL AVE - RT	22	23	49	77	
WHITNEY AVE - LT	12	38	50	56	
WHITNEY AVE - RT	18	38	54	87	
MARVIN AVE - LT	17	27	27	51	
W SMILEY AVE - LT	17	27	62	73	
W SMILEY AVE - RT	22	28	55	90	
PLYNOUTH ST - LT	10	30	47	40	
MAPLE AVE - LT	18	27	63	78	
W STATE ST - LT	28	34	82	156	
W STATE ST - RT	44	28	75	213	
Total Intersection Areas				**2013**	

ITEM 623 - MONUMENT BOX ADJUSTED TO GRADE

ALL WORK RELATED TO ADJUSTING MONUMENT BOXES TO GRADE WILL BE IN ACCORDANCE TO SECTIONS 623.04 AND 623.05 OF THE 2013 ODOT CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE MONUMENT BOX TO BE ADJUSTED MAY OR MAY NOT HAVE AN EXISTING ADJUSTABLE FRAME. THE WORK SHALL CONSIST OF ADJUSTING THE EXISTING MONUMENT BOX TO THE SATISFACTION OF THE ENGINEER. THE CONTRACTOR IS REMINDED TO FIELD CHECK ALL ADJUSTMENT TO GRADE ITEMS PRIOR TO BIDDING, AS NO ADDITIONAL COMPENSATION WILL BE GRANTED FOR LABOR AND MATERIALS REQUIRED TO SATISFACTORILY ADJUST CASTINGS WITHOUT ADJUSTABLE FRAMES.

RIC-61 MONUMENT BOX LOCATIONS :

01/S<2/PV
SLM 4.014
SLM 4.784
SLM 4.833

02/S<2/PV/SHEL
SLM 5.833
SLM 5.966

TABLE 446.05-1 FOR LOTS WITH 3 COLD JOINT CORES

Mean of Cores [1]	Pay Factor	
	Surface Course	Intermediate Course
98.0% or greater	[2]	[2]
97.0 to 97.9%	0.94	[2]
96.0 to 96.9%	1	0.94
93.4 to 95.9%	1.04 [4]	1
92.4 to 93.3%	1.02 [4]	1
91.4 to 92.3%	1	1
90.4 to 91.3%	0.9	0.94
89.4 to 90.3%	0.8	0.88
88.4 to 89.3%	[3]	[3]
Less than 88.4%	[2]	[2]

[1] Mean of cores as percent of average MSG for the production day.

[2] For surface courses, remove and replace. For other courses, the District will determine whether the material may remain in place. If the District determines the course should be removed and replaced, the Contractor will remove and replace this course and all courses paved on this course. The pay factor for material allowed to remain in place is 0.60.

[3] The District will determine whether the material may remain in place. If the District determines the course should be removed and replaced, the Contractor will remove and replace this course and all courses paved on this course. The pay factor for such material allowed to remain in place is 0.70.

[4] No incentive will be paid if any single cold joint core is less than 90.5%.

CALCULATED GTS CHECKED SAS

GENERAL NOTES

RIC-39-1.85
RIC-61-3.88
RIC-96-3.70

DESIGN FILE: i:\projects\86839\roadway\sheets\86839GN001.dgn MODELNAME: Sheet
WORKSTATION: gschlett DATE: 4/8/2015

MAINTENANCE OF TRAFFIC

ITEM 614 - MAINTAINING TRAFFIC

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

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

ITEM 614 - MAINTAINING TRAFFIC

ALL ADVANCE WARNING SIGNS FOR ANY CONDITION WHICH RESTRICTS TRAFFIC SHALL BE ERECTED BEFORE ANY SUCH RESTRICTION IS PUT INTO EFFECT. ALL SUCH SIGNS SHALL BE COVERED OR REMOVED FROM THE VIEW OF TRAFFIC WHEN THEY ARE NOT APPLICABLE, WITH THE APPROVAL OF THE ENGINEER.

IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL AS SET FORTH IN THESE PLANS OR WITH PROVISIONS OF THE OMUTCD, AND SUCH FAILURE RESULTS IN A CONDITION AT THE WORK SITE WHICH IS UNSAFE FOR TRAFFIC, THE ENGINEER SHALL SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS.

ALL MAINTENANCE OF TRAFFIC SIGNS ARE PAID UNDER 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.

SR 39	
02/S<2/PV/SHEL	
WORK ZONE MARKING SIGN: (R4-1-24) DO NOT PASS	= 5 EACH
	TOTAL = 5 EACH
SR 96	
02/S<2/PV/SHEL	
WORK ZONE MARKING SIGN: (R4-1-24) DO NOT PASS	= 5 EACH
	TOTAL = 5 EACH
SR 61	
02/S<2/PV/SHEL	
WORK ZONE MARKING SIGN: (W8-H12A-36) NO EDGE LINE	= 4 EACH
WORK ZONE MARKING SIGN: (R4-1-24) DO NOT PASS	= 3 EACH
WORK ZONE MARKING SIGN: PASS WITH CARE	= 3 EACH
	TOTAL = 10 EACH

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.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

SR 39	
02/S<2/PV/SHEL	20 CU YD
SR 96	
02/S<2/PV/SHEL	10 CU YD
SR 61	
02/S<2/PV/SHEL	20 CU YD
TOTAL	50 CU YD

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.

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 SUBLOT 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 APPROPIATE 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 614 - MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	FOURTH OF JULY	THE SHELBY BICYCLE DAY
NEW YEARS	LABOR DAY	THE SHELBY CRUISE
MEMORIAL DAY	THANKSGIVING	

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

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

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE FEE IN THE AMOUNT OF $50 PER MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

ITEM 614 - MAINTAINING TRAFFIC (LANE CLOSURE/ REDUCTION REQUIRED)

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

ITEM 614 - WORK ZONE IMPACT ATTENUATOR FOR" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)

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

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 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 AND AS REQUIRED BY THE MANUFACTURER.

CALCULATED GTS CHECKED SAS

GENERAL NOTES

RIC-39-1.85
RIC-61-3.88
RIC-96-3.70

DESIGN FILE:i:\projects\86839\roadway\sheets\86839GN001.dgn MODEL NAME: Sheet
WORKSTATION:knapp DATE:4/6/2015

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 4½ 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	
S.R. 39 (W. MAIN ST.)	1 EACH
S.R. 96 (E. MAIN ST.)	1 EACH
ITEM SPECIAL-MAILBOX SUPPORT SYSTEM, DOUBLE	
S.R. 96 (E. MAIN ST.)	2 EACH

MAILBOX APPROACHES

THE MAILBOX APPROACHES SHALL BE PAVED WITH 1.75" ITEM 442 INTERMEDIATE COURSE AND 1.25" ITEM 442 SURFACE COURSE. 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 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:	
S.R. 61	66 EACH
ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN	
S.R. 61	150 CU YD

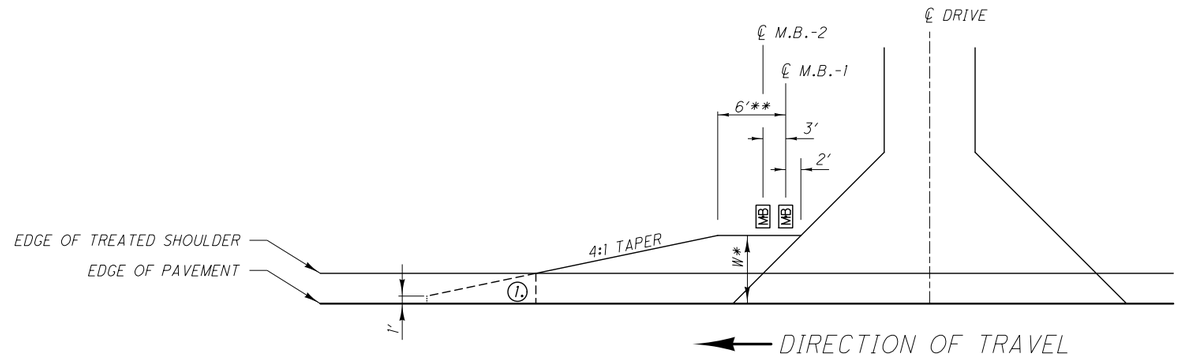
LOCATIONS OF MAILBOX SUPPORT SYSTEM TO BE REPLACED

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

303 SR W. 39 (W. MAIN ST.) 6" WOODEN POST
307-310 SR W. 39 (W. MAIN ST.) STEEL POST

200-201 SR E. 39 (E. MAIN ST.) 6" DIA. WOODEN POST

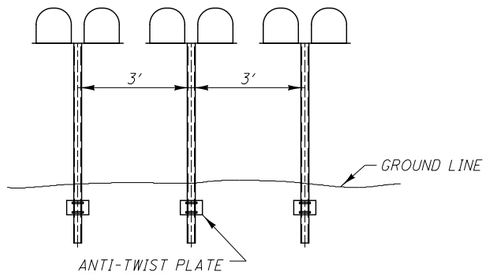
FOR DETAILS NOT SHOWN SEE STANDARD DRAWING BP-4.1



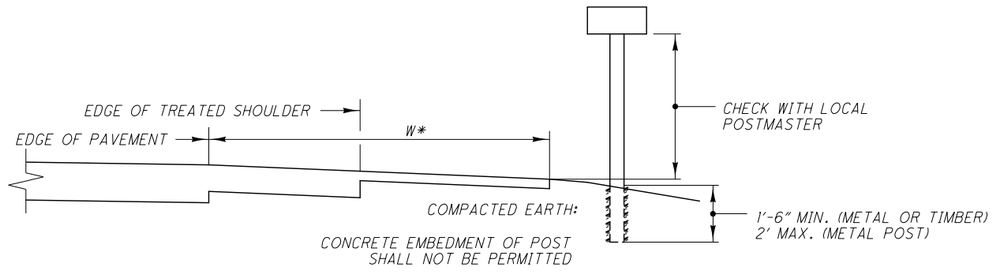
1. END MAILBOX TURNOUT AT EDGE OF ASPHALT CONCRETE SHOULDER OR 1' FROM EDGE OF PAVEMENT IF TREATED SHOULDER IS AGGREGATE.

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 BE 6 FT MAXIMUM OR TO FACE OF EXISTING STANDARD MAILBOX IF IT IS LESS THAN 6 FT.
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. MAXIMUM.

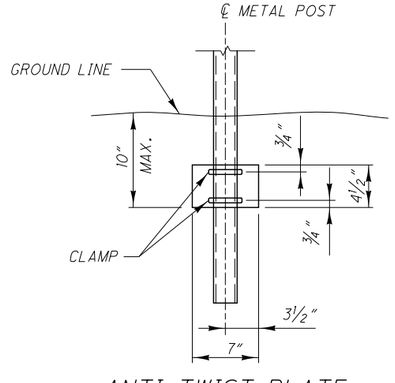
** NOTE
1) 6 FT FOR ONE MAILBOX SUPPORT, ADD 3 FT. FOR EACH ADDITIONAL MAILBOX SUPPORT.



GROUP MAILBOX INSTALLATION



CROSS SECTION / ELEVATION VIEW



ANTI-TWIST PLATE

CALCULATED GTS CHECKED SAS

MAILBOX FACILITIES

RIC-39-1.85
RIC-61-3.88
RIC-96-3.70

9
21

DESIGN FILE: i:\projects\86839\roadway\sheets\86839GM001.dgn MODEL NAME: Sheet
WORKSTATION: knapp DATE: 4/6/2015

SHEET NUMBER										PARTICIPATION				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
5	6	9	12	13	16					01/S<2/PV	02/S<2/PV/SHEL	03/S<2/PV/SHEL	04/S<2/BR						
																		ROADWAY	
6.2										1.9	4.3			209	72051	6.2	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	5
			66								66			209	80000	66	EACH	GRADING MAILBOX APPROACHES	
				5						3	2			623	39500	5	EACH	MONUMENT BOX ADJUSTED TO GRADE	
			2								2			SPECIAL	69050100	2	EACH	MAILBOX SUPPORT SYSTEM, SINGLE	9
			2								2			SPECIAL	69050200	2	EACH	MAILBOX SUPPORT SYSTEM, DOUBLE	9
																		DRAINAGE	
				8							8			611	98630	8	EACH	CATCH BASIN ADJUSTED TO GRADE	
				5							5			611	99654	5	EACH	MANHOLE ADJUSTED TO GRADE	
																		PAVEMENT	
	800											800		251	01010	800	CY	PARTIAL DEPTH PAVEMENT REPAIR	
	25											25		253	02000	25	CY	PAVEMENT REPAIR	
				70271						12936	57335			254	01000	70271	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.5")	
				46080							46080			254	01000	46080	SY	PAVEMENT PLANING, ASPHALT CONCRETE (3")	
				1170						128	1042			254	01600	1170	SY	PATCHING PLANED SURFACE	
				3720							3720			SPECIAL	40720000	3720	GAL	TACK COAT, TRACKLESS TACK, INTERMEDIATE COURSE	6
				7472						1038	6434			SPECIAL	40720100	7472	GAL	TACK COAT, TRACKLESS TACK, SURFACE COURSE	6
				1601							1601			442	00201	1601	CY	ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), AS PER PLAN (1.25")	7
				2937						538	2399			442	00201	2937	CY	ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), AS PER PLAN (1.50")	7
				2241							2241			442	20201	2241	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448), AS PER PLAN (1.75")	7
				86						25	61			442	10501	86	CY	ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (448), AS PER PLAN (SAFTEY EDGE)	7
			150	391						111	430			617	10100	541	CY	COMPACTED AGGREGATE	
																		WATER WORK	
				9							9			638	10800	9	EACH	VALVE BOX ADJUSTED TO GRADE	
																		TRAFFIC CONTROL	
					116					108	8			621	00100	116	EACH	RPM	
					116					108	8			621	54000	116	EACH	RAISED PAVEMENT MARKER REMOVED	
					6.72					1.44	5.28			642	00104	6.72	MILE	EDGE LINE, 6", TYPE 1	
					6.56					0.72	5.84			642	00300	6.56	MILE	CENTER LINE, TYPE 1	
					1530					200	1330			642	00400	1530	FT	CHANNELIZING LINE, 8", TYPE 1	
					702						702			642	00500	702	FT	STOP LINE, TYPE 1	
					3222						3222			642	00600	3222	FT	CROSSWALK LINE, TYPE 1	
					900						900			642	00700	900	FT	TRANSVERSE/DIAGONAL LINE, TYPE 1	
					8						8			642	01000	8	EACH	RAILROAD SYMBOL MARKING, TYPE 1	
					736						736			642	01200	736	FT	PARKING LOT STALL MARKING, TYPE 1	
					46						46			642	01300	46	EACH	LANE ARROW, TYPE 1	
					6						6			642	01702	6	EACH	HANDICAP SYMBOL MARKING, TYPE 1	
																		TRAFFIC CONTROL ALTERNATES	
					6.72					1.44	5.28			644	00104	6.72	MILE	EDGE LINE, 6"	
					6.56					0.72	5.84			644	00300	6.56	MILE	CENTER LINE	
					1530					200	1330			644	00400	1530	FT	CHANNELIZING LINE, 8"	
					702						702			644	00500	702	FT	STOP LINE	
					3222						3222			644	00600	3222	FT	CROSSWALK LINE	
					900						900			644	00700	900	FT	TRANSVERSE/DIAGONAL LINE	
					8						8			644	01000	8	EACH	RAILROAD SYMBOL MARKING	
					736						736			644	01200	736	FT	PARKING LOT STALL MARKING	
					46						46			644	01300	46	EACH	LANE ARROW	
					6						6			644	01600	6	EACH	HANDICAP SYMBOL MARKING	
																		MAINTENANCE OF TRAFFIC	
		20									20			614	12460	20	EACH	WORK ZONE MARKING SIGN	
		50									50			614	13000	50	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
					15.45					1.44	14.01			614	21550	15.45	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
					3590					400	3190			614	23680	3590	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT	
					896						896			614	26610	896	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	

CALCULATED GTS
CHECKED SAS

GENERAL SUMMARY

RIC-39-1.85
RIC-61-3.88
RIC-96-3.70

10
21

DESIGN FILE: i:\projects\86839\roadway\sheets\86839G001.dgn
WORKSTATION: gschlett
MODEL NAME: Design
DATE: 4/13/2015

SHEET NUMBER										PARTICIPATION				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
6	8	9	12	13	16					01/S<2/PV	02/S<2/PV/SHEL	03/S<2/PV/SHEL	04/S<2/BR						
																		STRUCTURE 20 FOOT SPAN AND OVER (RIC-39-0352)	
					89								89	202	98200	89	FT	REMOVAL MISC.: POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	
					288								288	254	01000	288	SY	PAVEMENT PLANING, ASPHALT CONCRETE	
					22								22	SPECIAL	40720100	22	GAL	TACK COAT, TRACKLESS TACK, SURFACE COURSE	6
					11								11	SPECIAL	40720000	11	GAL	TACK COAT, TRACKLESS TACK, INTERMEDIATE COURSE	6
					10								10	442	00201	10	CY	ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), AS PER PLAN	7
					14								14	442	20201	14	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448), AS PER PLAN	7
					134								134	512	10300	134	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
					274								274	512	44400	274	SY	TYPE B WATERPROOFING	
					111								111	516	31000	111	FT	JOINT SEALER	
					89								89	846	00100	89	FT	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	
																		STRUCTURE 20 FOOT SPAN AND OVER (RIC-61-0479)	
					71								71	512	10100	71	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
					432								432	512	10300	432	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
					11								11	512	73500	11	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	
					71								71	512	74000	71	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
					83								83	516	31000	83	FT	JOINT SEALER	
					18								18	519	11100	18	SF	PATCHING CONCRETE STRUCTURE	
					4								4	606	35151	4	EACH	BRIDGE TERMINAL ASSEMBLY REBUILT, TYPE 4, AS PER PLAN	18, 21
					1								1	614	12337	1	EACH	WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL), AS PER PLAN	8
					5								5	614	13302	5	EACH	BARRIER REFLECTOR, TYPE B2	
					5								5	614	13360	5	EACH	OBJECT MARKER, TWO WAY	
					0.07								0.07	614	21200	0.07	MILE	WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I (BLACK)	
					0.19								0.19	614	21200	0.19	MILE	WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I (YELLOW)	
					0.06								0.06	614	22200	0.06	MILE	WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I (BLACK)	
					0.11								0.11	614	22200	0.11	MILE	WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I (WHITE)	
					22								22	614	26400	22	FT	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I	
					230								230	622	41000	230	FT	PORTABLE BARRIER, 32"	
																		INCIDENTALS	
	LS													614	11000	LS		MAINTAINING TRAFFIC	
														619	16010	3	MNTH	FIELD OFFICE, TYPE B	
														623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
														624	10000	LS		MOBILIZATION	

CALCULATED GTS
CHECKED SAS

GENERAL SUMMARY

RIC-39-1.85
RIC-61-3.88
RIC-96-3.70

DESIGN FILE: i:\projects\86839\roadway\sheets\86839GG001.dgn
WORKSTATION: gschlett
MODEL NAME: Design
DATE: 4/8/2015

FUNDING	COUNTY	ROUTE	LOG POINT TO LOG POINT		LENGTH MILE	LENGTH FEET	WIDTH FEET AVG.	TYPICAL	PAVEMENT AREA	254 PAVEMENT PLANING, ASPHALT CONCRETE (1.5")	254 PAVEMENT PLANING, ASPHALT CONCRETE (3")	254 PATCHING PLANED SURFACE	407 TACK COAT, TRACKLESS TACK, INTERMEDIATE COURSE@ 0.08 GAL/SY	407 TACK COAT, TRACKLESS TACK, SURFACE COURSE@ 0.08 GAL/SY	407 TACK COAT, TRACKLESS TACK, SURFACE COURSE@ 0.04 GAL/SY	442 ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), AS PER PLAN		442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448), AS PER PLAN		442 ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), AS PER PLAN		442 ASPHALT CONCRETE, SURFACE COURSE, 9.5MM, TYPE A, (448), AS PER PLAN (SAFETY EDGE)	611 MANHOLE ADJUSTED TO GRADE	611 CATCH BASIN ADJUST TO GRADE	623 MONUMENT BOX ADJUSTED TO GRADE	638 VALVE BOX ADJUSTED TO GRADE	AGGREGATE SHOULDER PROPOSED WIDTH SL	AGGREGATE SHOULDER PROPOSED WIDTH SR	AGGREGATE SHOULDER AREA	617 COMPACTED AGGREGATE 2 INCHES AVE. THKNESS
			STRAIGHT LINE MILEAGE						SY				GALLON			INCH	CY	INCH	CY							FT		SY	CY
02/S<2/PV/SHEL	**RIC**	**39**	***1.85***	2.45	0.60	3168	24.0	1	8,448	8,448		84		676						1.5	352	17.1	1	2		2	2	2	1,408	78
02/S<2/PV/SHEL			2.45	3.19	0.74	3907	27.0	2	11,721	11,721		117		938						1.5	488		1	6		2				
02/S<2/PV/SHEL			3.19	3.22	0.03	158	42.0	3	737		737	7	59		29	1.25	26	1.75	36											
02/S<2/PV/SHEL			**RAILROAD CROSSING CSX (SLM 3.240)**																											
02/S<2/PV/SHEL			3.25	3.40	0.15	792	40.0	3	3,520		3,520	35	282		141	1.25	122	1.75	171											
02/S<2/PV/SHEL			3.40	3.52	0.12	634	41.0	3	2,888		2,888	29	231		116	1.25	100	1.75	140											
04/S<2/BR			**STRUCTURE RIC-39-3.52 (SFN 7001975)**																											
02/S<2/PV/SHEL			3.52	3.53	0.01	53	44.0	3	259		259	3	21		10	1.25	9	1.75	13						2					
02/S<2/PV/SHEL			3.53	3.64	0.11	581	42.0	3	2,711		2,711	27	217		108	1.25	94	1.75	132											
02/S<2/PV/SHEL			**RAILROAD CROSSING ASHLAND (SLM 3.640)**																											
02/S<2/PV/SHEL			3.64	***3.68***	0.04	211	41.0	3	961		961	10	77		38	1.25	33	1.75	47											
02/S<2/PV/SHEL			EXTRA PAVEMENT BY STRUCTURE						53		53	1	4		2	1.25	2	1.75	3											
02/S<2/PV/SHEL			EXTRA PAVEMENT WEST OF RR						391		391	4	31		16	1.25	14	1.75	19											
02/S<2/PV/SHEL	**RIC**	**96**	***3.70***	4.14	0.44	2323	28.0	3	7,227		7,227	72	578		289	1.25	251	1.75	351					3		3				
02/S<2/PV/SHE			4.14	4.62	0.48	2534	28.0	2	7,884	7,884		79		630						1.5	328									
01/S<2/PV			4.62	***4.63***	0.01	53	24.0	1	141	141		1		12						1.5	6	0.3					2	2	24	1
01/S<2/PV	**RIC**	**61**	***3.88***	4.35	0.47	2482	27.0	1	7,446	7,446		74		596						1.5	310	13.4			1		2	2	1,103	61
02/S<2/PV/SHEL			4.35	4.73	0.38	2006	24.0	1	5,349	5,349		53		428						1.5	223	10.8					2	2	892	50
01/S<2/PV			4.73	4.79	0.06	317	24.0	1	845	845		8		68						1.5	35	1.7			1		2	2	141	8
04/S<2/BR			**STRUCTURE RIC-61-4.79 (SFN 7003145)**																											
01/S<2/PV			4.79	4.83	0.04	211	24.0	1	563	563		6		46						1.5	23	1.1			1		2	2	94	5
01/S<2/PV			4.83	5.11	0.28	1478	24.0	1	3,941	3,941		39		316						1.5	164	8					2	2	657	36
02/S<2/PV/SHEL			5.11	5.45	0.34	1795	24.0	1	4,787	4,787		48		382						1.5	199	9.7					2	2	798	44
02/S<2/PV/SHEL			5.45	5.62	0.17	898	28.5	3	2,844		2,844	28	227		114	1.25	99	1.75	138											
02/S<2/PV/SHEL			5.62	5.66	0.04	211	33.0	3	774		774	8	62		31	1.25	27	1.75	38											
02/S<2/PV/SHEL			5.66	5.72	0.06	317	36.0	3	1,268		1,268	13	101		51	1.25	44	1.75	62											
02/S<2/PV/SHEL			5.72	5.76	0.04	211	33.0	3	774		774	8	62		31	1.25	27	1.75	38											
02/S<2/PV/SHEL			5.76	5.91	0.15	792	28.5	3	2,508		2,508	25	201		100	1.25	87	1.75	122							1				
04/S<2/BR			**STRUCTURE RIC-61-5.91 (SFN 7003188)(PLANE & PAVE)**																											
02/S<2/PV/SHEL			5.91	5.95	0.04	211	28.5	3	668		668	7	53		27	1.25	23	1.75	32											
02/S<2/PV/SHEL			5.95	5.97	0.02	106	33.0	3	389		389	4	31		16	1.25	13	1.75	19											
02/S<2/PV/SHEL			5.97	6.15	0.18	950	36.0	3	3,800		3,800	38	304		152	1.25	132	1.75	185							1				
02/S<2/PV/SHEL			6.15	6.18	0.03	158	33.0	3	579		579	6	46		23	1.25	20	1.75	28											
02/S<2/PV/SHEL			6.18	6.28	0.10	528	28.5	3	1,672		1,672	17	134		67	1.25	58	1.75	81											
02/S<2/PV/SHEL			**RAILROAD CROSSING CSX (SLM 6.294)**																											
02/S<2/PV/SHEL			6.31	6.32	0.01	53	28.5	3	168		168	2	13		7	1.25	6	1.75	8											
02/S<2/PV/SHEL			6.32	6.34	0.02	106	32.0	3	377		377	4	30		15	1.25	13	1.75	18											
02/S<2/PV/SHEL			6.34	6.42	0.08	422	35.0	3	1,641		1,641	16	131		66	1.25	57	1.75	80											
02/S<2/PV/SHEL			6.42	6.44	0.02	106	32.0	3	377		377	4	30		15	1.25	13	1.75	18											
02/S<2/PV/SHEL			6.44	6.85	0.41	2165	28.5	3	6,856		6,856	69	548		274	1.25	238	1.75	333											
02/S<2/PV/SHEL			6.85	7.31	0.46	2429	27.0	1	7,287	7,287		73		582						1.5	304	13.1					2	2	1,080	60
02/S<2/PV/SHEL			**ABANDONED CSX RAILROAD CROSSING (SLM 7.310)**																											
02/S<2/PV/SHEL			7.31	***7.68***	0.37	1954	27.0	1	5,862	5,862		59		468						1.5	244	10.6					2	2	868	48
02/S<2/PV/SHEL			EXTRA PAVEMENT BY CSX RR XING @ 7.310						222			2	18		9					1.5	9									
02/S<2/PV/SHEL	**RIC 39 1.85 TO 3.68**		EXTRA AREA FOR INTERSECTIONS						1,404	1,404		14		112						1.5	59									
02/S<2/PV/SHEL			EXTRA AREA FOR PAVED DRIVEWAYS						36	36		1		2						1.5	2									
02/S<2/PV/SHEL			EXTRA AREA FOR AGGREGATE DRIVEWAYS						36	36		1		2						1.5	2									
02/S<2/PV/SHEL			EXTRA AREA FOR EX. & PR. MAILBOX APPROACHES						160	160		2		12						1.5	7									
02/S<2/PV/SHEL	**RIC 96 3.70 TO 4.63**		EXTRA AREA FOR INTERSECTIONS SLM 3.70 TO 4.14						633		633	6	51		25	1.25	22	1.75	31											
02/S<2/PV/SHEL			EXTRA AREA FOR INTERSECTIONS SLM 4.14 TO 4.63						3,123	3,123		31		250						1.5	130									
02/S<2/PV/SHEL			EXTRA AREA FOR PAVED DRIVEWAYS						9		9	1	1		1	1.25	1	1.75	1											
02/S<2/PV/SHEL			EXTRA AREA FOR AGGREGATE DRIVEWAYS						27		27	1	2		1	1.25	1	1.75	1											
02/S<2/PV/SHEL			EXTRA AREA FOR EX. & PR. MAILBOX APPROACHES						30		30	1	2		1	1.25	1	1.75	1											
02/S<2/PV/SHEL	**RIC 61 3.88 TO 7.68**		EXTRA AREA FOR INTERSECTIONS SLM 5.45 TO 6.80						1,238	1,238		12		100						1.5	52									
02/S<2/PV/SHEL			EXTRA AREA FOR INTERSECTIONS SLM 3.88 TO 5.45 & 6.80 TO 7.68						775		775	8	62		31	1.25	27	1.75	38											
02/S<2/PV/SHEL			EXTRA AREA FOR PAVED DRIVEWAYS						198		198	2	16		8	1.25	7	1.75	10											
02/S<2/PV/SHEL			EXTRA AREA FOR AGGREGATE DRIVEWAYS						306		306	3	24		12	1.25	11	1.75	15											
02/S<2/PV/SHEL			EXTRA AREA FOR EX. & PR. MAILBOX APPROACHES						660		660	7	53		26	1.25	23	1.75	32											
01/S<2/PV										12,936		128		1,038							538	25			3			2,019	111
02/S<2/PV/SHEL										57,335	46,080	1,042	3,702	4,582	1,852		1,601		2,241		2,399	61	5	8	2	9		5,046	280
			TOTALS							**70,271**	**46,080**	**1,170**	**3,702**	**5,620**	**1,852**		**1,601**		**2,241**		**2,937**	**86**	**5**	**8**	**5**	**9**		**7,065**	**391**

CALCULATED GTS CHECKED SAS

PAVEMENT & SHOULDER DATA

RIC-39-1.85
RIC-61-3.88
RIC-96-3.70

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DESIGN FILE: I:\projects\86839\roadway\sheets\86839G0001.dgn
MODELNAME: Design
DATE: 4/8/2015
WORKSTATION: gschlett

ROUTE	COUNTY	SLM FROM	SLM TO	HIGHWAY MILES	614 WORK ZONE LANE LINE, CLASS III, 642 PAINT	614 WORK ZONE CENTER LINE, CLASS III, 642 PAINT	614 WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT	614 WORK ZONE STOP LINE, CLASS III, 642 PAINT	642, TYPE 1 EDGE LINE 6" TOTAL (PAY QUANTITY) (WHITE)	642, TYPE 1 EDGE LINE 4" TOTAL (PAY QUANTITY) (WHITE)	642, TYPE 1 LANE LINE	642, TYPE 1 CENTER LINE SOLID LINE EQUIVALENT	642, TYPE 1 CENTER LINE TOTAL (PAY QUANTITY)	642 AUXILIARY MARKINGS (740.04) CHANNELIZING LINE 8"	CHANNELIZING LINE 24"	CHANNELIZING LINE 12"	CROSSWALK LINE, AS PER PLAN	TRANSVERSE/DIAGONAL LINE (WHITE)	TRANSVERSE/DIAGONAL LINE (YELLOW)	PARKING LOT STALL MARKING	LANE ARROW LEFT	LANE ARROW RIGHT	LANE ARROW THROUGH	LANE ARROW COMBINATION	SHARED LANE MARKING	BIKE CROSSING SYMBOL	RAILROAD SYMBOL MARKING	HANDICAP SYMBOL MARKING
		FROM	TO	MILE			FT				MILE						FT					EACH							
02/S<2/PV/SHEL																												
39	**RIC**	1.85	2.45	0.60		1.20			1.20				0.60															
		2.45	3.19	0.74		1.48		104					0.74		52	222												
		3.19	3.68	0.49		1.47	750	504					0.49	250	168	950				656	6	1	3	1			4	6
02/S<2/PV/SHEL																												
96	**RIC**	3.70	4.14	0.44		1.32	240	72					0.44	80	86	450			100		2			1				
		4.14	4.27	0.13		0.26							0.13		12													
		4.27	4.62	0.35		0.70			0.70				0.35		12													
01/S<2/PV																												
96	**RIC**	4.62	4.63	0.01		0.02			0.02				0.01															
01/S<2/PV																												
61	**RIC**	3.88	4.35	0.47		0.94			0.94				0.47															
		4.73	4.83	0.10		0.20			0.20				0.10															
		4.97	5.11	0.14		0.28	400		0.28				0.14	200														
02/S<2/PV/SHEL																												
		4.35	4.73	0.38		0.76			0.76				0.38															
		4.83	4.97	0.14		0.28			0.28				0.14															
		5.11	5.45	0.34		0.68	400		0.68				0.34	200					100		4		2					
		5.45	6.85	1.40		4.20	1800	192					1.40	800	348	1600			700	80	16		10				2	
		6.85	7.68	0.83		1.66		24	1.66				0.83		24												2	
01/S<2/PV TOTALS						1.44	400		1.44				0.72	200	0	0			0	0	0	0	0	0	0	0	0	0
02/S<2/PV/SHEL TOTALS						14.01	3,190	896	5.28				5.84	1330	702	3222			900	736	28	1	15	2	0	0	8	6
TOTAL						**15.45**	**3,590**	**896**	**6.72**				**6.56**	**1530**	**702**	**3222**			**900**	**736**	**28**	**1**	**15**	**2**	**0**	**0**	**8**	**6**

ROUTE	COUNTY	STATION/SLM FROM	STATION/SLM TO	DETAIL	621 RAISED PAVEMENT MARKER REMOVED	621 RPM	PRISMATIC RETRO-REFLECTOR TYPES ONE-WAY WHITE	TWO-WAY YELLOW / YELLOW	TWO-WAY WHITE / RED	TWO-WAY YELLOW / RED	TWO-WAY BLUE / BLUE	REMARKS
		FROM	TO		EACH	EACH	EACH					
61	RIC	3.88	4.05	6	54	54	32	22	0	0		STOP APPROACHES @ SR 314
		4.05	4.37	GAP	54	54	0	54	0	0		CONTINUOUS ROUTE TREATMENT
		7.53	7.68	GAP	8	8	0	8	0	0		CONTINUOUS ROUTE TREATMENT
TOTAL					**116**	**116**	**32**	**84**	**0**	**0**		

DETAIL	DESCRIPTION
1	MULTILANE UNDIVIDED TYPICAL SPACING
2	TAPERED ACCEL. LANE
3	DECELERATION LANE
4	PARALLEL ACCEL LANE
5	MULTILANE DIVIDED/EXPRESSWAY
6	STOP APPROACH
7	2 LANE APPR. WITH TURN LANE
8	THROUGH APPROACH
9	3 LANE APPR. WITH TURN LANE
10	3 LANE DIVIDED TO 2 LANE TRANSITION
11	3 LANE UNDIVIDED TO 2 LANE TRANSITION
12	TWO LANE NARROW BRIDGE
13	TWO WAY LEFT TURN LANE
14	ONE LANE BRIDGE
GAP	CENTER LINE AT 80 FT. TYP.

NOTES:

1) WORK ZONE STOP BARS SHALL BE PLACED AT THE FOLLOWING INTERSECTIONS:

SR 39 & MORRIS RD, SR 39 & SR 61, SR 39 & SR 96, SR 61 & MICKEY RD, SR 61 & WHITNEY AVE, SR 61 & SMILEY AVE

CALCULATED GTS
CHECKED SAS

PAVEMENT MARKING/RPM SUB-SUMMARY

RIC-39-1.85
RIC-61-3.88
RIC-96-3.70

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DESIGN FILE: i:\projects\86839\roadway\sheets\86839TS001.dgn
WORKSTATION: gschlett
MODELNAME: Design
DATE: 4/8/2015

BRIDGE DECK DATA									ROADWAY DATA		
	COUNTY, ROUTE, BRIDGE NO.	LOCATION	STRUCTURE TYPE	LENGTH (BRIDGE DECK)	WIDTH	BRIDGE DECK AREA	SKEW	EXISTING WEARING SURFACE	EXISTING PAVEMENT WIDTH	EXISTING APPROACH SLAB WIDTH	EXISTING APPROACH SLAB LENGTH
				FT.	FT.	SY.			FT.	FT.	FT.
	* RIC-39-0352	OVER BLACK FORK OF THE MOHICAN RIVER	SINGLE SPAN PRESTRESSED CONCRETE BOX BEAM	57.16±	66.50±	422±	04°00'00" RF	ASPHALT	44.00	44.00	25.00
	** RIC-61-0479	OVER BRANCH OF THE BLACK FORK RIVER	SINGLE SPAN PRESTRESSED CONCRETE BOX BEAM	57.10±	40.00±	254±	15°00'00" RF	CONCRETE	24.00	40.00	20.00
	*** RIC-61-0591	OVER TUBY CREEK (TRIB. OF THE BLACK FORK OF THE MOHICAN RIVER)	SINGLE SPAN FOUR SIDED CONCRETE BOX	16.00±	28.00±	50±	10°00'00" RF	N/A (CULVERT)	28.00	N/A	N/A

* PLANE 3.00 INCHES OF THE SURFACE COURSE OVER THE ENTIRE DECK; INCLUDE REMOVAL OF THE EXISTING POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEMS ON BOTH ENDS OF THE BRIDGE. WATERPROOF USING TYPE B WATERPROOFING. PAVE OVER THE BRIDGE DECK WITH 1.75 INCHES OF ASPHALT CONCRETE INTERMEDIATE COURSE FOLLOWED BY 1.25 INCHES OF ASPHALT CONCRETE SURFACE COURSE. PROVIDE JOINT SEALER BETWEEN THE PAVEMENT AND CURB. SEAL THE EXISTING SIDEWALKS AND CURBS OVER THE BRIDGE.

** PATCH THE CONCRETE BRIDGE DECK IN THE NORTHBOUND LANE. SEAL THE EXISTING CONSTRUCTION JOINT OVER THE BRIDGE DECK AND APPROACH SLABS. SEAL THE ENTIRE DECK AND BOTH APPROACH SLABS W/HMWM. SEAL ALL FOUR WINGWALLS, BOTH DECK EDGES AND BOTH ABUTMENT FACES AS PER THE PLANS USING EPOXY URETHANE. PROVIDE JOINT SEALER BETWEEN THE DECK AND APPROACH SLABS. REBUILD ALL FOUR BRIDGE TERMINAL ASSEMBLIES.

*** PLANE AND PAVE SAME AS SURROUNDING ROADWAY. NO OTHER WORK.

DESIGN AGENCY
ODOT DISTRICT THREE OFFICE OF PLANNING AND ENGINEERING

DATE 4/6/15

DESIGNED	DRAWN	REVIEWED
KCK	KCK	CLB
CHECKED	REVISED	
DJV	KCK	

STRUCTURE TREATMENT

RIC-39-1.85
RIC-61-3.88
RIC-96-3.70

1 / 1

14
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DESIGN FILE: i:\projects\86839\structures\86839MD001_STR.dgn MODELNAME: Design
WORKSTATION: knapp DATE: 4/6/2015

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 OBSERVATION 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 PREBID EXAMINATION OF THE EXISTING STRUCTURES. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

DESIGN SPECIFICATIONS

THESE STRUCTURES CONFORM TO "STANDARD SPECIFICATION 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.

DECK PROTECTION METHOD

ASPHALT CONCRETE OVERLAY
SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN

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.

REFERENCES SHALL BE MADE TO SUPPLEMENTAL SPECIFICATIONS

846 DATED 4/18/14

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
RIC-39-0352	RIC-39-3.52	1982
RIC-61-0479	RIC-39-3.88/RIC-61-4.80	1994

TEMPORARY TRAFFIC SIGNAL ACTIVATION FOR PARTIAL ROADWAY CLOSURE

THE CONTRACTOR SHALL NOTIFY THE ODOT DISTRICT THREE PUBLIC INFORMATION OFFICER (PIO) A MINIMUM OF TEN (10) CALENDAR DAYS BEFORE ACTIVATING A TEMPORARY TRAFFIC SIGNAL TO STOOP-AND-GO OPERATION FOR ROADWAY CLOSURE. THE PIO CONTACT INFORMATION IS AS FOLLOWS:

CHRISTINE MYERS
ODOT DISTRICT THREE
906 CLARK AVENUE
ASHLAND, OH 44805

PHONE: 419.207.7182
FAX: 419.281.0874
EMAIL: christine.myers@dot.state.oh.us

ALL COSTS ASSOCIATED WITH THE ABOVE DESCRIBED WORK SHALL BE INCLUDED WITH ITEM 614 - MAINTAINING TRAFFIC.

IN-STREAM WORK RESTRICTION

THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO AVOID CONSTRUCTION IN AND/OR LIMIT DEMOLITION DEBRIS FROM ENTERING STREAMS OR WETLANDS. ANY MATERIAL THAT DOES FALL INTO STREAMS OR WETLANDS SHALL BE REMOVED AS SOON AS POSSIBLE.

ALL PROJECTS INVOLVING JURISDICTIONAL WATERS OF THE UNITED STATES (STREAMS, RIVERS, NON-ISOLATED WETLANDS) AND/OR ISOLATED WETLANDS ARE SUBJECT TO REGULATION UNDER SECTIONS 404 AND 401 OF THE CLEAN WATER ACT, AND POSSIBLY OHIO EPA ISOLATED WETLAND LAW. IT IS ANTICIPATED THAT NO IN-STREAM WORK, OR WORK UNDER THE STREAM'S ORDINARY HIGH WATER MARK (OHWM) WILL BE NEEDED. THEREFORE NO WATERWAY PERMITS HAVE BEEN GRANTED FOR THIS PROJECT AND NO IN-STREAM WORK IS ALLOWED.

SHOULD WORK (EITHER TEMPORARY OR PERMANENT) IN THE STREAM IS NEEDED; IT WILL REQUIRE A PERMIT AND AUTHORIZATION BY THE UNITED STATES ARMY CORPS OF ENGINEERS (USACE). THE CONTRACTOR SHALL NOT UTILIZE FILLS BELOW OHWM UNTIL SUCH ACTIVITY IS AUTHORIZED BY THE USACE. DETAILS OF THIS REQUIREMENT ARE DESCRIBED IN ODOT'S SUPPLEMENTAL SPECIFICATION 832.09

USACE DEFINITION OF OHWM - THE ORDINARY HIGH WATER MARK IS THE LINE ON THE SHORES ESTABLISHED BY THE FLUCTUATIONS OF WATER AND INDICATED BY PHYSICAL CHARACTERISTICS SUCH AS A CLEAR, NATURAL LINE IMPRESSED ON THE BANK; SHELVING; CHANGES IN THE CHARACTER OF THE SOIL; DESTRUCTION OF TERRESTRIAL VEGETATION; THE PRESENCE OF LITTER AND DEBRIS; OR THE APPROPRIATE MEANS THAT CONSIDER THE CHARACTERISTICS OF THE SURROUNDING AREAS.

ITEM 202 - REMOVAL MISC.: POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM

THIS ITEM SHALL BE USED TO REMOVE THE EXISTING POLYMER MODIFIED JOINT SYSTEM BETWEEN THE BRIDGE DECK AND THE ABUTMENT. REMOVE THE ENTIRE DEPTH (±2.5") OF THE POLYMER MODIFIED JOINT ON THE RIC-39-0352 STRUCTURE. SEE DETAILS IN THE PLANS FOR ADDITIONAL DETAILS.

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 519 - PATCHING CONCRETE STRUCTURE

THIS ITEM SHALL BE USED AT LOCATIONS INDICATED IN THE PLAN.

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

ITEM 614 - MAINTAINING TRAFFIC FOR STRUCTURES RIC-39-0352 AND RIC-61-0479

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.

ITEM 614 - MAINTAINING TRAFFIC FOR STRUCTURES RIC-61-0479

TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT THROUGH TRAFFIC ON THIS STRUCTURE SHALL HAVE A SIGNLAIZED CLOSURE AS SHOWN ON SHEET 20 FOR A MAXIMUM OF 14 CONSECUTIVE CALENDAR DAYS. THE 14 CONSECUTIVE DAYS SHALL BE CONSIDERED AS AN INTERIM COMPLETION DATE (SECTION 108) AND FOR EACH CALENDARD DAY BEYOND THE 14 CALENDAR DAYS THAT THE HIGHWAY REMAINS IN A SIGNALIZED CLOSURE, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE FEE OF $1,000 PER DAY.

NO EQUIPMENT OR MATERIAL SHALL BE LOCATED OTHER THAN BEHIND THE PORTABLE BARRIER.

ACCESS TO ADJACENT PROPERTIES AND SIDE STREETS SHALL BE MAINTAINED AT ALL TIMES AS PER 614.02(A).

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 614 MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED IN THE PLAN.

DESIGN AGENCY
ODOT DISTRICT THREE OFFICE
OF PLANNING AND ENGINEERING

DESIGNED	DRAWN	REVIEWED	DATE
KCK	KCK	CLB	4/6/15
CHECKED	REVISED		
DJV	KCK		

STRUCTURE NOTES

RIC-39-1.85
RIC-61-3.88
RIC-96-3.70

1 / 1

15
21

DESIGN FILE: i:\projects\86839\structures\86839GN001_STR.dgn MODELNAME: Design
WORKSTATION: gschlett DATE: 4/8/2015

RIC-39-0352 SFN 7001975 (04/S<2/BR)

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
202	98200	89	FT	REMOVAL MISC.: POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	18
254	01000	288	SY	PAVEMENT PLANING, ASPHALT CONCRETE	
407	20100	22	GAL	TACK COAT, TRACKLESS TACK, SURFACE COURSE	6
407	20000	11	GAL	TACK COAT , TRACKLESS TACK , INTERMEDIATE COURSE	6
442	00201	10	CY	ASPHALT CONCRETE SURFACE COURSE, 9.5MM, TYPE A (446), AS PER PLAN (1.25")	7
442	20201	14	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448), AS PER PLAN (1.75")	7
512	10300	134	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
512	44400	274	SY	TYPE B WATERPROOFING	
516	31000	111	FT	JOINT SEALER	
846	00100	89	FT	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	

RIC-61-0479 SFN 7003145 (04/S<2/BR)

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	71	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	18
512	10300	432	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	18
512	73500	11	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY-FED RESIN	
512	74000	71	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
516	31000	83	FT	JOINT SEALER	
519	11100	18	SF	PATCHING CONCRETE STRUCTURE	
606	35150	4	EA	BRIDGE TERMINAL ASSEMBLY REBUILT, TYPE 4, AS PER PLAN	18, 21
614	12336	1	EA	WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)	
614	13302	5	EA	BARRIER REFLECTOR, TYPE B2	
614	13360	5	EA	OBJECT MARKER, TWO WAY	
614	21200	0.07	MILE	WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I (BLACK)	
614	21200	0.19	MILE	WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I (YELLOW)	
614	22200	0.06	MILE	WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I (BLACK)	
614	22200	0.11	MILE	WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I (WHITE)	
614	26400	22	FT	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I	
622	41000	230	FT	PORTABLE BARRIER, 32"	

NOTE: ALL QUANTITIES CARRIED TO THE GENERAL SUMMARY

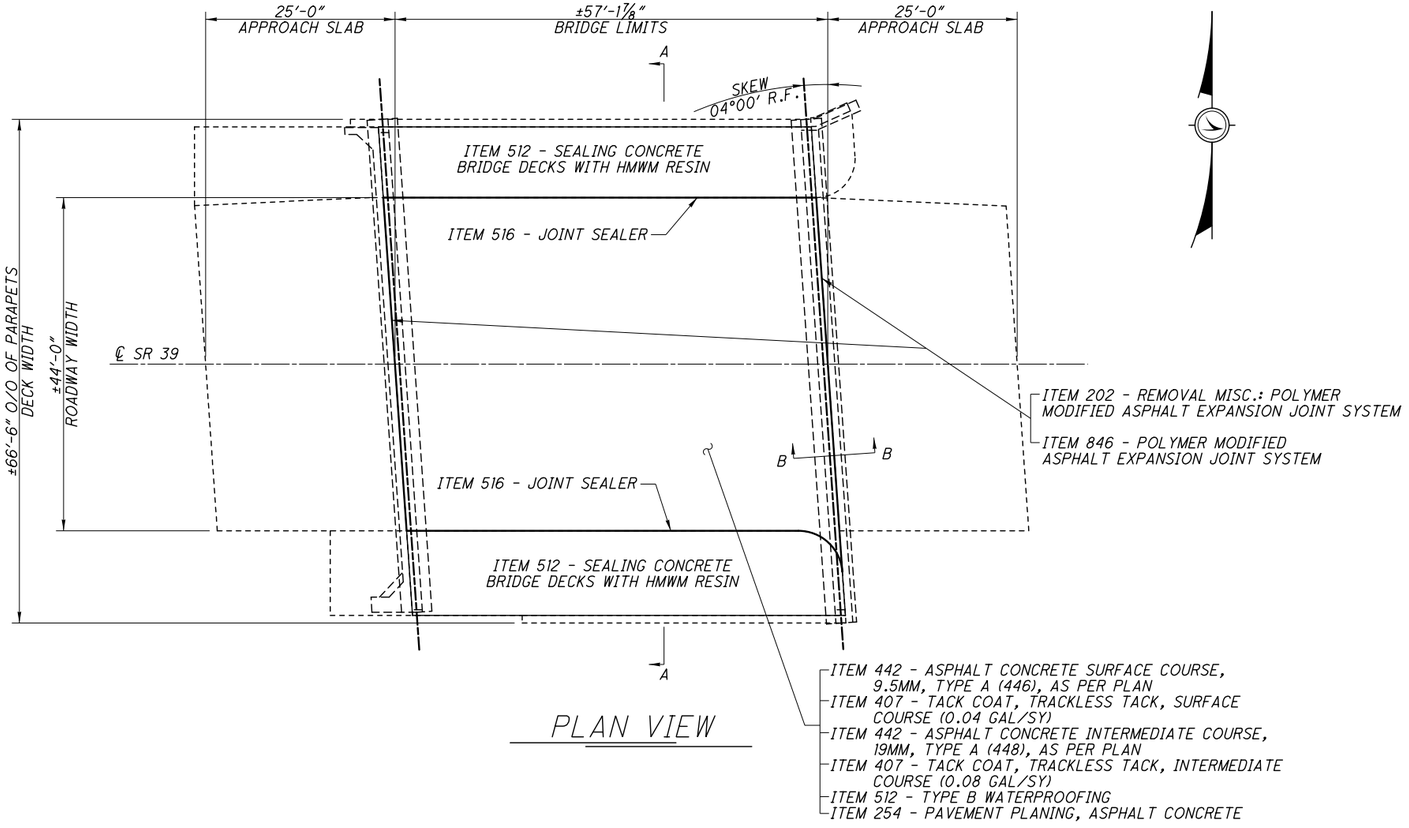
DESIGN FILE: d:\projects\8683g\structures\8683gg001_STR.dgn
WORKSTATION: gschlett
DATE: 4/8/2015
MODELNAME: Design

DESIGN AGENCY
ODOT DISTRICT THREE OFFICE
OF PLANNING AND ENGINEERING

DATE 4/6/15
REVIEWED CLB
DRAWN KCK
REVISED KCK
DESIGNED KCK
CHECKED DJV

STRUCTURE SUMMARY

RIC-39-1.85
RIC-61-3.88
RIC-96-3.70



PLAN VIEW

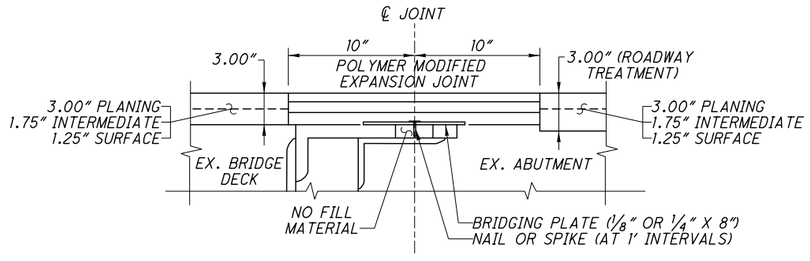
NOTES

- MAINTENENCE OF TRAFFIC
  THE CONTRACTOR SHALL MAINTAIN ONE LANE AT ALL TIMES ON THE BRIDGE USING FLAGGERS OR LIKE METHODS. ACCESS TO ALL DRIVES AND STREETS SHALL REMAIN OPEN AND UNOBSTRUCTED TO ACCESS FOR THE DURATION OF THE PROJECT UNLESS OTHERWISE SPECIFIED IN THESE PLANS.

- ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE
  PLANE 3.00 INCHES OFF OF THE SURFACE OF THE EXISTING ASPHALT CONCRETE OVERLAY OVER THE BRIDGE DECK, INCLUDING THE EXISTING POLYMER MODIFIED EXPANSION JOINT SYSTEMS ON BOTH SIDES OF THE DECK. CARE SHOULD BE TAKEN TO AVOID DAMAGE TO THE EXISTING CONCRETE BOX BEAMS AND COMPONENTS OF THE EXISTING POLYMER MODIFIED EXPANSION JOINT SYSTEMS. SHOULD DAMAGE OCCUR TO EITHER THE BOX BEAMS OR JOINT SYSTEMS, THE CONTRACTOR SHALL REPAIR SUCH DAMAGE IN A MANNER ACCEPTABLE TO AND TO THE SATISFACTION OF THE ENGINEER AT NO COST THE THE DEPARTMENT.

- ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN
  REMOVAL AND RE-INSTALLATION OF THE YELLOW PAINTED CURB WITHIN THE AREA THAT HMWM RESIN IS TO BE APPLIED SHALL BE CONSIDERED INCIDENTAL TO THE APPLICATION OF THE HMWM RESIN. ALL REMOVAL OF EXISTING MARKINGS SHALL BE COMPLETED IN ACCORDANCE WITH APPLICABLE SECTIONS OF THE 2013 C&MS. RE-INSTALLATION OF THE YELLOW PAINTED CURB AND ALL MATERIALS USED FOR THE RE-INSTALLATION SHALL BE IN ACCORDANCE WITH ITEM 642 TRAFFIC PAINT TO THE DISCRESSION OF THE ENGINEER.

- ITEM 512 - TYPE B WATERPROOFING
  EXTEND PRIMER AND WATERPROOFING FABRIC UP THE CURB TO THE HEIGHT OF THE SURFACE OF THE PROPOSED ASPHALT OVERLAY (3.00 INCHES).

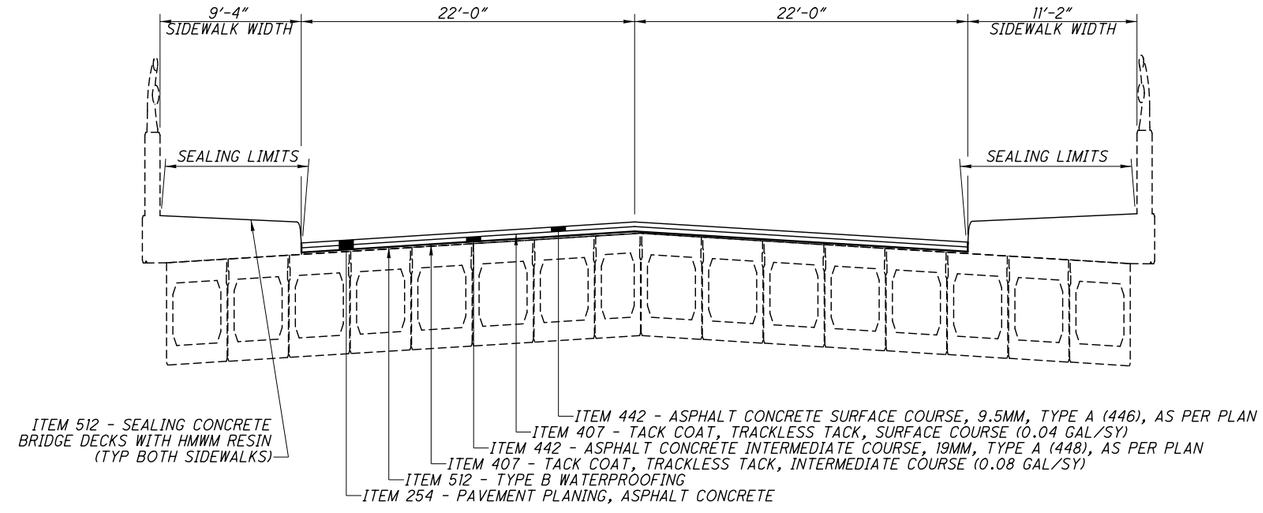


SECTION B-B

TYPICAL CONCRETE BOX BEAM EXPANSION JOINT DETAIL

ITEM	QUANTITY	UNIT	DESCRIPTON
202	89	FT	REMOVAL MISC.: POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM
254	288	SY	PAVEMENT PLANING, ASPHALT CONCRETE
407	22	GAL	TACK COAT, TRACKLESS TACK, INTERMEDIATE COURSE
407	11	GAL	TACK COAT, TRACKLESS TACK, SURFACE COURSE
442	10	CY	ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), AS PER PLAN (1.25")
442	14	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448), AS PER PLAN (1.75")
512	134	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN
512	274	SY	TYPE B WATERPROOFING
516	111	FT	JOINT SEALER
846	89	FT	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM

ALL QUANTITIES CARRED TO STRUCTURE SUMMARY



SECTION A-A

TRANSVERSE SECTION
NOTE: VERTICALLY EXAGGERATED

DESIGN AGENCY
ODOT DISTRICT THREE OFFICE OF PLANNING AND ENGINEERING

DESIGNED	DRAWN	REVIEWED	DATE
KCK	KCK	CLB	4/6/15
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DJV	KCK	7001975	

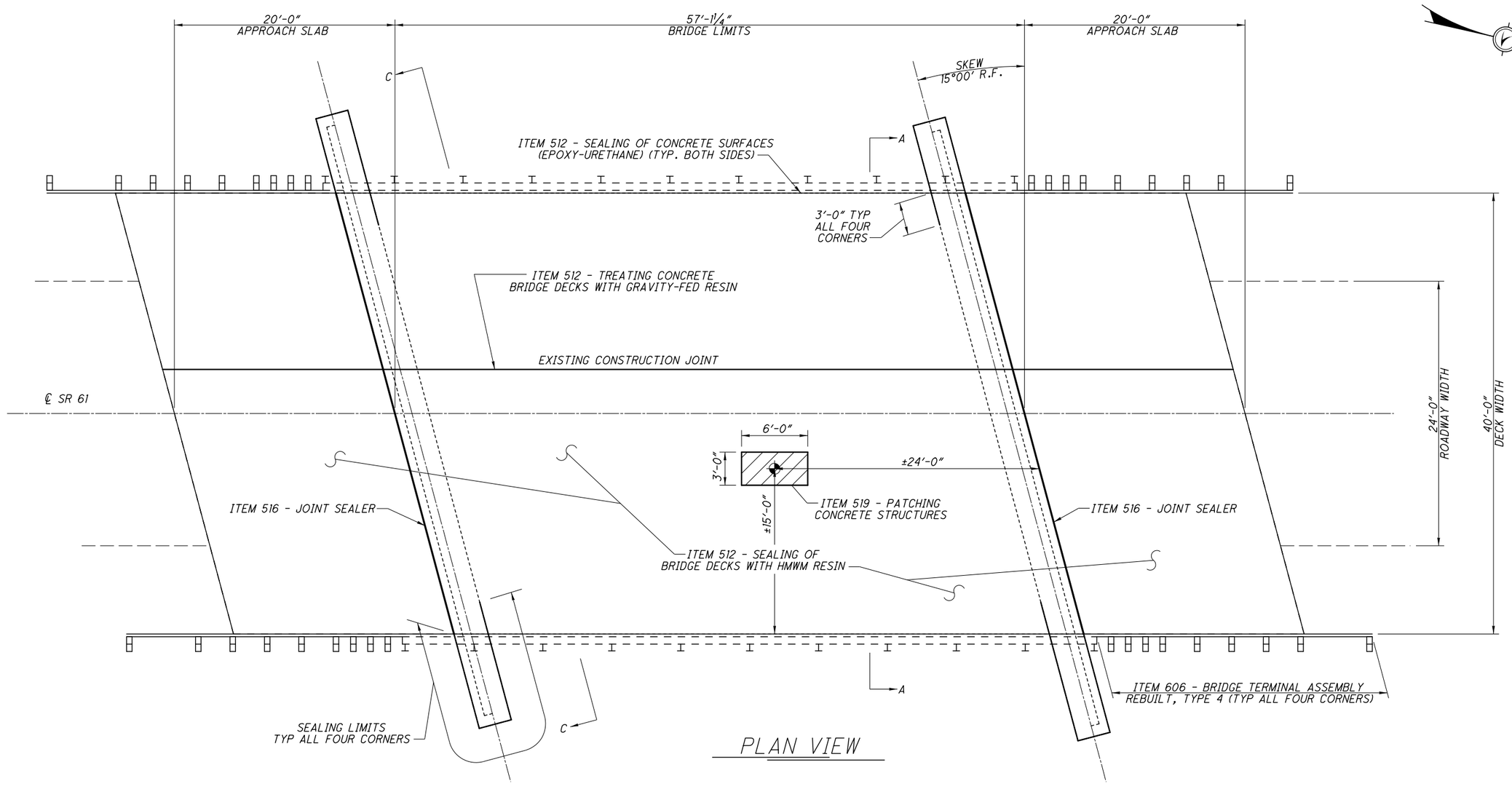
STRUCTURE DETAILS
STRUCTURE RIC-39-0352
STRUCTURE OVER BLACK FORK OF THE MOHICAN RIVER

RIC-39-1.85
RIC-61-3.88
RIC-96-3.70

1 / 1

17
21

DESIGN FILE: i:\projects\86839\structures\RIC-39-0352 SFN 7001975\RIC-39-0352_SFN 7001975.dgn
WORKSTATION: knapp
MODELNAME: Design
DATE: 4/6/2015



PLAN VIEW

ITEM	QUANTITY	UNIT	DESCRIPTION
512	71	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	432	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN
512	11	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN
512	71	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES
516	83	FT	JOINT SEALER
519	18	SF	PATCHING CONCRETE STRUCTURE
606	4	EA	BRIDGE TERMINAL ASSEMBLY REBUILT, TYPE 4

ALL QUANTITES CARRIED TO STRUCTURE SUMMARY

NOTES

- ITEM 512 - TREATING CONCRETE BRIDGE DECKS WITH GRAVITY-FED RESIN
  THE INTENT OF THIS ITEM IS TO SEAL THE EXISTING CONSTRUCTION JOINT ON THE BRIDGE DECK AND APPROACH SLABS WITH GRAVITY-FED RESIN PER 512.06 OF THE C&MS. THE CONTRACTOR SHALL PLACE THE RESIN WITHIN A ONE-FOOT WIDE STRIP CENTERED OVER THE CONSTRUCTION JOINT. PLACEMENT OF THE GRAVITY-FED RESIN SHALL TAKE PLACE PRIOR TO SEALING THE DECK WITH HMWM RESIN. PAYMENT FOR THIS ITEM WILL BE ON A PER SQUARE YARD BASIS FOR THE AREA OVER THE EXISTING CONSTRUCTION JOINT ON THE DECK AND APPROACH SLABS.

- ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
  THE INTENT OF THIS ITEM IS TO SEAL ALL EXPOSED CONCRETE ON ALL FOUR WINGWALLS, BOTH ABUTMENT FACES UP TO THREE FEET UNDER THE BRIDGE DECK, AND BOTH DECK EDGES. ANY EXISTING COATINGS FOUND ON THE SURFACES SHALL BE REMOVED PER AND PAID FOR USING ITEM 512 REMOVAL OF COATINGS FROM CONCRETE SURFACES.

- ITEM 606 - BRIDGE TERMINAL ASSEMBLY REBUILT, TYPE 4
  REBUILD THE BTAs IN ACCORDANCE WITH C&MS 606.05. REMOVAL OF THE EXISTING RAIL ELEMENTS FOR STORAGE AND RE-ERECTION SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM. REPLACE ALL POSTS, BLOCKOUTS, AND SPECIFIED HARDWARE.

DESIGN AGENCY
ODOT DISTRICT THREE OFFICE
OF PLANNING AND ENGINEERING

DESIGNED	DRAWN	REVIEWED	DATE
KCK	KCK	CLB	4/6/15
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DJV	KCK	7003145	

STRUCTURE DETAILS
STRUCTURE RIC-61-0479
STRUCTURE OVER BRANCH OF THE BLACK FORK RIVER

RIC-39-1.85
RIC-61-3.88
RIC-96-3.70

1 / 3

18
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DESIGN FILE: i:\projects\86839\structures\RIC-61-0479 SFN 7003145\RIC-61-0479_SFN 7003145.dgn
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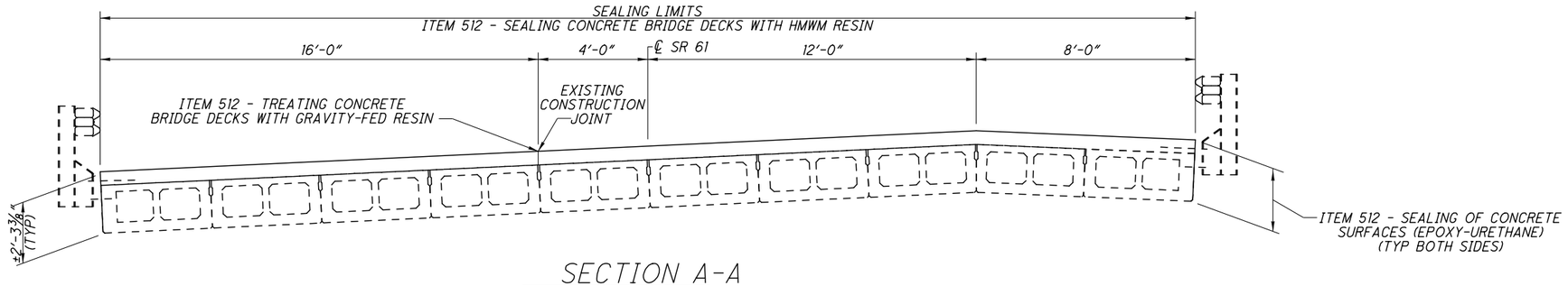
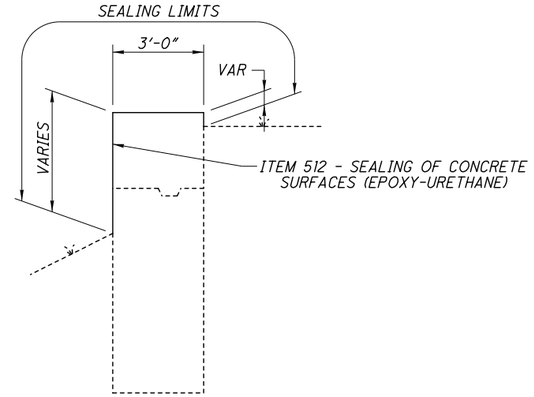
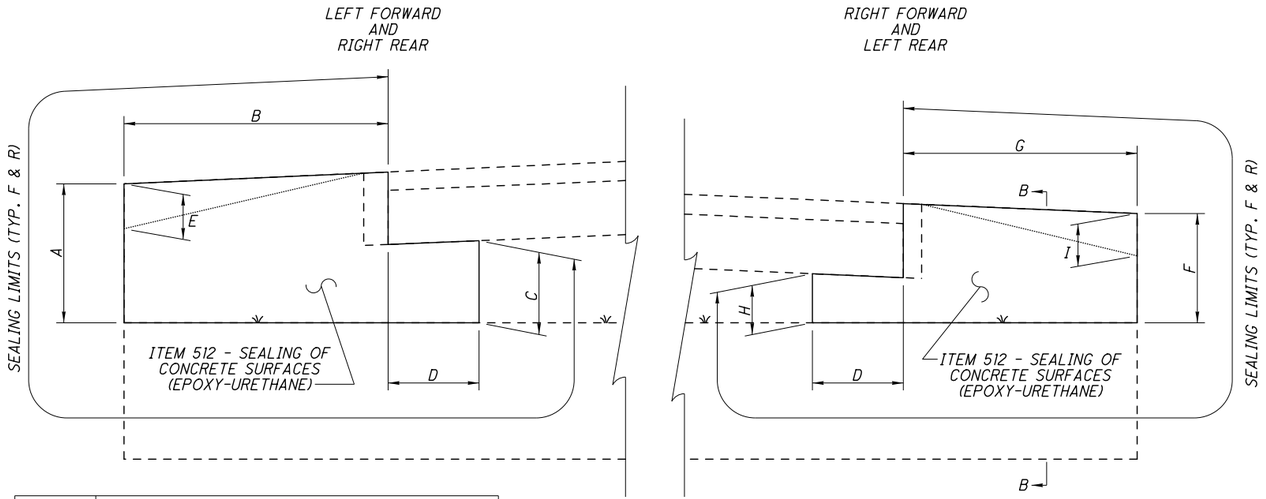
DATE: 4/6/2015
MODEL NAME: Design



SECTION A-A



SECTION B-B



ABUTMENT	LOCATION								
	A	B	C	D	E	F	G	H	I
FORWARD	4'-7"	6'-0"	3'-8"	3'-0"	2'-11"	4'-8"	10'-2"	4'-0"	2'-3"
REAR	7'-0"	6'-0"	5'-0"	3'-0"	4'-1"	5'-9"	6'-6"	3'-8"	2'-4"

VIEW C-C

REAR ABUTMENT SHOWN FORWARD SIMILAR

DESIGN AGENCY
ODOT DISTRICT THREE OFFICE
OF PLANNING AND ENGINEERING

DESIGNED	DRAWN	REVIEWED	DATE
KCK	KCK	CLB	4/6/15
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DJV	KCK	7003145	

STRUCTURE DETAILS
STRUCTURE RIC-61-0479
STRUCTURE OVER BRANCH OF THE BLACK FORK RIVER

RIC-39-1.85
RIC-61-3.88
RIC-96-3.70

2 / 3

19
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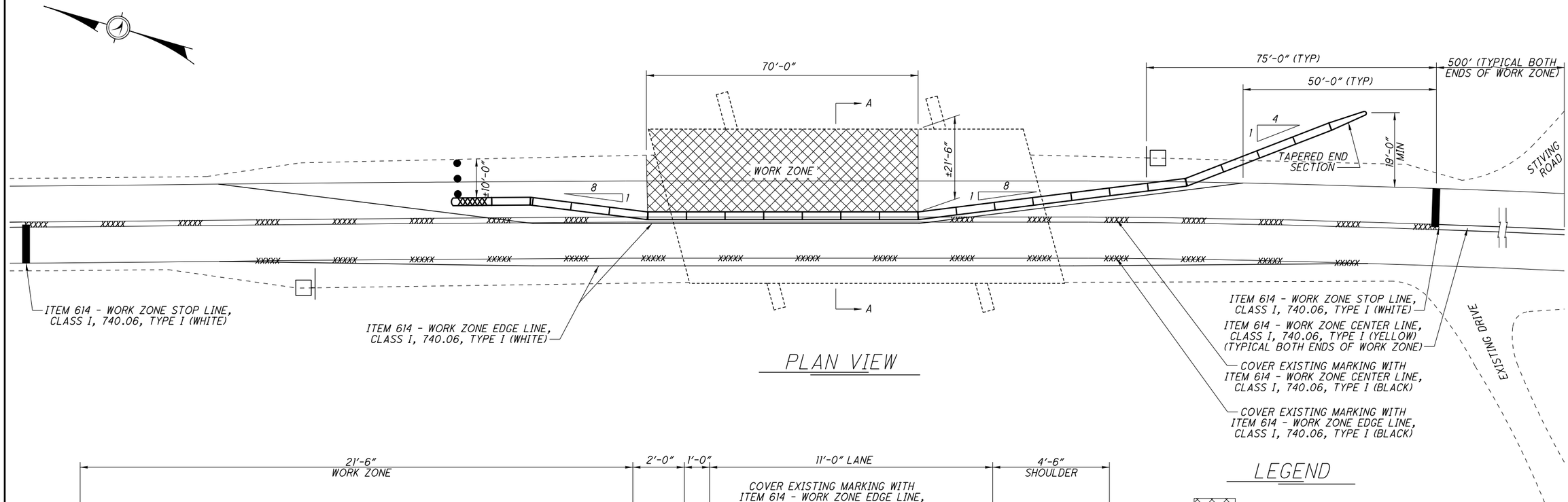
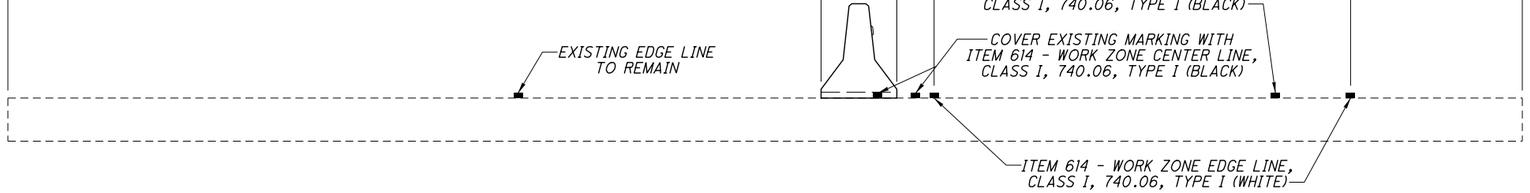
DESIGN FILE: i:\projects\86839\structures\RIC-61-0479 SFN 7003145\RIC-61-0479_SFN 7003145.dgn
WORKSTATION: kknopp
DATE: 4/6/2015
MODELNAME: Design



PLAN VIEW



TRANSVERSE SECTION A-A

LEGEND

- WORK ZONE
- XXXXX - COVER EXISTING MARKINGS
- PORTABLE BARRIER
- DRUMS/CONES
- TAPERED END TREATMENT
- SIGNAL SUPPORT

ITEM	QUANTITY	UNIT	DESCRIPTION
614	1	EA	WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)
614	5	EA	BARRIER REFLECTOR, TYPE B2
614	5	EA	OBJECT MARKER, TWO WAY
614	0.06	MILE	WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I (BLACK)
614	0.11	MILE	WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I (WHITE)
614	0.19	MILE	WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I (YELLOW)
614	0.07	MILE	WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I (BLACK)
614	22	FT	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I (WHITE)
622	230	FT	PORTABLE BARRIER, 32"

ALL QUANTITES CARRIED TO STRUCTURE SUMMARY

SIGNAL TIMING

A TWO PHASE CONTROLLER WITH CABINET CAPABLE OF BEING SET WITH THE FOLLOWING SPLITS SHALL BE FURNISHED:

CYCLE LENGTH SHALL BE SET TO 60 SECONDS

	GREEN	AMBER	ALL RED
PHASE A	15 SEC	5 SEC	10 SEC
PHASE B	15 SEC	5 SEC	10 SEC

THE ABOVE TIMING MAY BE CHANGED AT THE DISCRETION OF THE ENGINEER.

NOTES

FOR ALL DETAILS NOT SHOW ON THIS DRAWING INCLUDING BUT NOT LIMITED TO SIGNS, SIGN SPACING, AND DIMENSIONS, SEE STANDARD CONSTRUCTION DRAWING MT-96.11.

THE INTENT OF THE SIGNALIZED LANE CLOSURE IS TO ALLOW FOR THE MAINTENANCE OF TRAFFIC WHILE WORK FOR ITEM 519 PATCHING CONCRETE STRUCTURES TAKES PLACE. THE SIGNALIZED CLOSURE IS TO BE USED FOR NO LONGER THAN NECESSARY TO COMPLETE THE STATED WORK FOR ITEM 519. UPON COMPLETION OF THIS WORK, THE CONCRETE PATCH SHALL BE COVERED WITH A STEEL PLATE AND AN ASPHALT WEDGE SHALL BE PLACED AROUND IT FOR THE DURATION OF THE CURE TIME. AT THAT TIME THE SIGNALIZED CLOSURE SHALL BE REMOVED.

FOR ALL OTHER WORK, FLAGGERS SHALL BE USED IN ACCORDANCE WITH ALL APPLICABLE STANDARD CONSTRUCTION DRAWINGS.

ACCESS SHALL BE MAINTAINED AT ALL TIMES TO THE EXISTING DRIVE AND STIVING ROAD ON THE SOUTH END OF THE PROJECT. THE SIGNAL ON THE SOUTH END OF THE PROJECT SHALL BE POSITIONED IN SUCH A WAY AS TO BE VISIBLE TO MOTORISTS AT THE EXISTING DRIVE AND ON STIVING ROAD.

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I
USE THIS ITEM, WHITE IN COLOR FOR THE WORK ZONE EDGE LINE. USE THIS ITEM, BLACK IN COLOR TO COVER THE EXISTING EDGE LINE AS SHOWN ON THIS SHEET.

ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I
USE THIS ITEM, BLACK IN COLOR TO COVER THE EXISTING CENTER LINE AS SHOWN ON THIS SHEET.

DESIGN AGENCY
ODOT DISTRICT THREE OFFICE
OF PLANNING AND ENGINEERING

DESIGNED	DRAWN	REVIEWED	DATE
KCK	KCK	CLB	4/6/15
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DJV	KCK	7003145	

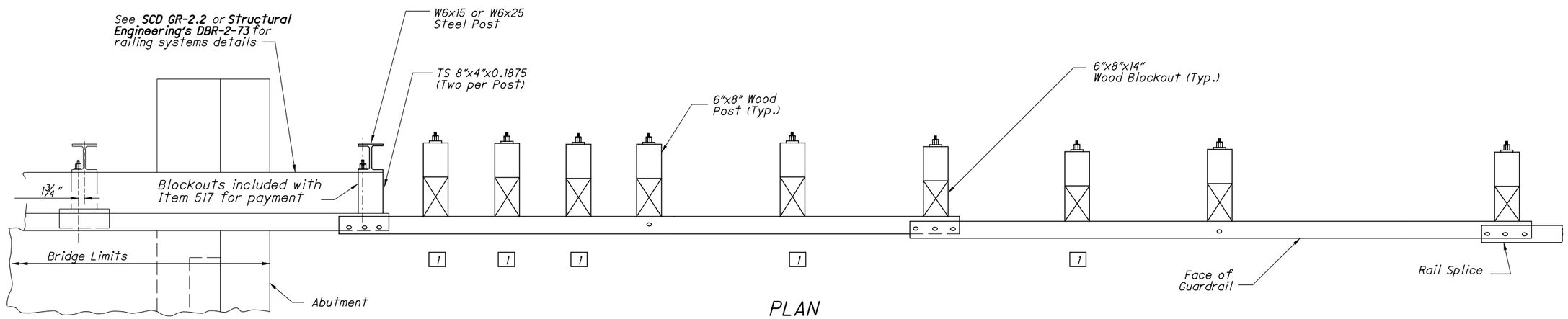
MAINTENANCE OF TRAFFIC
STRUCTURE RIC-61-0479
STRUCTURE OVER BRANCH OF THE BLACK FORK RIVER

RIC-39-1.85
RIC-61-3.88
RIC-96-3.70

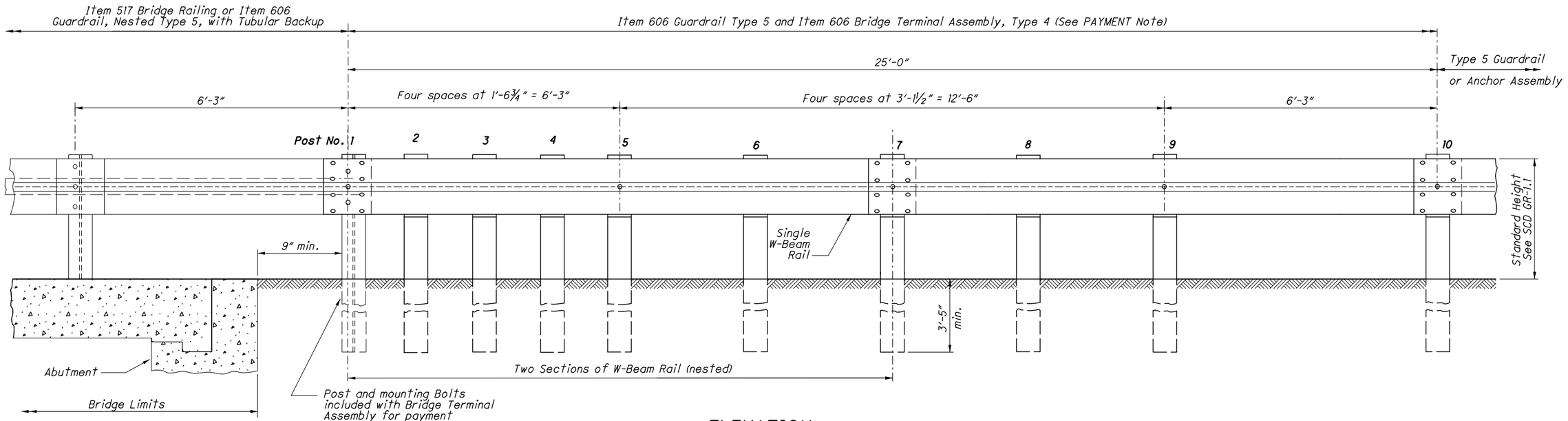
3 / 3

20
21

DESIGN FILE: i:\projects\86839\structures\RIC-61-0479 SFN 7003145\RIC-61-0479_SFN 7003145.dgn
WORKSTATION: kknapp
MODELNAME: Design
DATE: 4/6/2015



PLAN



ELEVATION

NOTES

GENERAL: *For additional details, see* ***SCD GR-1.1.***

APPLICATION: *The Type 4 Bridge Terminal Assembly shall connect Type 5 Guardrail runs to Type 5 Guardrail with Tubular Backup or to Deep Beam Bridge Guardrail (as shown on* ***Structural Engineering SCD DBR-2-73****).*

DETAIL INFORMATION: *The first post off the bridge shall be steel (W6x15 or W6x25). All holes in the off-structure end of the approach panel rail section spanning the abutment are slotted ¾"x2½". Tighten the bolts as specified for expansion joints in Item 606.05.*

POSTS: *Posts may be set in drilled holes or driven to grade. See* ***SCD GR-1.1*** *for additional Post embedment details. Guardrail is not attached to certian posts (see LEGEND).*

WOOD POSTS - Use square sawed pressure treated wood as specified in CMS 710.14 and fabricated with square ends. Bore bolt holes and trim the tops of posts, if required after the posts are set.

STEEL POSTS - are allowed as an alternate. Use W6x9 or W6x8.5 in lieu of the 6"x8" wood post. Use same post material through-out assembly.

BLOCKOUTS: *Use wood blockouts only. Steel or plastic blockouts are not permitted. Notched wood blockouts are used with steel posts.*

FLARED GUARDRAIL: *Start Standard Guardrail Flares as shown on* ***SCD GR-5.1*** *at or beyond Post No. 10; however, the flare may begin at Post No. 7.*

PAYMENT: Item 606 - Bridge Terminal Assembly, Type 4, Each, *includes the cost of extra components in excess of normal guardrail, such as additional posts and other hardware. The TS 8"x4" spacers and tubular backup rail extending to the first post off the bridge is included with* ***Item 517 - Railing,*** *or* ***Item 606 - Guardrail, Nested Type 5 with Tubular Backup,*** *for payment.*

LEGEND

[1] *Guardrail is not attached to posts at Posts 2, 3, 4, 6, and 8. Blockout is fastened to post with standard Post Bolt.*

OFFICE OF ROADWAY ENGINEERING

DESIGNED | REVIEWED

REVISION DATE | CHECKED

PIS NUMBER

PLAN INSERT SHEET

BRIDGE TERMINAL ASSEMBLY, TYPE 4

PIS GR-3.4

1 / 1

21 / 21

DESIGN FILE: ii:\projects\86839\roadway\sheets\PIS_GR-3.4_1-18-2013.dgn MODEL NAME: Sheet
WORKSTATION: kknapp DATE: 4/6/2015