

I:\Project+Data\AR\101960_US36_SR49_SRT571\Design\Roadway\Sheets\101960_06001.dgn Sheet 5/13/2020 9:42:27 AM cweiss

SHEET NUM.											PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
5	6	7	9	11	12	13	01/NHS/PV	02/S<2/PV										
ROADWAY																		
1								1	623	39500	1	EACH	MONUMENT BOX ADJUSTED TO GRADE					
	3,054						452	2,602	SPECIAL	69012150	3,054	GAL	ASPHALT REJUVENATING AGENT	6				
	LS						LS	LS	SPECIAL	69012160	LS		TESTING	6				
DRAINAGE																		
17							4	13	611	99654	17	EACH	MANHOLE ADJUSTED TO GRADE					
PAVEMENT																		
3,000							2,000	1,000	253	01001	3,000	SY	PAVEMENT REPAIR, AS PER PLAN	5				
					70,454		10,415	60,039	254	01000	70,454	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1 3/4" Depth					
250							50	200	254	01601	250	SY	PATCHING PLANED SURFACE, AS PER PLAN	5				
					5,998		888	5,110	407	20000	5,998	GAL	NON-TRACKING TACK COAT					
					3,431		508	2,923	442	20001	3,431	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448), AS PER PLAN, PG76-22M	5				
					118		24	94	617	10100	118	CY	COMPACTED AGGREGATE					
WATER WORK																		
16							6	10	638	10800	16	EACH	VALVE BOX ADJUSTED TO GRADE					
TRAFFIC CONTROL																		
						24			24	621	00100	24	EACH	RPM				
						24			24	621	54000	24	EACH	RAISED PAVEMENT MARKER REMOVED				
					0.28				0.28	642	00104	0.28	MILE	EDGE LINE, 6", TYPE 1				
					0.23				0.23	642	00300	0.23	MILE	CENTER LINE, TYPE 1				
					4.85		2.4	2.45	644	00100	4.85	MILE	EDGE LINE, 4"					
					1.49				1.49	644	00200	1.49	MILE	LANE LINE, 4"				
					2.44		1.34	1.1	644	00300	2.44	MILE	CENTER LINE					
					2,618			2,618	644	00400	2,618	FT	CHANNELIZING LINE, 8"					
					585		109	476	644	00500	585	FT	STOP LINE					
					1,433		314	1,119	644	00600	1,433	FT	CROSSWALK LINE					
					784			784	644	00700	784	FT	TRANSVERSE/DIAGONAL LINE					
					229			229	644	00900	229	SF	ISLAND MARKING					
1									644	01000	3	EACH	RAILROAD SYMBOL MARKING					
									1	644	01110	1	EACH	SCHOOL SYMBOL MARKING, 96"				
					34			34	644	01300	34	EACH	LANE ARROW					
					600			600	644	01500	600	FT	DOTTED LINE, 4"					
TRAFFIC SIGNALS																		
22									22	632	26501	22	EACH	DETECTOR LOOP, AS PER PLAN	5			
22									22	632	27201	22	EACH	LOOP DETECTOR TIE IN, AS PER PLAN	5			
MAINTENANCE OF TRAFFIC																		
				80					80	614	11110	80	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE				
					14				8	6	614	12460	14	EACH	WORK ZONE MARKING SIGN			
					2.98					2.98	614	20550	2.98	MILE	WORK ZONE LANE LINE, CLASS III, 4", 642 PAINT			
					0.46					0.46	614	21100	0.46	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT			
					4.88				2.68	2.2	614	21550	4.88	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT			
					4.9					4.9	614	22350	4.9	MILE	WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT			
					5,236					5,236	614	23680	5,236	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT			
					834				118	716	614	26610	834	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT			
					68					68	614	30650	68	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT			
					6				6	614	32210	6	EACH	WORK ZONE RAILROAD SYMBOL MARKING, CLASS III, 642 PAINT				
INCIDENTALS																		
									LS	LS	614	11000	LS	MAINTAINING TRAFFIC				
									LS	LS	624	10000	LS	MOBILIZATION				

GENERAL SUMMARY

DAR - 36 / 49 / 571 - VAR

ALIGNMENT AND PROFILE

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

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN

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

THE AREAS OF ITEM 253, PAVEMENT REPAIR, AS PER PLAN ARE LOCATED THROUGHOUT THE PROJECT LIMITS.

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. THE AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND SAWED OR MILLED TO A NEAT LINE. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT. THE ENTIRE AREA INCLUDING VERTICAL FACES SHALL BE COATED PRIOR TO PLACING THE REPLACEMENT MATERIAL PER 253.03. THE REPLACEMENT MATERIAL SHALL BE ITEM 301 - ASPHALT CONCRETE BASE, PG64-22.

THE ESTIMATED PAVEMENT REPAIR AREAS SHALL BE A MINIMUM OF 4 FEET IN WIDTH AND 4 INCHES IN DEPTH MEASURED FROM THE TOP OF THE MILLED SURFACE OR AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

PARTICIPATION 1 = 2000 SQ YD
PARTICIPATION 2 = 1000 SQ YD
ITEM 253 - PAVEMENT REPAIR, AS PER PLAN = 3000 SQ YD

COORDINATION OF WORK:

D07-CR-FY20 (PID 102031)
DAR-49-12.22/18.38 (PID 101153)

THE CONTRACTOR IS ADVISED THAT ADJACENT CONSTRUCTION PROJECTS WITHIN OR NEAR THE WORK LIMITS OF THIS PLAN MAY IMPACT THE PROJECT SCHEDULE, SEQUENCE OF CONSTRUCTION AND/OR TRAFFIC CONTROL BETWEEN ADJACENT ZONES. THE CONTRACTOR IS REQUIRED TO COORDINATE ALL MAINTENANCE OF TRAFFIC OPERATIONS WITH ADJACENT CONSTRUCTION PROJECTS. COOPERATION WITH THE ENGINEER, INSPECTORS AND ALL OTHER CONTRACTORS ON OR ADJACENT TO THE PROJECT IS REQUIRED PER CMS 105.08.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448), AS PER PLAN

THE MATERIAL USED FOR THE RESURFACING SHALL CONSIST OF ONE AND THREE QUARTERS INCH (1.75") OF ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, (448), AS PER PLAN. THE BINDER SHALL BE PG 76-22M.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

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

THE APPROXIMATE DEPTH OF PAVEMENT PLANING SHALL BE ONE AND THREE QUARTERS INCH (1 3/4") AS SHOWN ON THE TYPICAL SECTIONS.

THERE MAY BE A BRICK BASE UNDER THE INTERSECTION APPROACH PAVEMENT. IF A BRICK BASE IS ENCOUNTERED WHEN PLANING THE APPROACHES, THEN THE PLANING DEPTH SHALL BE AS DIRECTED BY THE ENGINEER.

THE APPROXIMATE WIDTH OF THE PAVEMENT PLANING WILL VARY FROM 23.5' TO 71.0'.

THE CONTRACTOR SHALL BEGIN PLACEMENT OF ITEM 442 - ASPHALT CONCRETE WITHIN 48 HOURS AFTER ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE IS COMPLETED ON A DAILY OPERATION.

THERE ARE TWENTY SIX (26) INTERSECTIONS WITHIN THE LIMITS OF THE PAVEMENT PLANING.

THERE ARE APPROXIMATELY SEVENTY ONE (71) CASTINGS WITHIN THE PLANING AREA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ALL LABOR AND EQUIPMENT NECESSARY TO MAINTAIN TRAFFIC AROUND THE CASTINGS AND SHALL INCLUDE THE COST IN THE UNIT PRICE BID FOR: ITEM 614 - MAINTAINING TRAFFIC

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

PARTICIPATION 1
ITEM 611 - MANHOLE ADJUSTED TO GRADE = 4 EACH
ITEM 638 - VALVE BOX ADJUSTED TO GRADE = 6 EACH

PARTICIPATION 2
ITEM 611 - MANHOLE ADJUSTED TO GRADE = 13 EACH
ITEM 638 - VALVE BOX ADJUSTED TO GRADE = 10 EACH
ITEM 623 - MONUMENT BOX ADJUSTED TO GRADE = 1 EACH

ANY CASTINGS THAT REQUIRE ADJUSTING DURING CONSTRUCTION ARE THE RESPONSIBILITY OF THE CONTRACTOR. ALL LABOR, MATERIAL AND EQUIPMENT NECESSARY FOR THE ADJUSTMENTS OF CASTINGS SHALL BE INCLUDED IN ITEMS 611, 623 AND 638. ANY NEW CASTINGS REQUIRED SHALL BE FURNISHED TO THE CONTRACTOR BY THE CITY OF GREENVILLE. ADJUSTING DEVICES ON MANHOLE COVERS ARE PROHIBITED.

ITEM 254 - PATCHING PLANED SURFACE, AS PER PLAN

PAVEMENT AREAS DESIGNATED FOR PATCHING AFTER PAVEMENT PLANING OPERATION SHALL BE MILLED 2 INCHES (2") IN DEPTH AND PATCHED PER 254.04.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

PARTICIPATION 1 = 50 SQ YD
PARTICIPATION 2 = 200 SQ YD
ITEM 254 - PATCHING PLANED SURFACE, AS PER PLAN = 250 SQ YD

ITEM 632 - DETECTOR LOOP, AS PER PLAN

DURING THE COURSE OF THIS CONTRACT, IT MAY BE NECESSARY FOR THE CONTRACTOR TO COORDINATE LOOP DETECTOR WORK WITH THE OHIO DEPARTMENT OF TRANSPORTATION (ODOT) AND OTHER CONTRACTORS INVOLVED WITH ASPHALT PLANING AND RESURFACING PROJECTS. THE CONTRACTOR SHALL REPLACE LOOP DETECTORS REMOVED BY ASPHALT PLANING OPERATIONS AFTER THE PLACEMENT OF THE ASPHALT CONCRETE SURFACE COURSE.

THE CITY OF GREENVILLE WILL PROVIDE TO THE CONTRACTOR, A SET OF PLANS SHOWING THE LOCATION OF THE LOOPS TO BE REPLACED. THE CONTRACTOR SHALL COORDINATE ALL NECESSARY WORK.

THE FRONT EDGE OF THE POWERHEAD LOOP DETECTORS SHALL BE LOCATED 1 (ONE) TO 3 (THREE) FEET BEHIND THE REAR EDGE OF THE STOP LINE.

THE CONTRACTOR SHALL COORDINATE AND CORROBORATE THE LAYOUT OF ALL LOOP DETECTORS AND PAVEMENT MARKINGS WITH THE CITY OF GREENVILLE.

THE CITY OF GREENVILLE SHALL BE PRESENT WHEN THE CONTRACTOR MARKS THE LOCATION WHERE THE PAVEMENT IS TO BE SAWED TO BE ASSURED THAT THE PROPOSED LOOP DETECTORS ARE IN THE SAME PLACE AS THE EXISTING LOOP DETECTORS. ALL LOOP DETECTOR INSTALLATIONS SHALL BE MADE AFTER THE ASPHALT CONCRETE SURFACE COURSE IS PLACED.

THE CITY OF GREENVILLE SHALL BE RESPONSIBLE FOR DISCONNECTION AND RECONNECTION OF THE LOOP DETECTORS IN THE SYSTEM. THE CONTRACTOR SHALL GIVE THE CITY OF GREENVILLE, FORTY-EIGHT (48) HOURS NOTICE BEFORE BEGINNING PAVEMENT PLANING IN AREAS WITH LOOP DETECTORS.

STANDARD CONSTRUCTION DRAWING TC-82.10

LOCATIONS AND NUMBER OF LOOPS ARE AS FOLLOWS:

INTERSECTION	QUANTITY	DIMENSION/TYPE
SR 571 X WASHINGTON AVE	1	6' X 14' RECTANGULAR
SR 571 X GREEN ST.	1	6' X 18' POWERHEAD
SR 571 X SHOPPING MALL	1	6' X 18' POWERHEAD
SR 571 X SHOPPING MALL	1	6' X 22' POWERHEAD
SR 571 X SHOPPING MALL	1	6' X 18' RECTANGULAR
SR 571 X HIDDISON AVE	1	6' X 30' POWERHEAD
SR 571 X USR 36 (EB)	2	6' X 30' POWERHEAD
SR 571 X USR 36 (EB)	2	6' X 6' RECTANGULAR
SR 571 X USR 36 (EB)	3	6' X 18' RECTANGULAR
SR 571 X USR 36 (WB)	1	6' X 30' POWERHEAD
SR 571 X USR 36 (WB)	1	6' X 6' RECTANGULAR
SR 571 X USR 36 (WB)	3	6' X 18' RECTANGULAR
SR 571 X USR 36 (SB)	1	6' X 30' POWERHEAD
SR 571 X USR 36 (NB)	1	6' X 30' POWERHEAD
SR 571 X USR 36 (NB)	2	6' X 6' RECTANGULAR
	22	TOTAL

ITEM 632 - LOOP DETECTOR TIE-IN, AS PER PLAN

THIS WORK SHALL CONSIST OF MAKING CONNECTIONS TO EXISTING LOOP DETECTOR LEAD-IN WIRE, WHETHER THAT WIRE IS UNDERGROUND OR AERIAL. INCLUDED IN THIS ITEM IS THE POURED WATERPROOF EPOXY INSULATED SPLICE KIT (CONFORMING TO 725.15) THAT MUST BE USED IN MAKING THESE CONNECTIONS.

ALL CONNECTIONS OF THE LOOP WIRE TO THE LOOP LEADS SHALL BE SOLDERED PRIOR TO BEING PLACED IN THE SPLICE KITS.

THIS ITEM IS NEEDED ONLY WHEN A TIE-IN SITUATION EXISTS. WHEN ALL NEW LEAD-IN WIRE IS SPECIFIED IN THE PLAN, THIS ITEM OF WORK IS NOT REQUIRED.

PAYMENT FOR THIS ITEM WILL INCLUDE ALL NECESSARY LABOR, MISCELLANEOUS HARDWARE AND EQUIPMENT REQUIRED TO PROVIDE FOR THE LOOP DETECTOR TIE-IN AND OPERATION. BASIS OF PAYMENT WILL BE AT THE CONTRACT BID PRICE PER EACH.

ITEM 632 LOOP DETECTOR TIE-IN, AS PER PLAN = 22 EACH

PAVEMENT MARKINGS

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DOCUMENT THE LAYOUT OF THE EXISTING PAVEMENT MARKINGS INCLUDING EXISTING LANE AND SHOULDER WIDTHS IN A LOG AND SUBMIT TO THE DEPARTMENT FOR ACCEPTANCE. THE DEPARTMENT WILL NOT ALLOW THE CONTRACTOR TO PERFORM ANY PAVEMENT WORK FUNCTIONS (MILLING, OVERLAY, ETC.) UNTIL ACCEPTANCE OF THE SUBMITTED EXISTING MARKING LOG.

MARKINGS SHALL BE REPLACED IN KIND EXCEPT WHERE EXISTING MARKINGS DO NOT MEET THE CURRENT STANDARD CONSTRUCTION DRAWINGS. THE CONTRACTOR SHALL COORDINATE AND CORROBORATE THE PROPOSED LAYOUT OF ALL PAVEMENT MARKINGS PER APPLICABLE STANDARD CONSTRUCTION DRAWINGS WITH THE CITY OF GREENVILLE AND ODOT.

THE EXISTING SCHOOL MARKINGS ON SR 49 WILL NOT BE REPLACED ON THIS PROJECT SINCE THE SCHOOL HAS CLOSED.

NO PERMANENT PAVEMENT MARKINGS OR RAISED PAVEMENT MARKERS SHALL BE PLACED UNTIL THE ODOT PROJECT ENGINEER HAS APPROVED THE LOCATION AND/OR LAYOUT OF THE WORK ZONE PAVEMENT MARKINGS.

PAVEMENT MARKINGS ON INTERSECTING ROADWAYS

THE EDGE LINE SHALL BE CONTINUED AROUND ALL RADII TO MATCH THE EXISTING EDGE LINE OF THE INTERSECTING ROUTE. IF THE INTERSECTING ROUTE HAS A CENTER LINE MARKING, THE CENTER LINE SHALL BE RE-STRIPED OVER THE AREA OF RESURFACING.

ITEM 644 SCHOOL SYMBOL MARKING

ONE SCHOOL SYMBOL MARKING SHALL BE PLACED ON DAR-121-18.00±. THE CONTRACTOR SHALL CONFIRM THE PROPOSED LOCATION WITH THE ENGINEER PRIOR TO PLACEMENT OF THE MARKING.

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CALCULATED
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GENERAL NOTES

DAR -36 / 49 / 571 -VAR