

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

ERI-2-0.14

CITY OF HURON
CITY OF SANDUSKY
HURON TOWNSHIP
MARGARETTA TOWNSHIP
PERKINS TOWNSHIP
ERIE COUNTY

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF PAVEMENT REPAIRS, OVERLAYING WITH MICROSURFACING AND PLACING PAVEMENT MARKINGS ON THE PAVEMENT.

EARTH DISTURBED AREAS

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)


LIMITED ACCESS


THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

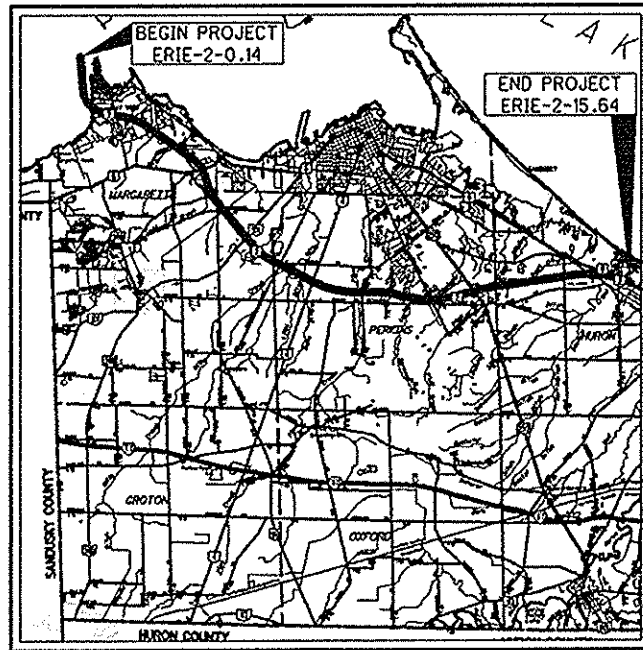
2013 SPECIFICATIONS

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 REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT DETOURS WILL BE PROVIDED AS INDICATED ON SHEET 23.

APPROVED  DATE 2-27-14 DISTRICT DEPUTY DIRECTOR

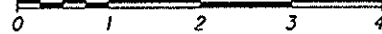
APPROVED  DATE 2-15-14 DIRECTOR, DEPARTMENT OF TRANSPORTATION



LOCATION MAP

LATITUDE: N 41° 24' 18" LONGITUDE: W 82° 44' 01"

SCALE IN MILES

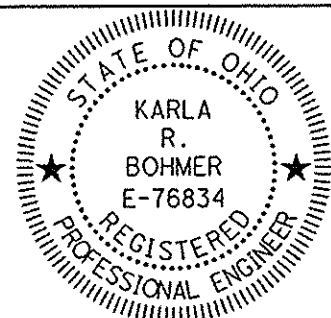


PORTION TO BE IMPROVED	-----
INTERSTATE HIGHWAY	=====
FEDERAL ROUTES	-----
STATE ROUTES	-----
COUNTY & TOWNSHIP ROADS	-----
OTHER ROADS	-----

INDEX OF SHEETS:

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ENGINEER'S SEAL:



SIGNED: Karla R. Bohmer
DATE: 2/27/14

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS	
BP-3.1	4/20/12	MT-101.90	7/19/13	SS800	4/18/14		
		MT-105.10	7/19/13	SS821	4/20/12		
DM-4.3	7/19/13			SS832	1/17/14		
DM-4.4	7/20/12	TC-41.20	10/18/13	SS921	4/20/12		
		TC-42.20	10/18/13				
MT-95.30	7/19/13	TC-52.10	10/18/13				
MT-95.31	7/19/13	TC-52.20	1/17/14				
MT-95.32	7/19/13	TC-65.10	1/17/14				
MT-95.50	7/19/13	TC-65.11	1/17/14				
MT-98.10	7/19/13	TC-71.10	1/17/14				
MT-98.11	7/19/13	TC-72.20	7/20/12				
MT-98.20	7/19/13						
MT-98.22	7/19/13						
MT-98.28	7/19/13						
MT-98.29	7/19/13						
MT-99.20	7/19/13						

UNDERGROUND UTILITIES

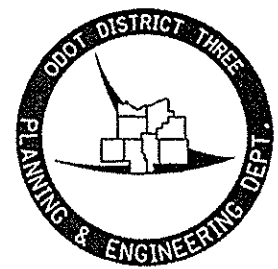
CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG

CALL
1-800-362-2764
(TOLL FREE)

OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

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

PLANS PREPARED BY:



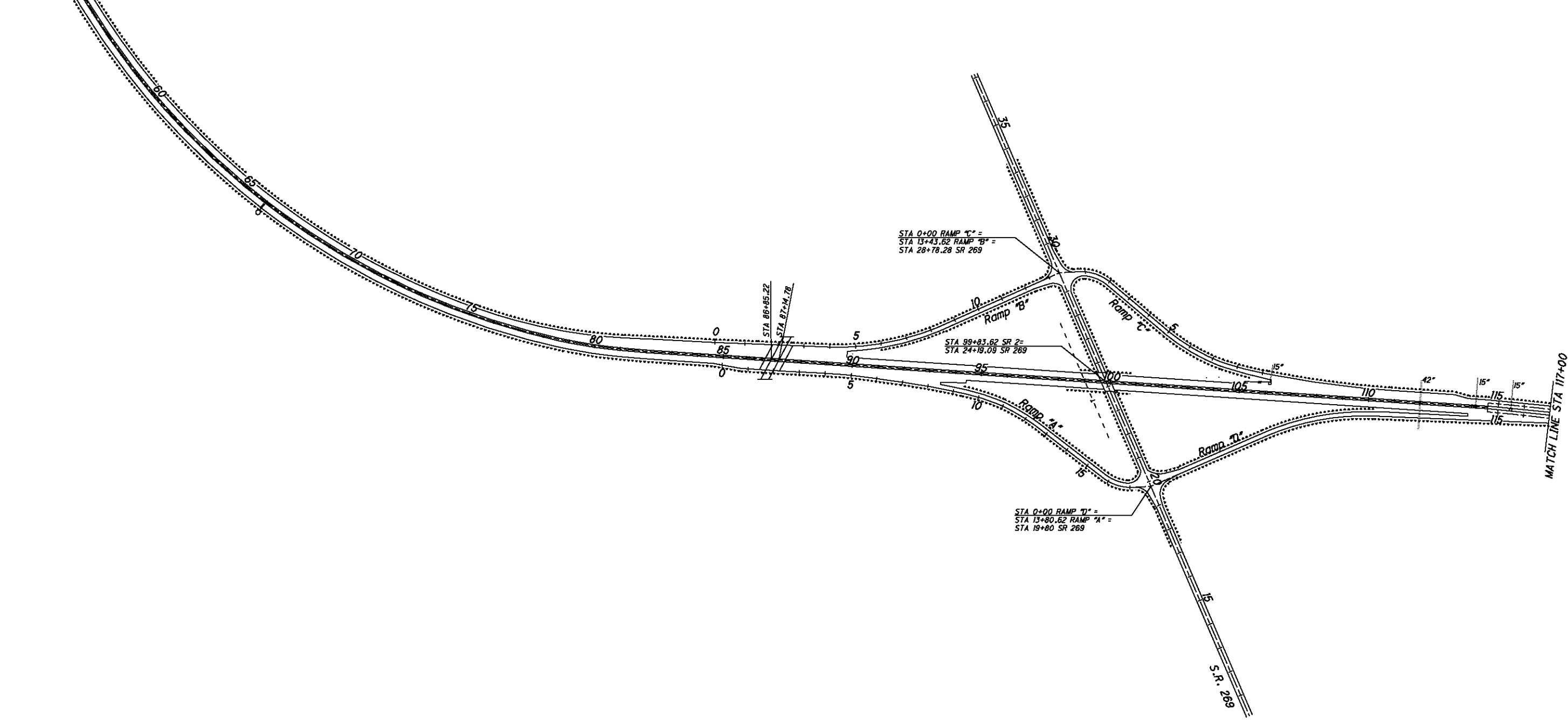
ERI - SR 0002 00.14
140376 PID - 79851
Dist 3 6/26/2014

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

FEDERAL PROJECT NO. E071173
PID NO. 79851
CONSTRUCTION PROJECT NO. NONE
RAILROAD COORDINATION
ERI-2-0.14
1/31



MATCH LINE STA 54+00

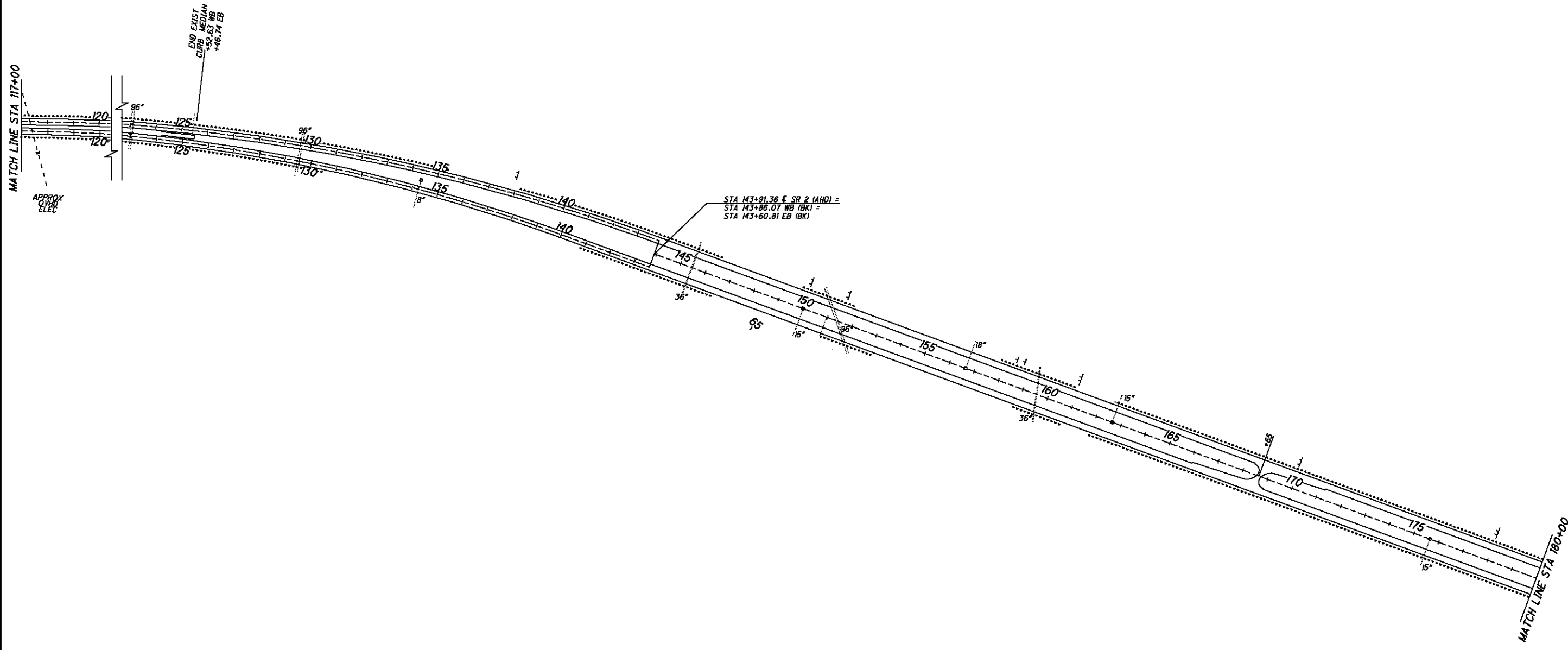


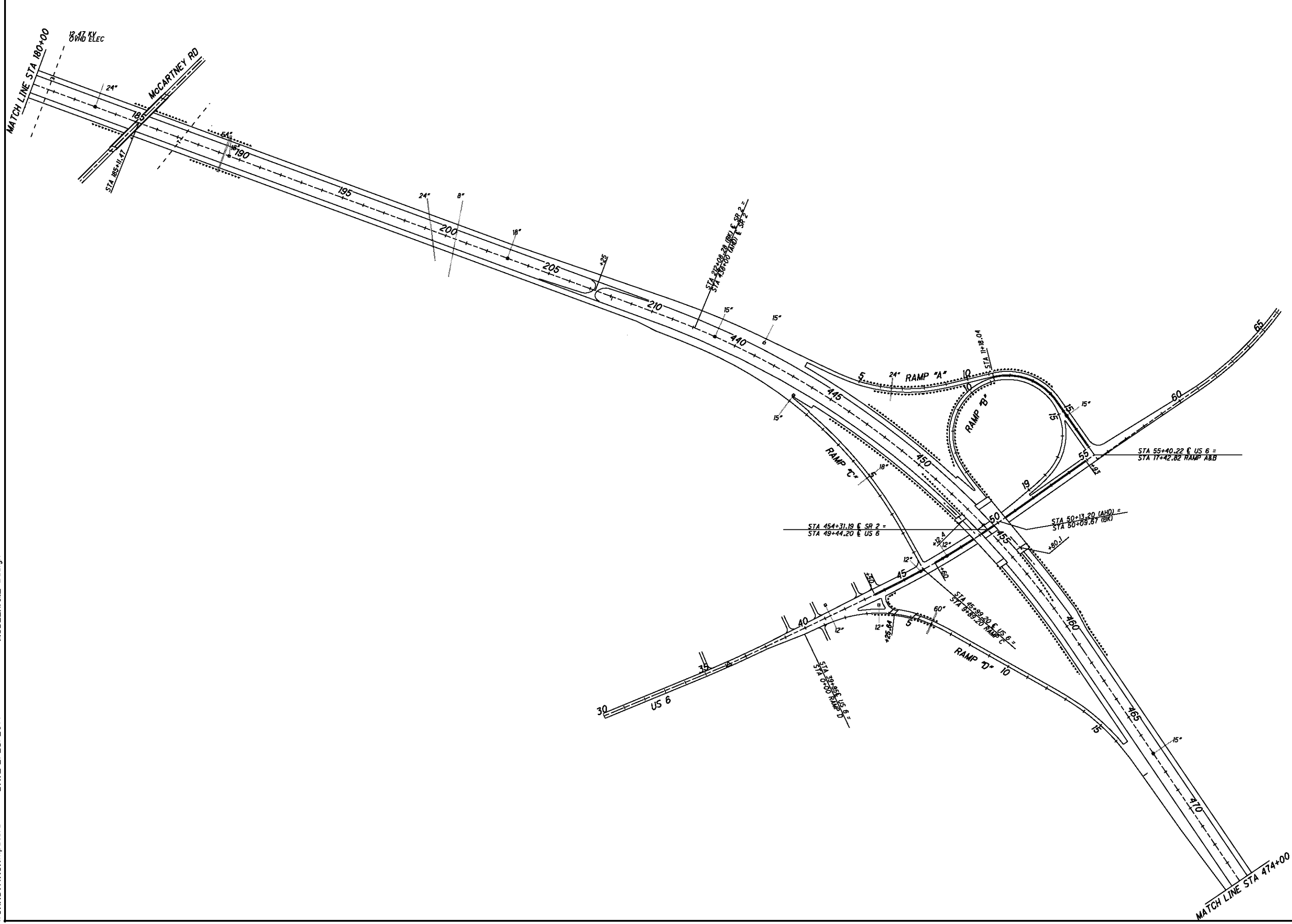
MATCH LINE STA 117+00

CALCULATED	MKP
CHECKED	KRB

**SCHEMATIC PLAN SR 2
 STA 54+00 TO STA 117+00**

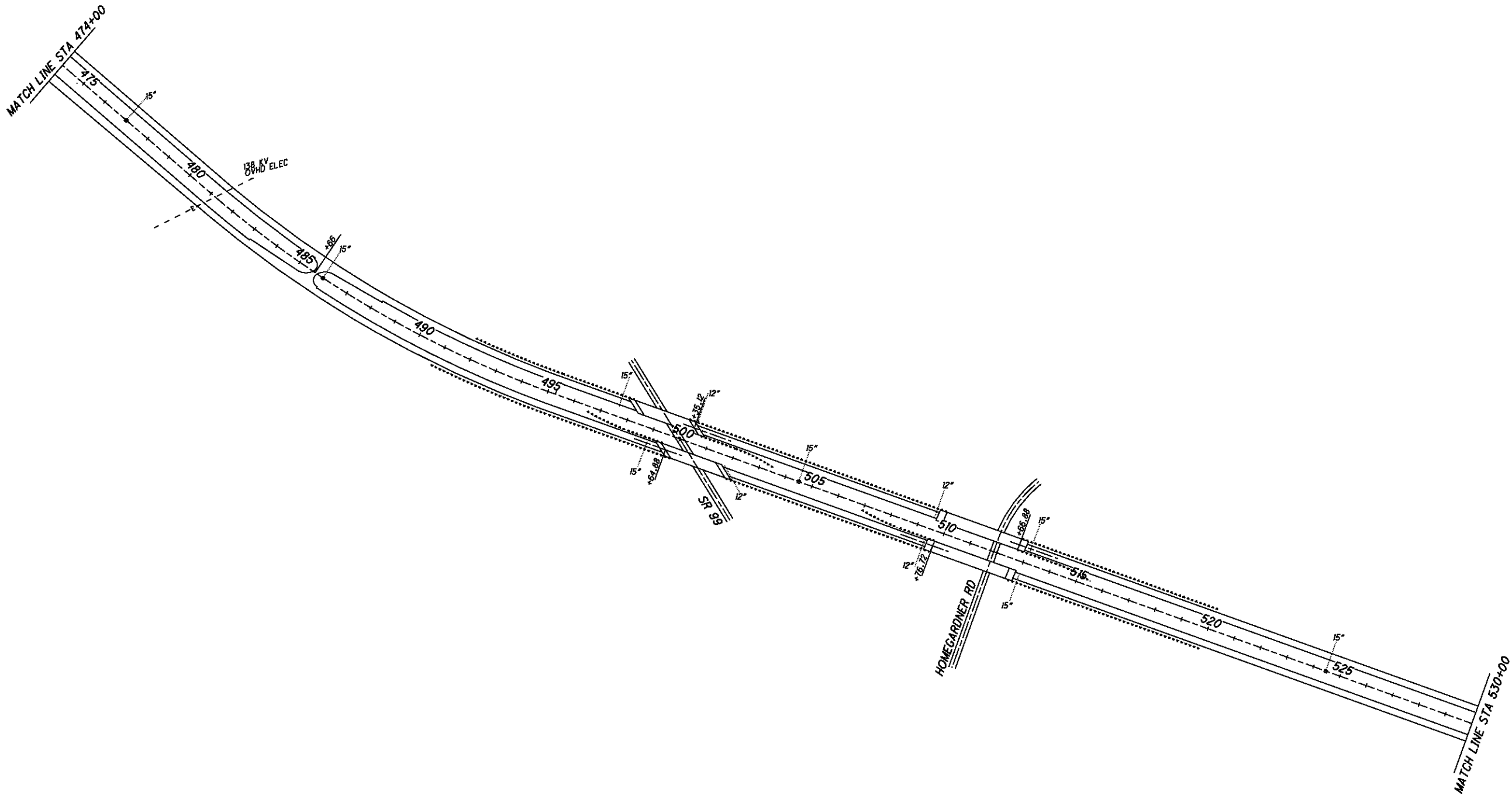
ERI-2-0.14

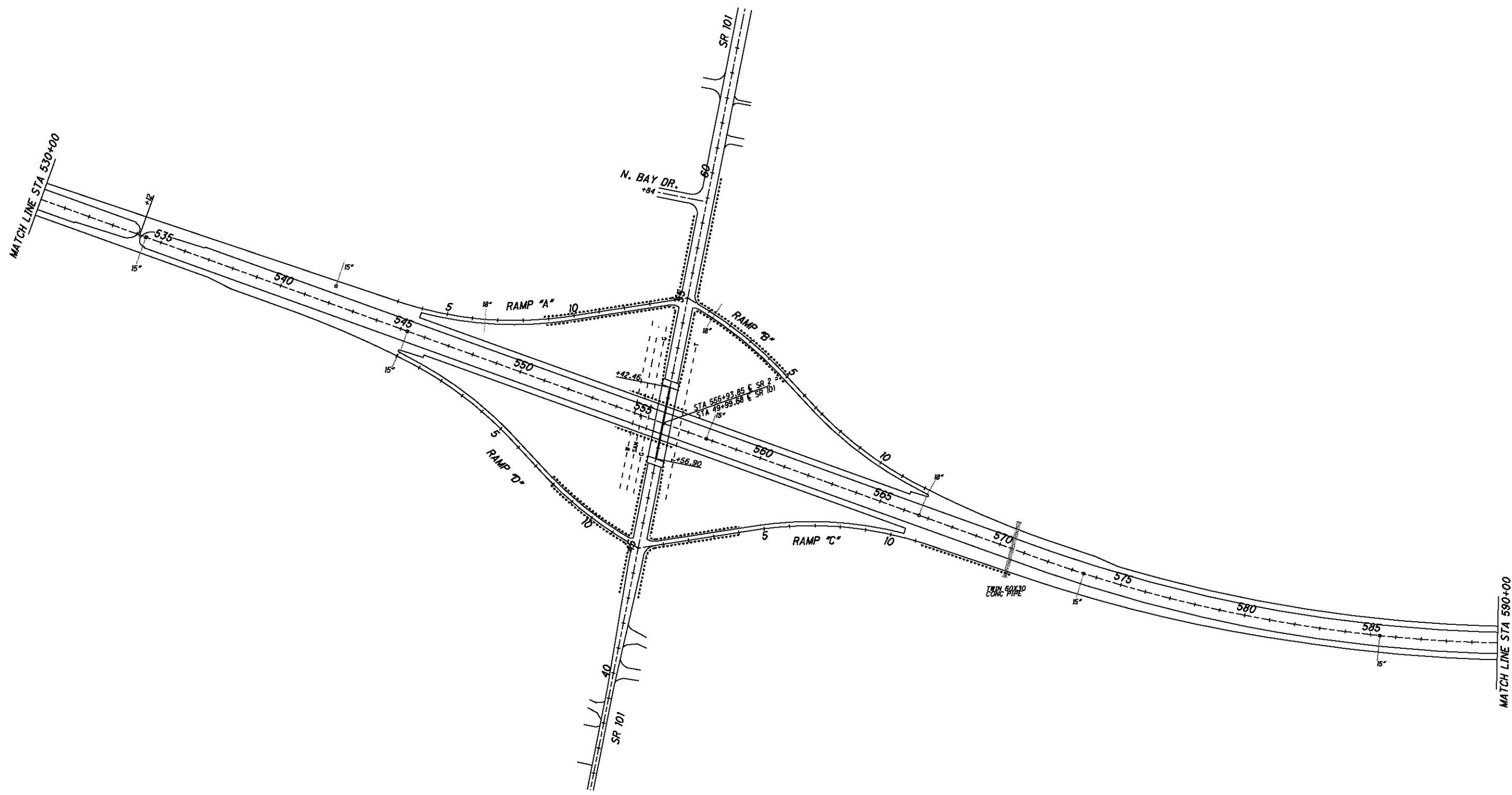


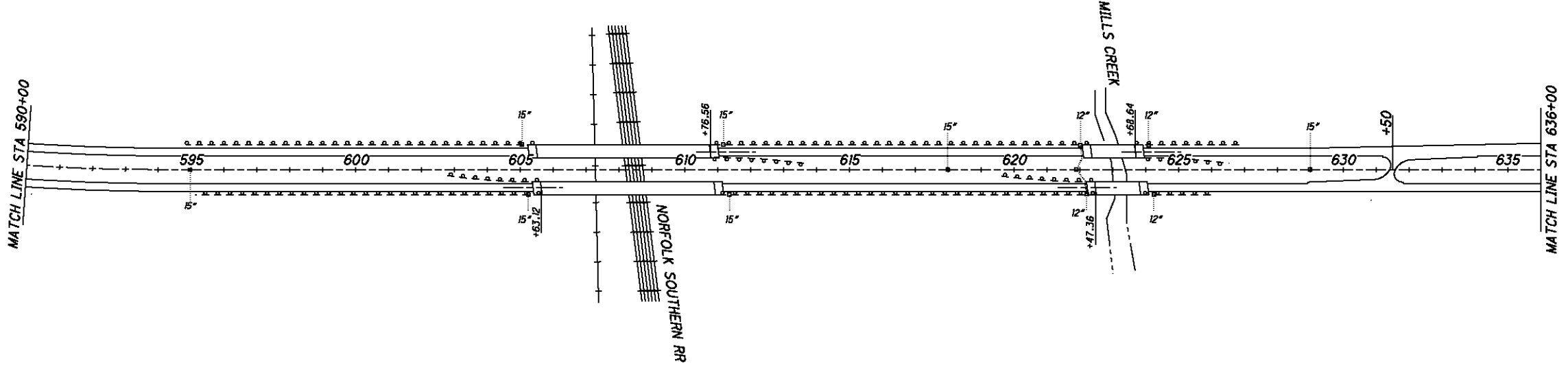


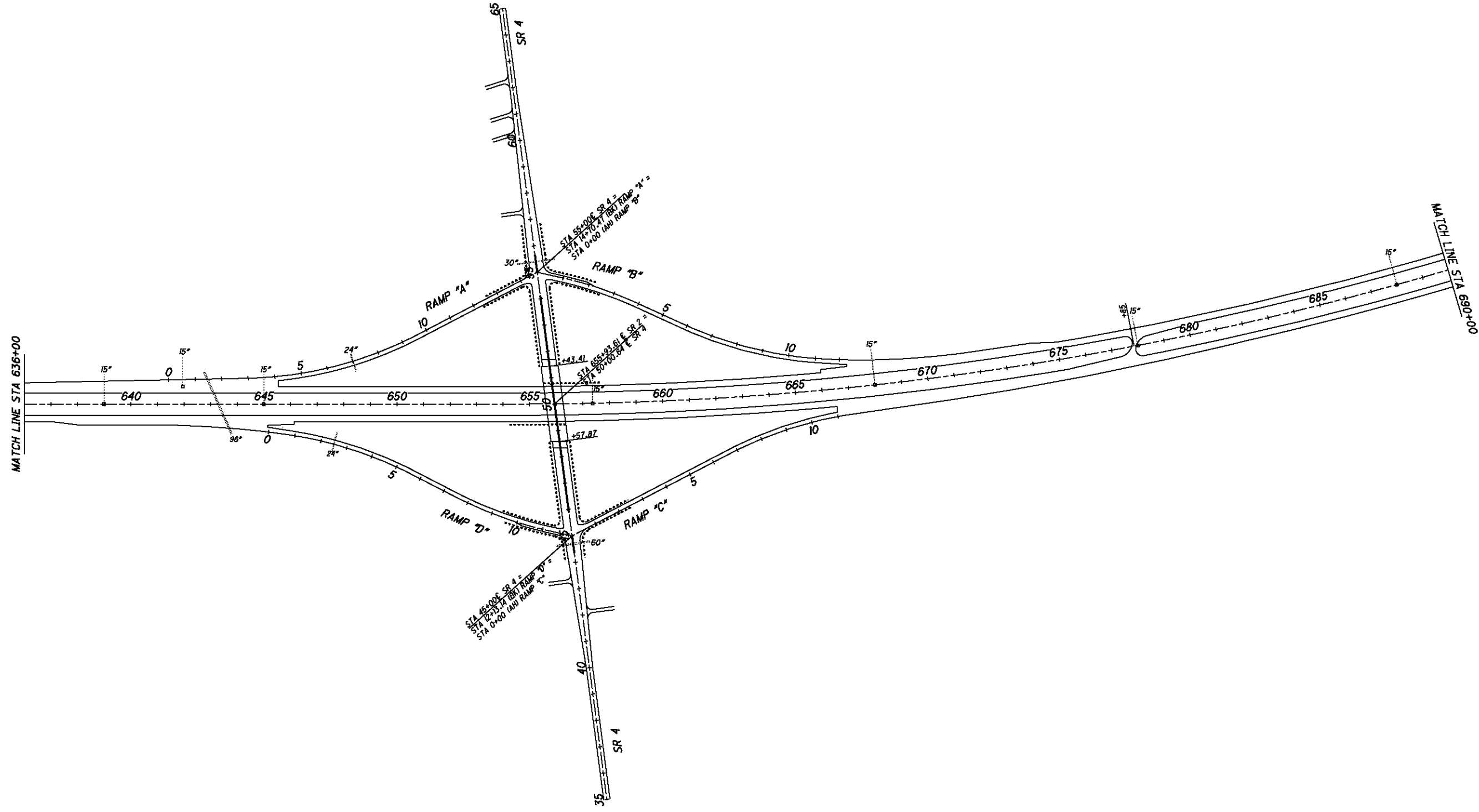
**SCHEMATIC PLAN SR 2
 STA 180+00 TO STA 474+00**

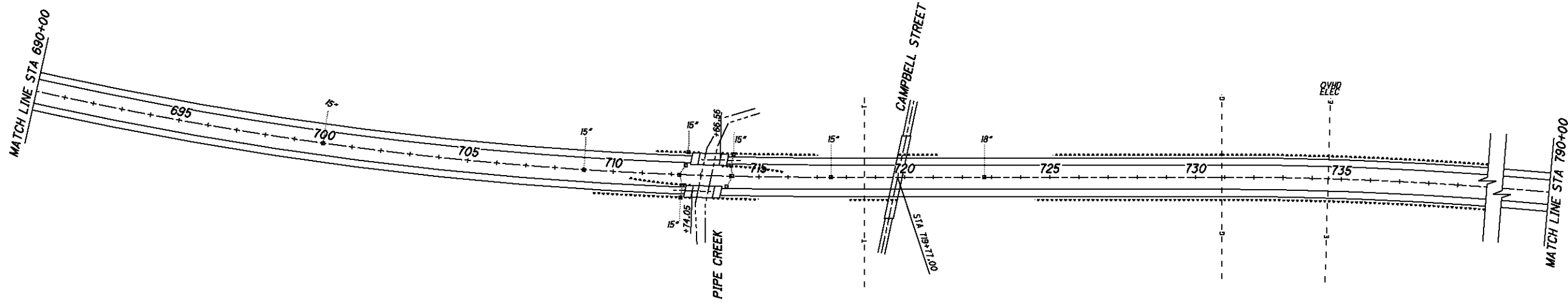
ERI-2-0.14

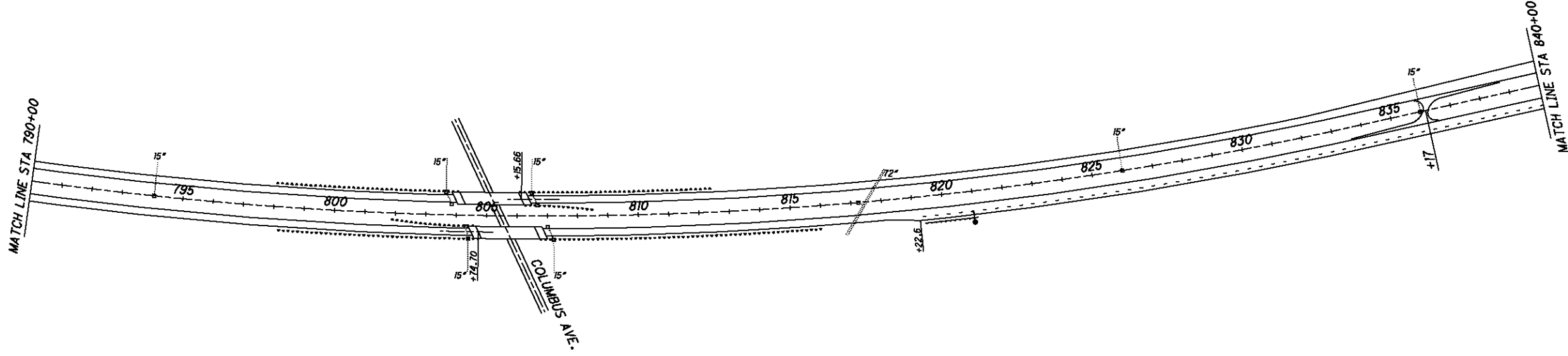


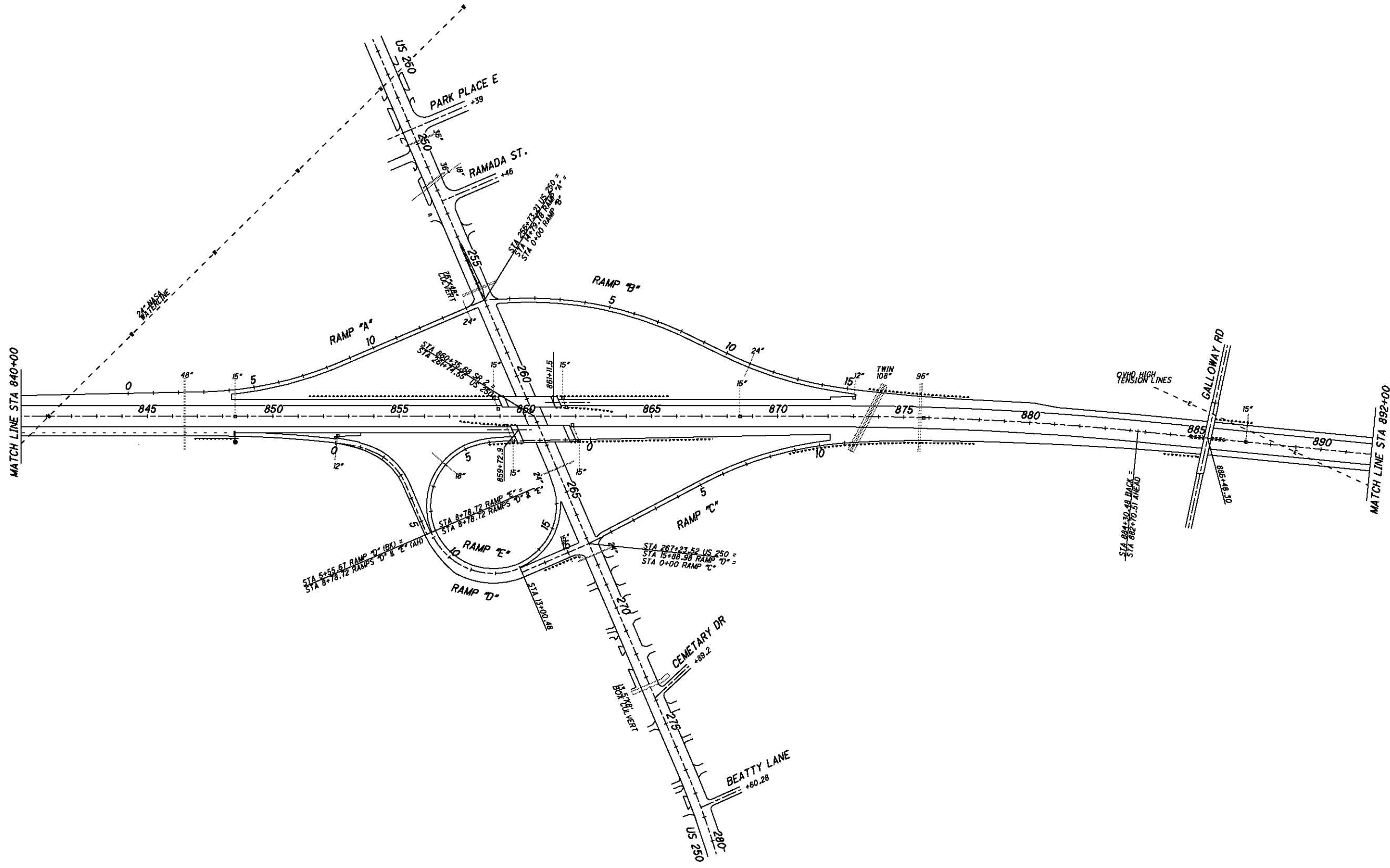










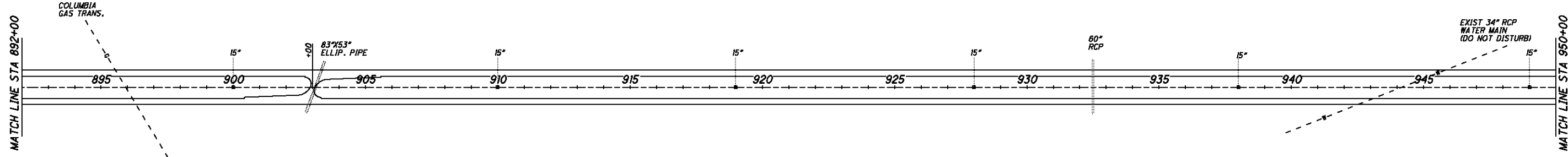


CALCULATED
 MKP
 CHECKED
 KRB

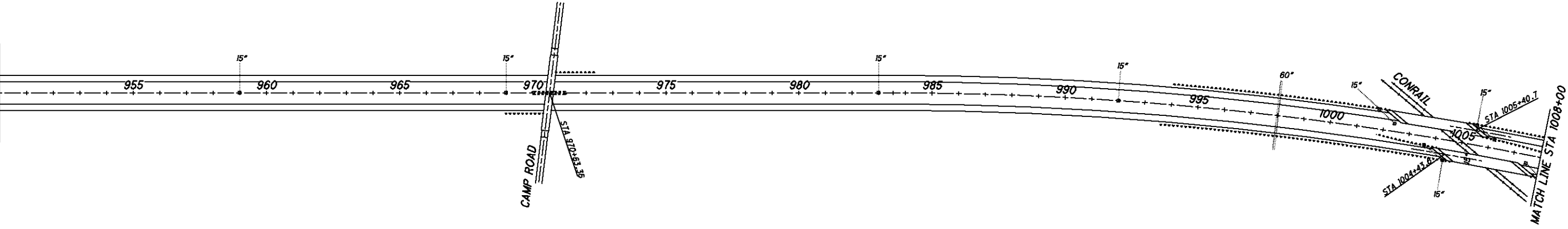
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 HORIZONTAL
 SCALE IN FEET

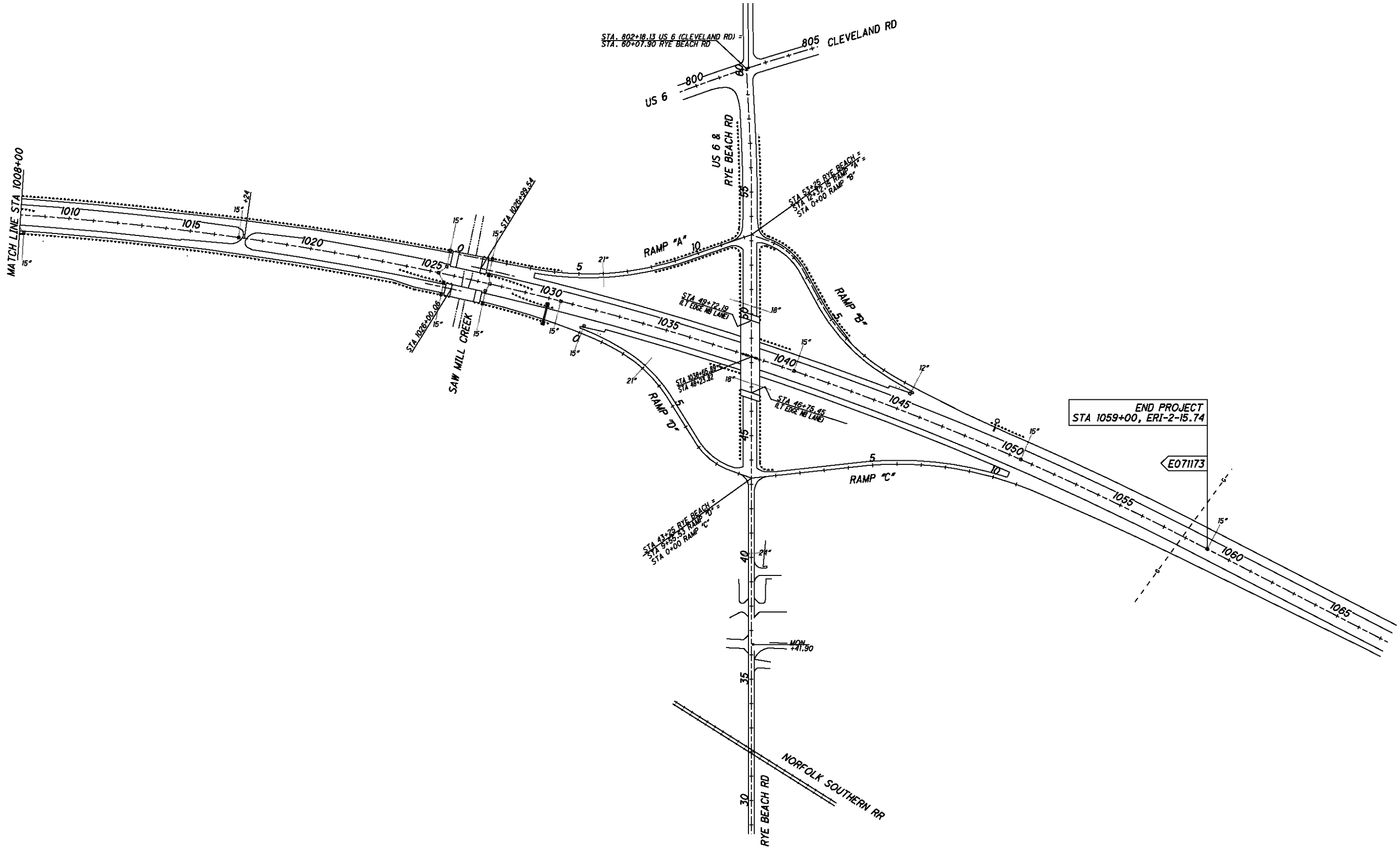
**SCHEMATIC PLAN SR 2
 STA 840+00 TO STA 892+00**

ERI-2-0.14



MATCH LINE STA 950+00





CALCULATED MKP
 CHECKED KRB

0 200 400
 HORIZONTAL SCALE IN FEET

ERI-2-0.14
SCHEMATIC PLAN SR 2
STA 1008+00 TO STA 1066+00

ERI-2-0.14

DESIGN DESIGNATION (ERI-2-0.14 TO 1.82)

CURRENT ADT (2014).....24,000
DESIGN YEAR ADT (2022).....25,000
DESIGN HOURLY VOLUME (2022).....2,200
DIRECTIONAL DISTRIBUTION.....0.53
TRUCK (24 HOUR B&C).....0.10
DESIGN SPEED.....70 MPH
LEGAL SPEED.....70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
RURAL PRINCIPLE ARTERIAL

NHS PROJECT.....YES

DESIGN EXCEPTIONS
NONE

DESIGN DESIGNATION (ERI-2-4.23 TO 4.76)

CURRENT ADT (2014).....25,000
DESIGN YEAR ADT (2022).....26,000
DESIGN HOURLY VOLUME (2022).....2,300
DIRECTIONAL DISTRIBUTION.....0.53
TRUCK (24 HOUR B&C).....0.12
DESIGN SPEED.....70 MPH
LEGAL SPEED.....70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN FREEWAY & EXPRESSWAY

NHS PROJECT.....YES

DESIGN EXCEPTIONS
NONE

DESIGN DESIGNATION (ERI-2-8.07 TO 11.93)

CURRENT ADT (2014).....29,000
DESIGN YEAR ADT (2022).....29,000
DESIGN HOURLY VOLUME (2022).....2,600
DIRECTIONAL DISTRIBUTION.....0.53
TRUCK (24 HOUR B&C).....0.12
DESIGN SPEED.....70 MPH
LEGAL SPEED.....70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
RURAL PRINCIPLE ARTERIAL 8.07-9.27
URBAN FREEWAY & EXPRESSWAY 9.27-11.93

NHS PROJECT.....YES

DESIGN EXCEPTIONS
NONE

DESIGN DESIGNATION (ERI-2-1.82 TO 3.71)

CURRENT ADT (2014).....23,000
DESIGN YEAR ADT (2022).....23,000
DESIGN HOURLY VOLUME (2022).....2,100
DIRECTIONAL DISTRIBUTION.....0.53
TRUCK (24 HOUR B&C).....0.11
DESIGN SPEED.....70 MPH
LEGAL SPEED.....70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN FREEWAY & EXPRESSWAY

NHS PROJECT.....YES

DESIGN EXCEPTIONS
NONE

DESIGN DESIGNATION (ERI-2-4.76 TO 6.17)

CURRENT ADT (2014).....25,000
DESIGN YEAR ADT (2022).....26,000
DESIGN HOURLY VOLUME (2022).....2,300
DIRECTIONAL DISTRIBUTION.....0.53
TRUCK (24 HOUR B&C).....0.12
DESIGN SPEED.....70 MPH
LEGAL SPEED.....70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN FREEWAY & EXPRESSWAY

NHS PROJECT.....YES

DESIGN EXCEPTIONS
NONE

DESIGN DESIGNATION (ERI-2-11.93 TO 15.35)

CURRENT ADT (2014).....27,000
DESIGN YEAR ADT (2022).....28,000
DESIGN HOURLY VOLUME (2022).....2,500
DIRECTIONAL DISTRIBUTION.....0.53
TRUCK (24 HOUR B&C).....0.14
DESIGN SPEED.....70 MPH
LEGAL SPEED.....70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN FREEWAY & EXPRESSWAY

NHS PROJECT.....YES

DESIGN EXCEPTIONS
NONE

DESIGN DESIGNATION (ERI-2-3.71 TO 4.23)

CURRENT ADT (2014).....23,000
DESIGN YEAR ADT (2022).....23,000
DESIGN HOURLY VOLUME (2022).....2,100
DIRECTIONAL DISTRIBUTION.....0.53
TRUCK (24 HOUR B&C).....0.11
DESIGN SPEED.....70 MPH
LEGAL SPEED.....70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN FREEWAY & EXPRESSWAY

NHS PROJECT.....YES

DESIGN EXCEPTIONS
NONE

DESIGN DESIGNATION (ERI-2-6.17 TO 8.07)

CURRENT ADT (2014).....28,000
DESIGN YEAR ADT (2022).....29,000
DESIGN HOURLY VOLUME (2022).....2,600
DIRECTIONAL DISTRIBUTION.....0.53
TRUCK (24 HOUR B&C).....0.11
DESIGN SPEED.....70 MPH
LEGAL SPEED.....70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
RURAL PRINCIPLE ARTERIAL

NHS PROJECT.....YES

DESIGN EXCEPTIONS
NONE

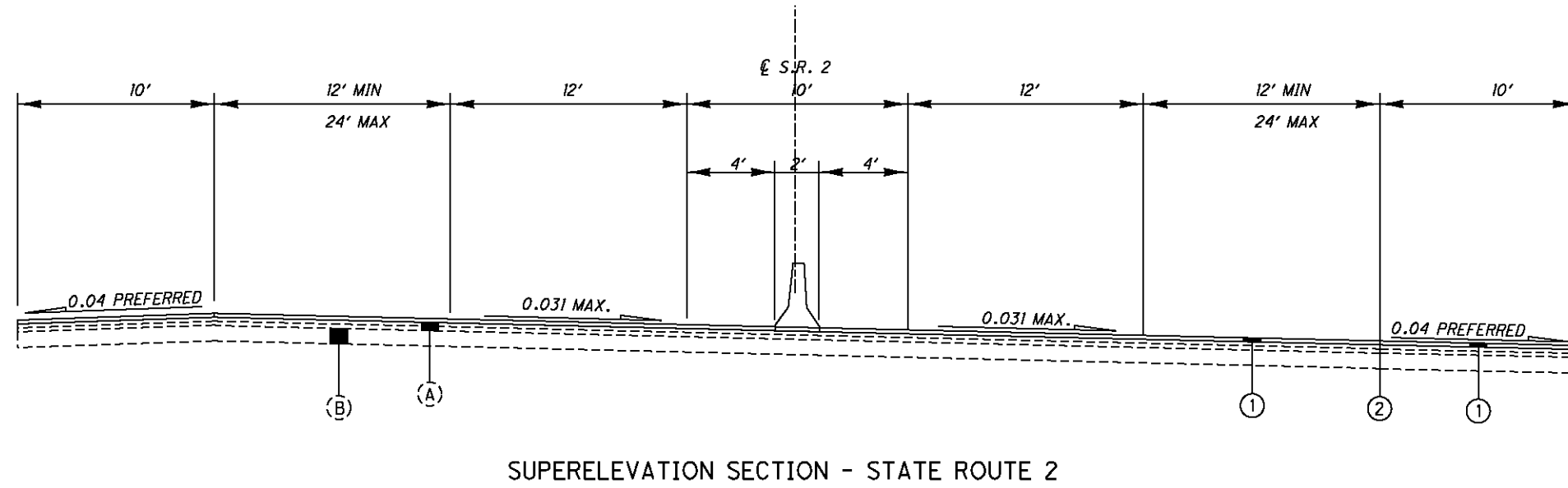
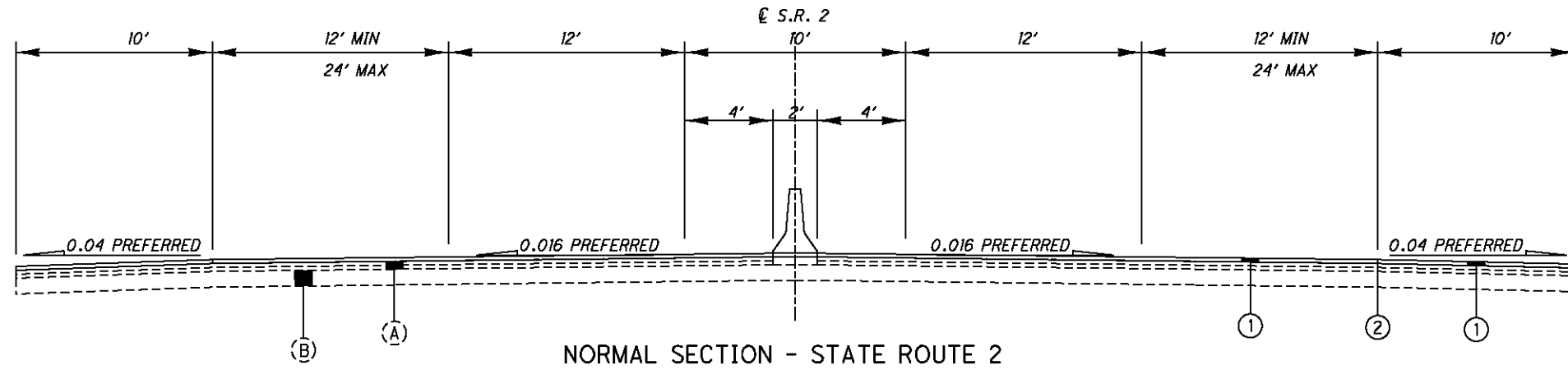
DESIGN DESIGNATION (ERI-2-15.35 TO 15.64)

CURRENT ADT (2014).....24,000
DESIGN YEAR ADT (2022).....24,000
DESIGN HOURLY VOLUME (2022).....2,200
DIRECTIONAL DISTRIBUTION.....0.53
TRUCK (24 HOUR B&C).....0.15
DESIGN SPEED.....70 MPH
LEGAL SPEED.....70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN FREEWAY & EXPRESSWAY

NHS PROJECT.....YES

DESIGN EXCEPTIONS
NONE

DESIGN FILE: \\projects\79851\roadway\sheets\79851CB001.dgn
MODELNAME: Design
WORKSPACE: \\projects\79851\roadway\sheets\79851CB001.dgn



EXISTING LEGEND

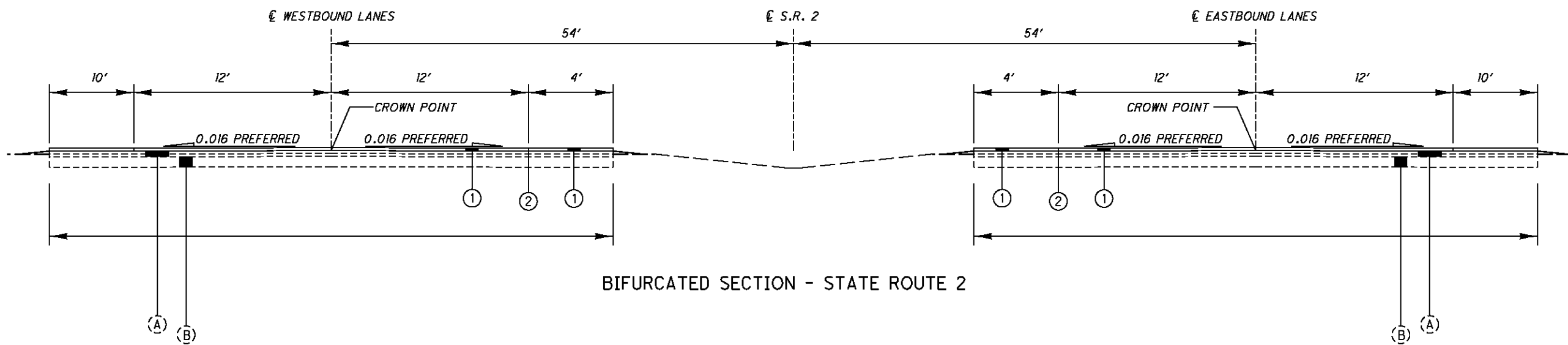
- (A) 3.25"± ASPHALT CONCRETE
- (B) 9"± REINFORCED CONCRETE PAVEMENT

PROPOSED LEGEND

- ① ITEM 421 MICROSURFACING, SURFACE COURSE, AS PER PLAN (22 LBS/SY)
- ② ITEM 423 CRACK SEALING, TYPE II OR TYPE III

DESIGN FILE: \\projects\79851\roadway\sheets\79851GY001.dgn
 WORKSTATION: mpeters DATE: 2/28/2014 MODELNAME: Sheet

DESIGN FILE: \\projects\79851\roadway\sheets\79851GY001.dgn
 MODELNAME: Sheet



BIFURCATED SECTION - STATE ROUTE 2

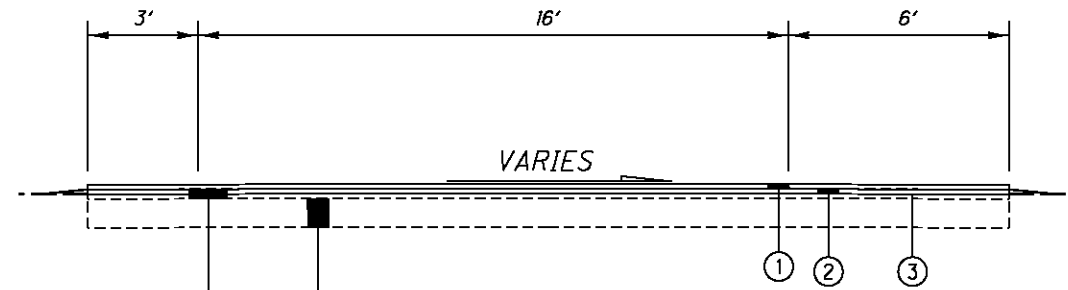
EXISTING LEGEND

- (A) 3.25"± ASPHALT CONCRETE
- (B) 9"± REINFORCED CONCRETE PAVEMENT

PROPOSED LEGEND

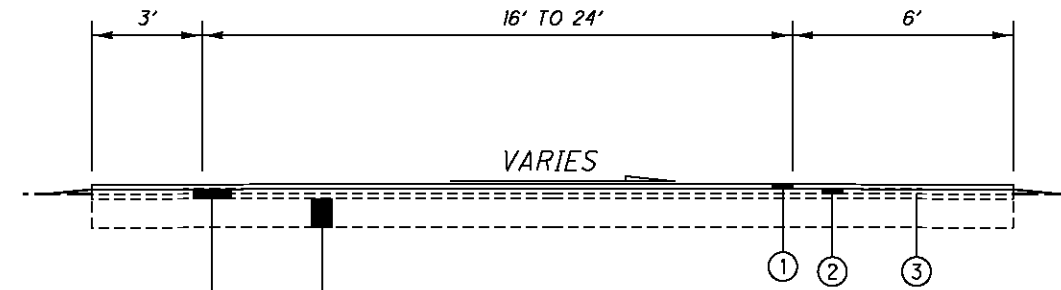
- ① ITEM 421 MICROSURFACING, SURFACE COURSE, AS PER PLAN (22 LBS/SY)
- ② ITEM 423 CRACK SEALING, TYPE II OR TYPE III

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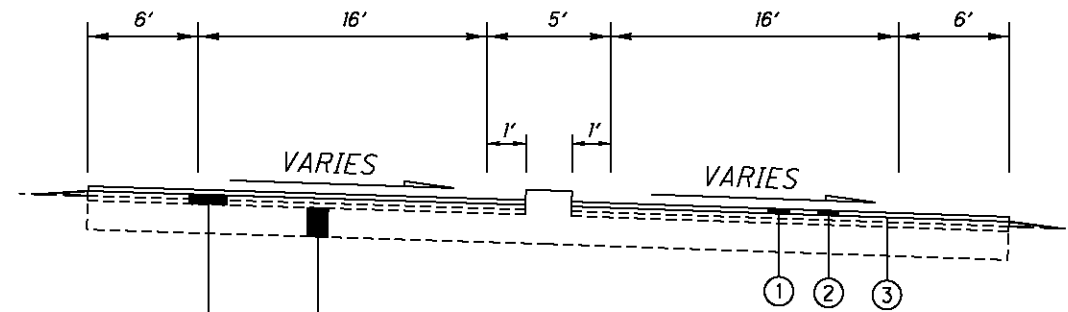
RAMP SECTION

SR 269 RAMPS A,B,C,D
 US 6 RAMPS C,D
 SR 101 RAMPS A,B,C,D
 SR 4 RAMPS A,B,C,D
 US 250 RAMPS A,C
 RYE BEACH RD RAMPS A,C,D



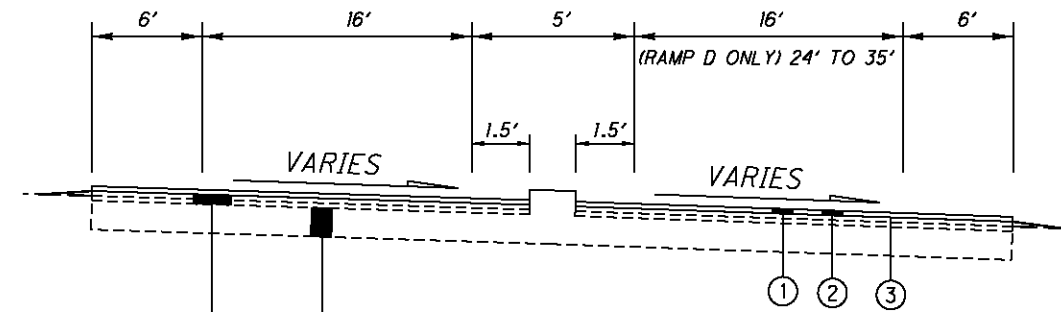
RAMP SECTION

US 250 RAMP B
 RYE BEACH RAMP B



RAMP TWO-WAY SECTION

US 6 RAMPS A,B



RAMP TWO-WAY SECTION

US 250 RAMPS D,E

EXISTING LEGEND

- (A) 3.25"± ASPHALT CONCRETE
- (B) 9"± REINFORCED CONCRETE PAVEMENT

PROPOSED LEGEND

- ① ITEM 421 MICROSURFACING, SURFACE COURSE, AS PER PLAN
- ② ITEM 421 MICROSURFACING, LEVELING COURSE, AS PER PLAN
- ③ ITEM 423 CRACK SEALING, TYPE II OR TYPE III

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.

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
BUCKEYE CABLE SYSTEM
409 EAST MARKET STREET
P.O. BOX 5800
SANDUSKY, OHIO 44870
419-627-1371

TELEPHONE
QWEST
13002 ECKEL JUNCTION ROAD
PERRYSBURG, OHIO 43551
419 872-8534

CABLE
TIME WARNER CABLE
1575 LEXINGTON AVENUE
MANSFIELD, OHIO 44901
419-756-6091

TELEPHONE
AT&T OF OHIO
130 N ERIE ST ROOM 714
TOLEDO OHIO 43604
419-245-7244

ELECTRIC
OHIO EDISON COMPANY
2508 WEST PERKINS AVE.
SANDUSKY, OHIO 44870
419-627-6881

COUNTY
ERIE COUNTY ENGINEER'S OFFICE
2700 COLUMBUS AVENUE
SANDUSKY, OHIO 44870
419-627-7710

GAS
COLUMBIA GAS OF OHIO
3101 NORTH RIDGE ROAD E
LORAIN, OHIO 44055
440-240-6107

COUNTY
ERIE COUNTY SEWER
554 RIVER ROAD
P.O. BOX 469
HURON, OHIO 44839
419-433-7303

TELEPHONE
ONE COMMUNITY
800 W. SAINT CLAIR 2ND FLOOR
CLEVELAND, OHIO, 44113
216-633-5591

CITY
CITY OF HURON
417 MAIN STREET
HURON, OHIO 44839
419-433-5000

TELEPHONE
FRONTIER COMMUNICATIONS
83 TOWNSEND AVENUE
NORWALK, OHIO 44857
419-744-3613

CITY
CITY OF SANDUSKY
222 MEIGS AVENUE
SANDUSKY, OHIO 44870
419-627-5844

TELEPHONE
VERIZON BUSINESS
120 RAVINE STREET
AKRON, OHIO 44303
330-253-8267

STATE
ODOT DISTRICT 3 TRAFFIC
906 CLARK AVENUE
ASHLAND, OHIO 44805
419-207-7045

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

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.

ITEM 423 - CRACK SEALING, TYPE II OR TYPE III

THE CONTRACTOR SHALL SEAL ALL VISABLE JOINTS AND CRACKS OVER TWO (2) FEET IN LENGTH ACCORDING TO ITEM 423 PRIOR TO MICROSURFACING.

PAYMENT WILL BE MADE AT THE CONTRACT UNIT BID PRICE PER SQUARE YARD.

SEQUENCE OF WORK

- 1) PERFORM PAVEMENT REPAIRS
- 2) CRACK SEAL PAVEMENT
- 3) MICROSURFACE MAINLINE, SHOULDERS AND RAMPS
- 4) APPLY PERMANENT STRIPING

ITEM 421 - MICROSURFACING, SURFACE COURSE, AS PER PLAN

ALL REQUIREMENTS OF ITEM 421 APPLY. IN ADDITION, SUPPLY A BLEND OF A MINIMUM OF 50% IGNEOUS DIABASE TRAP ROCK AND A MAXIMUM OF 50% LIMESTONE AGGREGATE FROM APPROVED SOURCES FOR USE AS AGGREGATE IN ITEM 421. DO NOT USE OTHER AGGREGATES.

OMIT ITEM 421 ON STRUCTURES WITH CONCRETE WEARING SURFACE.

THE CONTRACTOR IS RESPONSIBLE FOR COVERING ANY CASTINGS SO THE MICROSURFACING WILL NOT COVER THE CASTINGS (MONUMENT BOXES, MANHOLES, ETC.)

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 BEFORE MICROSURFACING. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH 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:

SR 2 ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR 420 CU. YD.
SR 2 ITEM 253 - PAVEMENT REPAIR 50 CU. YD.

ITEM SPECIAL - AIR SPEED ZONE MARKINGS

THIS ITEM IS TO MEET CMS 646. THE SPEED MEASUREMENT MARKINGS ARE TO BE WHITE AND 24 INCHES WIDE (MEASURED IN THE DIRECTION OF TRAVEL) AND FOUR (4) FEET IN LENGTH.

PLACE THE MARKINGS AT 0.25 MILE INTERVALS OVER A ONE (1) MILE LENGTH OF ROADWAY ENTIRELY ON THE PAVED SHOULDERS. THE ZONES ARE FROM STA 757+00 TO STA 809+80 AND STA 907+50 TO STA 960+30, EAST AND WESTBOUND RESPECTIVELY.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO HAVE THE MARKINGS LAID OUT BY A REGISTERED SURVEYOR. A RECORD IS TO BE KEPT AND ONE ORIGINAL SIGNED AND SEALED DOCUMENT IS TO BE SENT TO THE DISTRICT 3 TRAFFIC ENGINEER AND ONE COPY FOR THE DISTRICT CONSTRUCTION ENGINEER.

MEASUREMENT AND PAYMENT: THE FIVE (5) MARKINGS PLACED EQUAL ONE ZONE. ONE ZONE WILL BE MEASURED AS ONE (1) EACH. PAYMENT FOR ALL MATERIALS, LABOR, EQUIPMENT AND SURVEYING FOR ACCEPTED WORK IS TO BE INCLUDED PER EACH IN ITEM SPECIAL - AIR SPEED ZONE MARKINGS.

ITEM 644 THERMOPLASTIC PAVEMENT MARKINGS

ITEM 644 IS TO BE PLACED, AT MINIMUM, 14 CALENDAR DAYS AFTER ITEM 421 MICROSURFACING HAS BEEN PLACED

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 (419) 281-5925 OR EMAIL AT ERNIE.ROGGE@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.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT, AT MAXIMUM OPERATING HEIGHT, SHALL EXCEED A HEIGHT OF 25 FEET. IF ANY TEMPORARY STRUCTURE OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA) AND ODOT OFFICE OF AVIATION WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO FILE A NEW FAA FORM 7460-1 ADVISING THE FAA THAT AERONAUTICAL STUDY NUMBER(S) [SEE BELOW LIST] IS (ARE) BEING RESUBMITTED AND THAT AN ALTERATION TO THE ORIGINAL SUBMISSION(S) IS (ARE) REQUESTED.

NOTIFY THE ODOT OFFICE OF AVIATION WHEN RESUBMITTING AN FAA FORM 7460-1. NO TEMPORARY STRUCTURES OF CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT UNTIL A COPY OF THE FAA APPROVAL AND THE OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

FAA APPROVAL MAY TAKEUP TO 45 DAYS. ALL SUBMISSIONS SHALL BE DIRECTED TO THESE OFFICES:

EXPRESS PROCESSING CENTER
THE FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGIONAL OFFICE
AIR TRAFFIC AIRSPACE BRANCH ASW-520
FORT WORTH, TX 76137-4298
PREFERRED METHOD:
WEBSITE: oaaaa.faa.gov

OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION
2829 WEST DUBLIN-GRANVILLE ROAD
COLUMBUS, OH 43235
614.387.2346

ERI-2-0.14					
LAT-LONG		AERONAUTICAL STUDY NUMBER			
DEG-MIN-SEC					
41° 23' 50.28"N, 82° 40' 29.72"W	2014-	AGL-	2682	-OE	
41° 23' 51.1"N, 82° 40' 15.88"W	2014-	AGL-	2683	-OE	
41° 23' 56.4"N, 82° 39' 41.95"W	2014-	AGL-	2684	-OE	
41° 24' 2.88"N, 82° 39' 8.47"W	2014-	AGL-	2685	-OE	
41° 24' 7.2"N, 82° 38' 34.43"W	2014-	AGL-	2686	-OE	
41° 24' 11.16"N, 82° 38' 0.09"W	2014-	AGL-	2687	-OE	
41° 24' 14.76"N, 82° 37' 25.74"W	2014-	AGL-	2688	-OE	
41° 24' 18.72"N, 82° 36' 51.43"W	2014-	AGL-	2689	-OE	
41° 24' 21.24"N, 82° 36' 17.23"W	2014-	AGL-	2690	-OE	

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WORKSPACE: \D03FS005\I-Drive\projects\79851\roadway\sheets\79851GN001\NAME: Design

CALCULATED
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KRB

GENERAL NOTES

ERI-2-0.14

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.

WORK ZONE MARKING SIGN: (W8-H12A-36) NO EDGE LINE = 22 EACH

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

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

CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
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 OF \$1500 PER DAY.

ITEM 614 - MAINTAINING TRAFFIC: GENERAL

ONE 11' LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES. ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH ITEM 614 AND OTHER APPLICABLE PORTIONS 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 RECEIVE 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.

NIGHT WORK IS PERMITTED.

THE CONTRACTOR IS REQUIRED TO MAINTAIN ALL PAVEMENT THROUGHOUT THE PROJECT UNDER ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC DURING THE PERIOD FROM THE START OF WORK TO THE COMPLETION OF ALL WORK.

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.

PLACEMENT OF WORK ZONE PAVEMENT MARKINGS

THE CONTRACTOR SHALL PLACE EDGE LINES AND LANE LINES AT THE END OF EACH WORK SHIFT WHEN EXISTING LINES HAVE BEEN OBLITERATED.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN, ON SITE, FOR THE DURATION OF THE PROJECT. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR (OFFICE OF MATERIALS MANAGEMENT). THE APPROVED LIST OF PORTABLE CHANGEABLE MESSAGE SIGNS CAN BE FOUND ON THE ODOT WEBSITE BY CLICKING ON THE SERVICES MENU, THEN CLICKING ON MATERIALS MANAGEMENT. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 650 FT. AND 475 FT., RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PCMS TRAILERS SHALL BE DELINEATED ON A PERMANENT BASIS BY AFFIXING CONSPICUITY TAPE CONFORMING TO CMS 614.03, IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

THE PROBABLE PCMS LOCATIONS WILL BE DETERMINED BY THE ENGINEER PRIOR TO BEGINNING WORK ON THIS PROJECT. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE YELLOW RETROREFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

(THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN -- HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.)

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PREPROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PREPROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

(THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.)

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF CMS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK. THE CONTRACTOR SHALL ONLY BE PAID FOR PCMS UNITS WHEN THEY ARE IN OPERATION ON THE PROJECT AS SPECIFIED IN THE PLANS OR BY THE ENGINEER.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 120 DAY

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

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE LATEST EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD), A UNIFORMED LAW ENFORCEMENT OFFICER (AND OFFICIAL PATROL CAR WITH MOUNTED EMERGENCY FLASHING LIGHTS) SHALL BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS AS DIRECTED BY THE ENGINEER:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED.

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

DURING A TRAFFIC SIGNAL INSTALLATION.

LAW ENFORCEMENT OFFICERS (LEO'S) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED. THE LEO'S ARE CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR ACTIONS. ALTHOUGH THEY ARE EMPLOYED BY THE CONTRACTOR, THE PROJECT ENGINEER SHALL HAVE CONTROL OVER THEIR PLACEMENT. THE OFFICIAL PATROL CAR SHALL BE A PUBLIC SAFETY VEHICLE AS REQUIRED BY THE OHIO REVISED CODE. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THESE SERVICES AND PROVIDE 72 HOURS ADVANCE NOTICE AS REQUIRED BY THE HIGHWAY PATROL LISTED BELOW:

STATE HIGHWAY PATROL
300 SOUTH NORWALK ROAD
NORWALK, OHIO 44857
419-668-4087

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

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 120 HOURS

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

IF THE CONTRACTOR WISHES TO UTILIZE LEO'S FOR FLAGGING AND TRAFFIC CONTROL OTHER THAN FOR THAT REQUIRED IN THESE PLANS, THEY MAY DO SO AT THEIR OWN EXPENSE.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

TEMPORARY WEDGES AT END OF RAMPS, PAVEMENT LAYER ENDS, APPROACH SLABS OR BRIDGE DECKS ARE TO BE CONSTRUCTED AS PER STANDARD DRAWING BP-3.1.

THIS ITEM SHALL ALSO BE USED TO REPAIR EXISTING HOLES, LEFT BEHIND BY PREVIOUS WORK TO REMOVE RPMS, AND OTHER PAVEMENT DEFECTS AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR MAINTENANCE OF TRAFFIC.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 75 CU YD

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-I-36) AND "ADVISORY SPEED" (W13-I-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.

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WORKING FILE: \\projects\79851\roadway\sheets\79851\GN001.dgn

ITEM 614 - WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A CERTIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS MAY BE CERTIFIED FROM ONE OF THE FOLLOWING ORGANIZATIONS:

1. AMERICAN TRAFFIC SAFETY SERVICE ASSOCIATION (ATSSA), PHONE NUMBER 1-800-272-8772, CERTIFIED TRAFFIC CONTROL SUPERVISOR (TCS).
2. NATIONAL HIGHWAY INSTITUTE, DESIGN AND OPERATION OF WORK ZONE TRAFFIC CONTROL, PHONE NUMBER 1-703- 235-0528.
3. THE OHIO CONTRACTORS ASSOCIATION, TRAFFIC CONTROL SUPERVISOR (OCA/TCS) WORK ZONE CLASS, ONLY IF TAKEN AFTER MAY 5, 2004, PHONE NUMBER 1-614-599-7915.
4. OHIO LABORERS TRAINING, TRAFFIC CONTROL SUPERVISORS CLASS, PHONE NUMBER 1-740-599-7915.

A COPY OF EACH WTS'S CERTIFICATION AND 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7) THE CONTRACTOR MAY DESIGNATE AN ALTERNATE WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY. EACH WTS SHALL HAVE A CURRENT WTS CERTIFICATION (WITH AN EXPIRATION DATE NO MORE THAN 5 YEARS FROM THE DATE OF ISSUE) FROM ANY OF THE APPROVED ORGANIZATIONS.

THE WTS POSITION HAS THE RESPONSIBILITY OF MONITORING TRAFFIC CONTROL DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS, AND BE ABLE TO BE ON SITE FOR ALL EMERGENCY TRAFFIC CONTROL NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF AND BE PREPARED TO EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TRAFFIC CONTROL DEVICES.
2. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TRAFFIC CONTROL MANAGEMENT IS DISCUSSED.
3. BE AVAILABLE FOR MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST OR WITHIN 36 HOURS.
4. BE AWARE OF, AND COORDINATE IF NECESSARY, ALL TRAFFIC CONTROL OPERATIONS, INCLUDING THOSE OF SUBCONTRACTORS AND SUPPLIERS.
5. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). A WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEO'S WHILE THEY ARE ON THE PROJECT.
6. COORDINATE MEETINGS WITH ODOT PERSONNEL, LEO'S AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS WORK ZONE TRAFFIC CONTROL.
7. ENSURE COMPLIANCE WITH THE CONTRACT DOCUMENTS FOR SIGNS, BARRICADES, TEMPORARY CONCRETE BARRIER, PAVEMENT MARKINGS, PORTABLE MESSAGE SIGNS, AND OTHER TRAFFIC CONTROL DEVICES ON A DAILY BASIS; AND FACILITATE ANY CORRECTIVE ACTION NECESSARY.
8. NOTIFY THE CONTRACTOR OF THE NEED FOR CLEANING AND MAINTENANCE OF ALL TRAFFIC CONTROL DEVICES, INCLUDING THE COVERING AND REMOVAL OF INAPPLICABLE SIGNS.
9. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TRAFFIC CONTROL DEVICES AND/OR TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, A WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:
 - A. INITIAL TRAFFIC CONTROL SETUP (DAY AND NIGHT REVIEW).
 - B. DAILY TRAFFIC CONTROL SETUP AND REMOVAL.
 - C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TRAFFIC CONTROL SETUP.
 - D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA.
 - E. REMOVAL OF TRAFFIC CONTROL DEVICES AT THE END OF A PHASE OR PROJECT.
 - F. ALL OTHER EMERGENCY TRAFFIC CONTROL NEEDS.

10. COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (CA-D-8) AFTER EACH INSPECTION AS REQUIRED IN * 9 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORK DAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TRAFFIC CONTROL MAINTENANCE ITEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. ANY DEFICIENCIES OBSERVED SHALL BE NOTED, ALONG WITH RECOMMENDED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THIS DOCUMENT CAN BE FOUND IN THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION INSPECTION FORMS MANUAL DATED 10/15/06 OR CURRENT REVISION.

11. VERIFY THAT ALL FLAGGING OPERATIONS ARE BEING CONDUCTED PER THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
12. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND APPLICABLE STANDARDS AND SPECIFICATIONS INCLUDED IN THE CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

THE DEPARTMENT WILL NOT PAY THE UNIT PRICE BID FOR THE WTS FOR ANY DAY ON WHICH THE CONTRACTOR FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. SHOULD THE CONTRACTOR'S FAILURE TO PERFORM ANY OF THE DUTIES DESCRIBED ABOVE RESULT IN A MAINTENANCE OF TRAFFIC SAFETY ISSUE, THE DEPARTMENT WILL DEDUCT THE PRORATED DAILY AMOUNT FOR ITEM 614 MAINTENANCE OF TRAFFIC FROM THE CONTRACTOR'S NEXT SCHEDULED ESTIMATE.

IF THREE OR MORE FAILURES TO PERFORM THE DUTIES SET FORTH ABOVE OCCUR, THE WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED FOR THE WORKSITE TRAFFIC SUPERVISOR:

ITEM 614 - WORKSITE TRAFFIC SUPERVISOR 3 MONTHS

ITEM 614 - REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614 - REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 25 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT UNIT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

WORK OPERATIONS

IN ADDITION TO THE REQUIREMENTS OF SECTION 614 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS THE FOLLOWING SHALL APPLY:

THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAVEL WHERE PRACTICAL. A FLAGGER SHALL BE USED WHERE THE CONTRACTOR'S EQUIPMENT MUST MERGE WITH THE TRAFFIC STREAM.

THE CONTRACTOR SHALL ARRANGE CONSTRUCTION OPERATIONS SO AS TO PREVENT ANY INTERFERENCE TO THE CONTINUOUS FLOW OF TRAFFIC. ALL VEHICLES, EQUIPMENT, WORKERS AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO THE CLOSED LANES UNLESS OTHERWISE APPROVED BY THE ENGINEER.

ITEM 614 - MAINTAINING TRAFFIC LANE CLOSURE/REDUCTION REQUIRED

LENGTH AND DURATION OF LANE 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.

GENERAL LANE CLOSURE LIMITATIONS

THE INTENT OF THE LANE CLOSURE LIMITATIONS IN THIS PLAN NOTE IS TO SUPPLEMENT OTHER TIME LIMITATIONS WHICH APPEAR IN THIS CONTRACT.

THE FOLLOWING LANE CLOSURE RESTRICTIONS APPLY:
1. NO WORK SHALL BE DONE ON ANY WEEKENDS IN THE MONTH OF AUGUST

FAILURE OF THE CONTRACTOR TO MEET ANY OF THE ABOVE REQUIREMENTS ARE SUBJECT TO LIQUIDATED DAMAGES AS PER CMS 108.07.

RAMP CLOSURE LIMITATIONS

THE INTENT OF THE RAMP CLOSURE LIMITATIONS IN THIS PLAN NOTE IS TO SUPPLEMENT OTHER TIME LIMITATIONS WHICH APPEAR IN THIS CONTRACT.

THE FOLLOWING LANE CLOSURE RESTRICTIONS APPLY:
1. NO WORK SHALL BE DONE ON THE US 250 RAMPS ON ANY WEEKENDS

FAILURE OF THE CONTRACTOR TO MEET ANY OF THE ABOVE REQUIREMENTS ARE SUBJECT TO LIQUIDATED DAMAGES AS PER CMS 108.07.

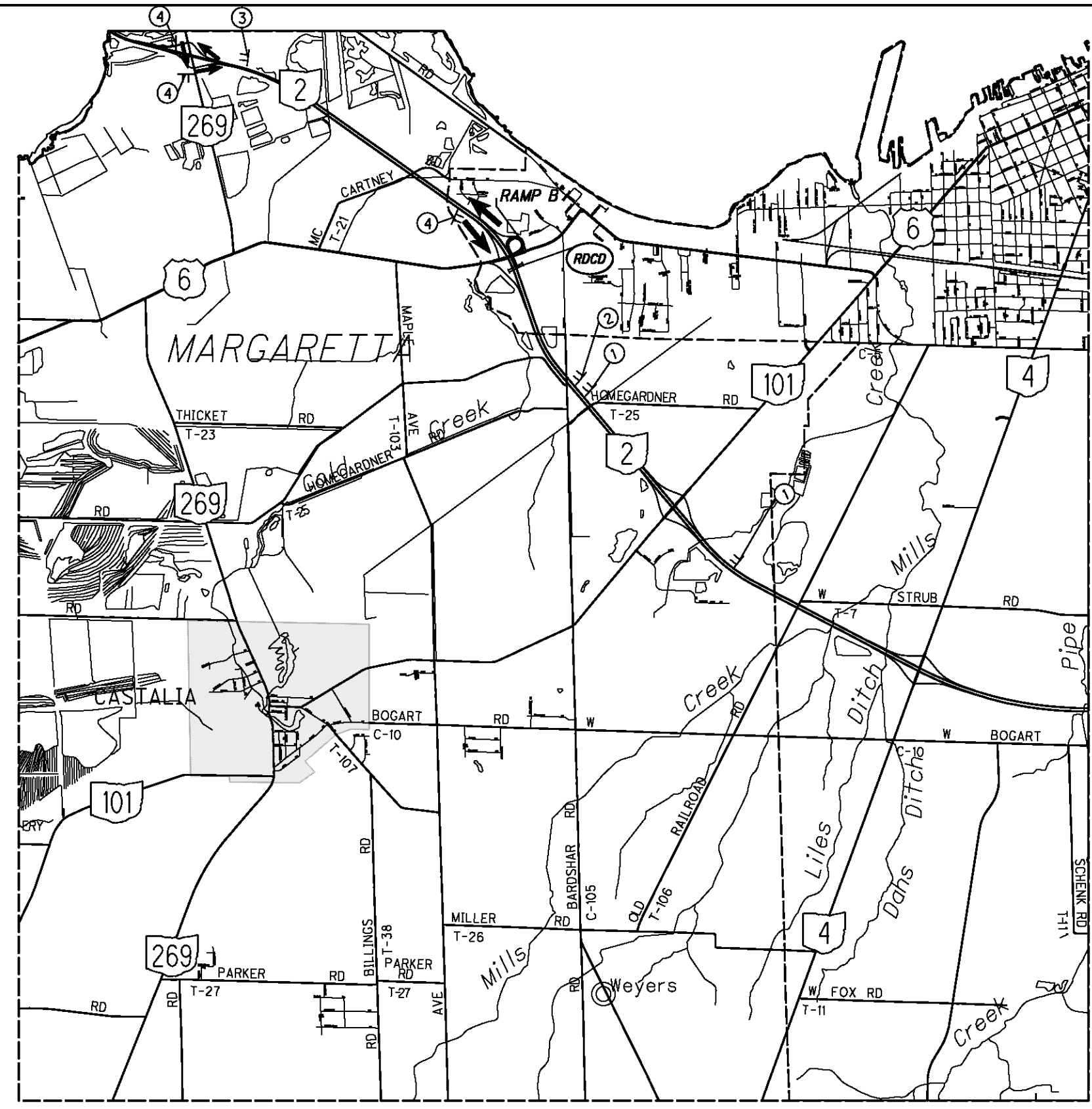
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\\projects\79851\roadway\sheets\79851\GN001.dgn

CALCULATED
MKP
CHECKED
KRB

MAINTENANCE OF TRAFFIC NOTES

ERI-2-0.14

DESIGN FILE: \\projects\79851\roadway\sheets\79851\MD001.dgn
 MODELNAME: Design
 W:\projects\79851\roadway\shades\79851\MD001.dgn



- MAP LEGEND**
- OFFICIAL STATE SIGNED DETOUR
 - GATES AND BARRICADES, AS PER MT-98.29

SIGN LEGEND

- ① ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN
 - ② DETOUR AHEAD W20-2-36
 - ③ DETOUR 6 M4-8-12 M1-4-36-2 M6-1-12
 - ④ DETOUR 6 M4-8-12 M1-4-36-2 M6-1-12
- TYPE III BARRICADES

DETOUR SIGNING

THE FOLLOWING QUANTITY IS INCLUDED FOR THE CONTRACTOR TO PROVIDE THE DETOUR SIGNING AS SHOWN AS PER 614.06 (B):

ITEM 614, DETOUR SIGNING LUMP

DETOUR FOR CLOSURE OF THE SR 2 WESTBOUND EXIT RAMP TO US 6 (RAMP B)

A TWO NIGHT CLOSURE WILL BE PERMITTED FOR THE PLANING AND PAVING OF THE RAMP. THE CONTRACTOR MAY ONLY WORK FROM 9 PM TO 6 AM. THE RAMP MUST REMAIN OPEN AT ALL TIMES DURING THE DAY.

SHEET NUMBER								PARTICIPATION					ALT.	ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
20	21	22	23	25	26	27	27B	01/NHS/PV				(X)							
																	PAVEMENT		
420								420					251	01010	420	CU YD	PARTIAL DEPTH PAVEMENT REPAIR		
50								50					253	02000	50	CU YD	PAVEMENT REPAIR		
					4900			4900					254	01000	4900	SO YD	PAVEMENT PLANING, ASPHALT CONCRETE		
					490			490					254	01600	490	SO YD	PATCHING PLANED SURFACE		
					392			392					407	10000	392	GALLON	TACK COAT		
				777978				777978					421	10011	777978	SO YD	MICROSURFACING, SURFACE COURSE, AS PER PLAN (22 LBS/SY)	20	
					80013			80013					421	10011	80013	SO YD	MICROSURFACING, SURFACE COURSE, AS PER PLAN	20	
					80013			80013					421	10020	80013	SO YD	MICROSURFACING, LEVELING COURSE		
				777978	80013			857991					423	00220	857991	SO YD	CRACK SEALING, TYPE II OR TYPE III		
					205			205					442	10000	205	CU YD	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)		
																	TRAFFIC CONTROL		
								3155					621	00100	3155	EACH	RPM		
								3155					621	54000	3155	EACH	RAISED PAVEMENT MARKER REMOVED		
								78.68					644	00104	78.68	MILE	EDGE LINE, 6"		
								31					644	00204	31	MILE	LANE LINE, 6"		
								15770					644	00404	15770	FT	CHANNELIZING LINE, 12"		
								470					644	00500	470	FT	STOP LINE		
								2595					644	00720	2595	FT	CHEVRON MARKING		
								23					644	01300	23	EACH	LANE ARROW		
								2					SPECIAL	64440000	2	EACH	AIR SPEED ZONE MARKING	20	
																	TRAFFIC SIGNALS		
										2			632	26501	2	EACH	DETECTOR LOOP, AS PER PLAN	27A	
																	MAINTENANCE OF TRAFFIC		
120								120					614	11110	120	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE		
	3							3					614	11500	3	MONTH	WORKSITE TRAFFIC SUPERVISOR		
			LUMP					LUMP					614	12420	LUMP		DETOUR SIGNING		
22								22					614	12460	22	EACH	WORK ZONE MARKING SIGN		
		25						25					614	12600	25	EACH	REPLACEMENT DRUM		
75								75					614	13000	75	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC		
120								120					614	18401	120	DAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	21	
								31					614	20550	31	MILE	WORK ZONE LANE LINE, CLASS III, 642 PAINT		
								78.69					614	22350	78.69	MILE	WORK ZONE EDGE LINE, CLASS III, 642 PAINT		
								15770					614	23680	15770	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT		
								470					614	26610	470	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT		
																	INCIDENTALS		
													614	11000	LUMP		MAINTAINING TRAFFIC		
													624	10000	LUMP		MOBILIZATION		

GENERAL SUMMARY

ERI-2-0.14

* - FOR TYPICALS, SEE SHEETS 17-19

COUNTY	ROUTE	DIRECTION	LOG POINT TO LOG POINT		LENGTH		WIDTH FEET AVG.	* TYPICAL	PAVEMENT AREA	254	254	407	421	421	421	423	442	NOTE: DO NOT PLACE MICROSURFACING ON EXPOSED CONCRETE BRIDGE DECKS & APPROACH SLABS
			MILE	FEET	PAVEMENT PLANING ASPHALT CONCRETE (1.5")	PATCHING PLANED SURFACE				TACK COAT @ 0.08 GAL/SY	MICROSURFACING, SURFACE COURSE, AS PER PLAN	MICROSURFACING, SURFACE COURSE, AS PER PLAN	MICROSURFACING, LEVELING COURSE, AS PER PLAN	CRACK SEALING, TYPE II OR III	ASHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A, (446), AS PER PLAN			
			STRAIGHT LINE MILEAGE		SQ YD	SQ YD				GALLON	22 LBS/SY	SQ YD	SQ YD	SQ YD	CU. YD.			
MAINLINE																		
ERI	2	EB	0.14	15.63	15.49	81787	25.0		227,186									
ERI	2	WB	0.14	15.63	15.49	81787	25.0		227,186									
SHOULDERS																		
OUTSIDE																		
ERI	2	EB	0.14	15.63	15.49	81787	10.0		90,874									
ERI	2	WB	0.14	15.63	15.49	81787	10.0		90,874									
INSIDE																		
ERI	2	EB	0.14	15.63	15.49	81787	4.0		36,350									
ERI	2	WB	0.14	15.63	15.49	81787	4.0		36,350									
ACEL/DECEL LANES																		
SR 269 - RAMP A			0.00	0.09	0.09	500	25.0		1,389									
SR 269 - RAMP B			0.00	0.20	0.20	1050	25.0		2,917									
SR 269 - RAMP C			0.00	0.15	0.15	810	25.0		2,250									
SR 269 - RAMP D			0.00	0.23	0.23	1225	25.0		3,403									
US 6 - RAMP A			0.00	0.16	0.16	860	25.0		2,389									
US 6 - RAMP B			0.00	0.16	0.16	860	25.0		2,389									
US 6 - RAMP C			0.00	0.16	0.16	820	25.0		2,278									
US 6 - RAMP D			0.00	0.19	0.19	1025	25.0		2,847									
SR 101 - RAMP A			0.00	0.17	0.17	875	25.0		2,431									
SR 101 - RAMP B			0.00	0.16	0.16	850	25.0		2,361									
SR 101 - RAMP C			0.00	0.19	0.19	995	25.0		2,764									
SR 101 - RAMP D			0.00	0.16	0.16	820	25.0		2,278									
SR 4 - RAMP A			0.00	0.24	0.24	1250	25.0		3,472									
SR 4 - RAMP B			0.00	0.16	0.16	850	25.0		2,361									
SR 4 - RAMP C			0.00	0.19	0.19	1020	25.0		2,833									
SR 4 - RAMP D			0.00	0.17	0.17	900	25.0		2,500									
US 250 - RAMP A			0.00	0.21	0.21	1100	25.0		3,056									
US 250 - RAMP B			0.00	0.17	0.17	900	25.0		2,500									
US 250 - RAMP C			0.00	0.17	0.17	885	25.0		2,486									
US 250 - RAMP D			0.00	0.65	0.65	3450	25.0		9,583									
US 250 - RAMP E			0.00	0.27	0.27	1400	25.0		3,889									
RYE BEACH - RAMP A			0.00	0.22	0.22	1150	25.0		3,194									
RYE BEACH - RAMP B			0.00	0.40	0.40	2100	25.0		5,833									
RYE BEACH - RAMP C			0.00	0.27	0.27	1400	25.0		3,889									
RYE BEACH - RAMP D			0.00	0.11	0.11	600	25.0		1,667									
EXTRA AREA GORE AREAS									8809									
EXTRA AREA FOR U-TURNS									4200									
DEDUCTION FOR CONCRETE STRUCTURES MAINLINE										2284								
TOTALS										98.19	618428							
												777.978						

PAVEMENT & SHOULDER DATA

ERI-2-0.14

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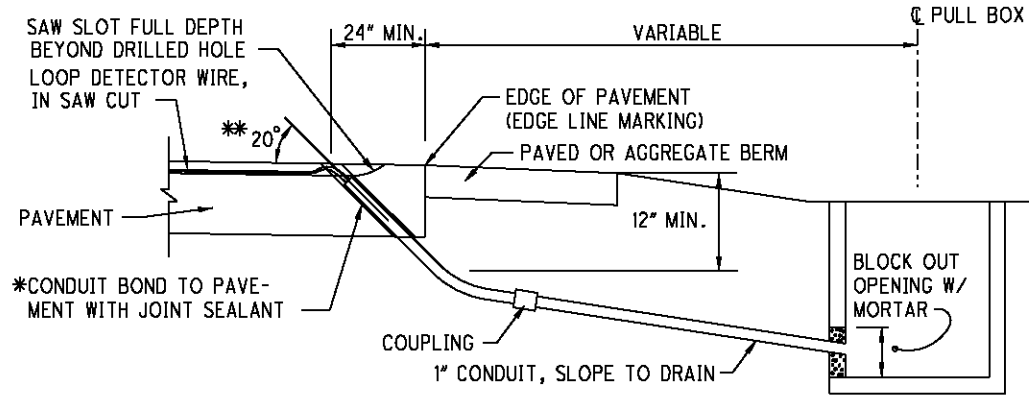
* - FOR TYPICALS, SEE SHEETS 17-19

COUNTY	ROUTE	DIRECTION	LOG POINT TO LOG POINT		LENGTH		WIDTH FEET AVG.	# TYPICAL	PAVEMENT AREA	254	254	407	421	421	421	423	442	NOTE: DO NOT PLACE MICROSURFACING ON EXPOSED CONCRETE BRIDGE DECKS & APPROACH SLABS
					PAVEMENT PLANING ASPHALT CONCRETE (1.5")	PATCHING PLANED SURFACE				TACK COAT @ 0.08 GAL/SY	MICROSURFACING, SURFACE COURSE, AS PER PLAN	MICROSURFACING, SURFACE COURSE, AS PER PLAN	MICROSURFACING, LEVELING COURSE	CRACK SEALING, TYPE II OR III	ASHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A, (446)			
			STRAIGHT LINE MILEAGE	MILE	FEET	SQ YD	SQ YD	SQ YD	GALLON	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	CU. YD.			
RAMP'S																		
			SR 289 - RAMP A	0.00	0.13	0.13	700	25.0	1,944					1,944	1,944	1,944		
			SR 289 - RAMP B	0.00	0.17	0.17	890	25.0	2,472					2,472	2,472	2,472		
			SR 289 - RAMP C	0.00	0.18	0.18	925	25.0	2,569					2,569	2,569	2,569		
			SR 289 - RAMP D	0.00	0.16	0.16	840	25.0	2,333					2,333	2,333	2,333		
			US 6 - RAMP A	0.00	0.26	0.26	1350	25.0	3,750					3,750	3,750	3,750		
			US 6 - RAMP A	0.26	0.29	0.04	200	44.0	978					978	978	978		
			US 6 - RAMP B	0.00	0.28	0.28	1500	25.0	4,167	4,167	417	333				174		
			US 6 - RAMP C	0.00	0.18	0.18	950	25.0	2,639					2,639	2,639	2,639		
			US 6 - RAMP D	0.00	0.29	0.29	1525	25.0	4,236					4,236	4,236	4,236		
			SR 101 - RAMP A	0.00	0.19	0.19	1020	25.0	2,833					2,833	2,833	2,833		
			SR 101 - RAMP B	0.00	0.22	0.22	1140	25.0	3,167					3,167	3,167	3,167		
			SR 101 - RAMP C	0.00	0.26	0.26	1375	25.0	3,819					3,819	3,819	3,819		
			SR 101 - RAMP D	0.00	0.21	0.21	1120	25.0	3,111					3,111	3,111	3,111		
			SR 4 - RAMP A	0.00	0.20	0.20	1030	25.0	2,861					2,861	2,861	2,861		
			SR 4 - RAMP B	0.00	0.12	0.12	650	25.0	1,806					1,806	1,806	1,806		
			SR 4 - RAMP C	0.00	0.21	0.21	1100	25.0	3,056					3,056	3,056	3,056		
			SR 4 - RAMP D	0.00	0.22	0.22	1140	25.0	3,167					3,167	3,167	3,167		
			US 250 - RAMP A	0.00	0.25	0.25	1300	25.0	3,511					3,511	3,511	3,511		
			US 250 - RAMP B	0.04	0.23	0.19	1010	25.0	2,806					2,806	2,806	2,806		
			US 250 - RAMP B	0.00	0.04	0.04	200	33.0	733	733	73	59				31		
			US 250 - RAMP C	0.00	0.19	0.19	1000	25.0	2,778					2,778	2,778	2,778		
			US 250 - RAMP D	0.00	0.23	0.23	1230	44.0	6,013					6,013	6,013	6,013		
			US 250 - RAMP E	0.00	0.24	0.24	1250	25.0	3,472					3,472	3,472	3,472		
			RYE BEACH - RAMP A	0.00	0.16	0.16	870	25.0	2,417					2,417	2,417	2,417		
			RYE BEACH - RAMP B	0.00	0.08	0.08	400	25.0	1,111					1,111	1,111	1,111		
			RYE BEACH - RAMP B	0.08	0.17	0.09	500	33.0	1,833					1,833	1,833	1,833		
			RYE BEACH - RAMP C	0.00	0.20	0.20	1050	25.0	2,917					2,917	2,917	2,917		
			RYE BEACH - RAMP D	0.00	0.17	0.17	875	25.0	2,431					2,431	2,431	2,431		
			EXTRA AREA FOR RAMP INTERSECTIONS						6241					6,241	6,241	6,241		
			DEDUCTION FOR CONCRETE STRUCTURES RAMP D (SR-6)				129		358					-358	-358	-358		
			TOTALS				5.14	27140		4,900	490	392		80,013	80,013	80,013	208	

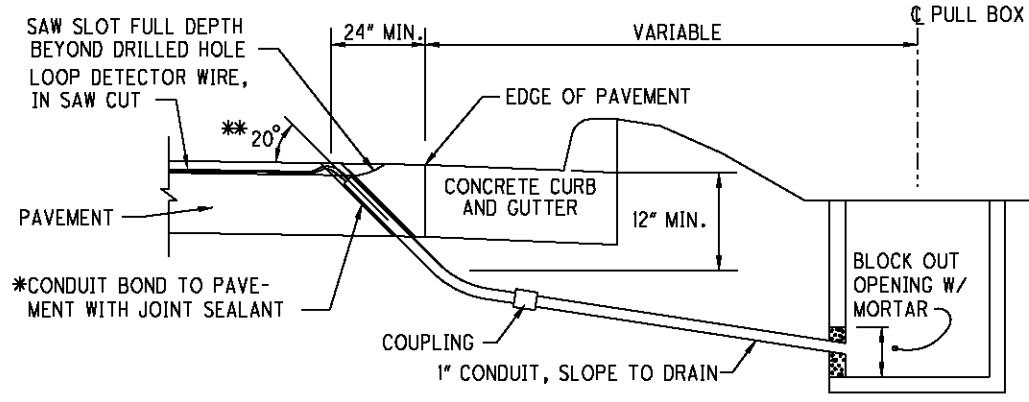
PAVEMENT & SHOULDER DATA

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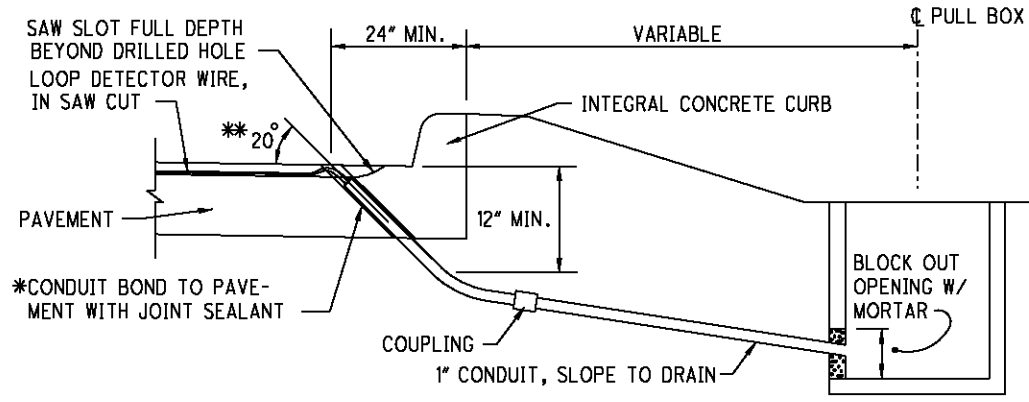
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DRILLED HOLE LOCATION DETAIL WITH PAVED OR AGGREGATE BERM



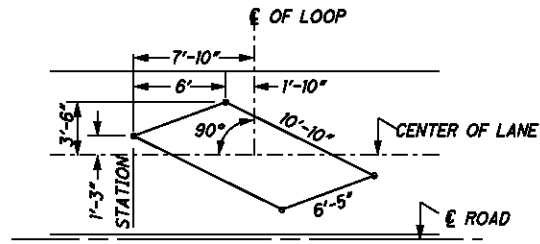
DRILLED HOLE LOCATION DETAIL WITH CONCRETE CURB AND GUTTER



DRILLED HOLE LOCATION DETAIL WITH INTEGRAL CONCRETE CURB

* CONDUIT SHALL BE 1" DIAMETER 725.04.
 ** THE RANGE OF THIS ANGLE SHALL BE FROM 15 TO 30 DEGREES.

NOTE: SEE STANDARD DRAWING TC-82.10 FOR ADDITIONAL NOTES AND DETAILS



ANGULAR DESIGN DETECTION (ADD) LOOP DETAIL FOR LANE WIDTH 11' & LARGER

ITEM 632- DETECTOR LOOP, AS PER PLAN

AN ESTIMATED QUANTITY OF ITEM 632, DETECTOR LOOP, AS PER PLAN, HAS BEEN PROVIDED FOR THE PURPOSE OF REPLACING DAMAGED DETECTOR LOOPS AND/OR UPGRADING DETECTOR LOOPS TO IMPROVE MOTORCYCLE DETECTION. IT IS IMPERATIVE THAT REPLACEMENT OF DETECTOR LOOPS BE INSTALLED AND FULLY FUNCTIONAL IN THE SHORTEST POSSIBLE TIME. THE CONTRACTOR SHALL HAVE REPLACEMENT DETECTOR LOOPS INSTALLED AND FULLY FUNCTIONAL WITHIN 7 CALENDAR DAYS OF DESTRUCTION OF THE EXISTING DETECTOR LOOPS.

THE CONTRACTOR SHALL NOTIFY MATT BLANKENSHIP, ODOT DISTRICT 3 ROADWAY SERVICES MANAGER, (PHONE 419-207-7045) 5 WORKING DAYS IN ADVANCE OF ANY PLANING OPERATIONS OR PAVEMENT REPAIR WORK. THIS NOTIFICATION IS NEEDED FOR DISTRICT 3 TO SCHEDULE TEMPORARY SIGNAL TIMING MODIFICATIONS FOR THE TIME PERIOD WHEN THE DETECTOR LOOPS ARE OUT OF OPERATION. THE CONTRACTOR SHALL THEN RENOTIFY MR. BLANKENSHIP WITHIN 2 WORKING DAYS AFTER THE NEW DETECTOR LOOPS ARE REPLACED SO THAT HE CAN RESCHEDULE DISTRICT CREWS TO RESTORE SIGNAL TIMINGS TO THE ORIGINAL SETTINGS.

FAILURE TO COMPLY WITH THE ABOVE STATED REQUIREMENTS WILL RESULT IN THE ASSESSMENT OF A DISINCENTIVE FEE OF \$500.00 PER DAY TO THE CONTRACTOR FOR EACH CALENDAR DAY BEYOND THE SPECIFIED LIMIT.

THE NEW DETECTOR LOOPS SHALL BE PLACED PER THE PLAN DETAILS AFTER THE PLANING AND PAVEMENT REPAIR OPERATIONS ARE COMPLETED WITHIN THE AFFECTED AREAS. THE DETECTOR LOOPS SHALL NOT BE CUT INTO THE SURFACE COURSE.

IN ADDITION TO THE REQUIREMENTS OF CMS 632.11, THE CONTRACTOR SHALL PROVIDE A POSITIVE AND EFFECTIVE MEANS FOR REMOVAL OF SOLID RESIDUE RESULTING FROM THE DRY SAW BLADE CUTTING OF LOOP DETECTOR SLOTS IN THE PAVEMENT. THE RESIDUE SHALL BE REMOVED BY VACUUM OR OTHER EFFECTIVE MEANS, BEFORE IT IS BLOWN BY TRAFFIC ACTION OR WIND. RESIDUE FROM DRY CUTTING SHALL NOT BE REMOVED BY COMPRESSED AIR. AS AN ALTERNATE, THE CONTRACTOR MAY USE WET CUTTING.

LOOP DETECTOR WIRE TO LEAD-IN CABLE SPLICES WITHIN EPOXY ENCAPSULATED SPLICE ENCLOSURES SHALL BE JOINED BY AN APPROVED CONNECTOR AND SOLDERED PER CMS 632.23 & 725.15. ALL COSTS ASSOCIATED WITH THE SOLDERED SPLICE CONNECTION AND EPOXY SPLICE KIT SHALL BE INCLUDED WITH THE DETECTOR LOOP.

IF THE PULL BOX IS NOT SPECIFIED IN THE PLANS, THE SPLICE SHALL BE MADE IN THE FIRST ENTERED POLE OR PEDESTAL, EXCEPT WHERE THE CONTROLLER CABINET IS MOUNTED ON THE POLE OR PEDESTAL, IN WHICH CASE THE LOOP WIRES SHALL BE ROUTED DIRECTLY INTO THE CABINET UNLESS SPECIFIED DIFFERENTLY IN THE PLANS. LOOP DETECTOR WIRE ROUTED THROUGH CONDUIT, PULL BOXES, POLES, AND PEDESTALS SHALL BE TWISTED PER CMS 632.23.

FURNISH ALL MATERIALS ACCORDING TO THE DEPARTMENT'S QUALIFIED PRODUCTS LIST (QPL).

SEE DETAILS ON THIS SHEET FOR ADDITIONAL REQUIREMENTS.

PAYMENT FOR ALL OF THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER EACH FOR ITEM 632, DETECTOR LOOP, AS PER PLAN.

DETECTOR LOOP INSTALLATION DETAILS AND TRAFFIC SIGNAL GENERAL NOTES

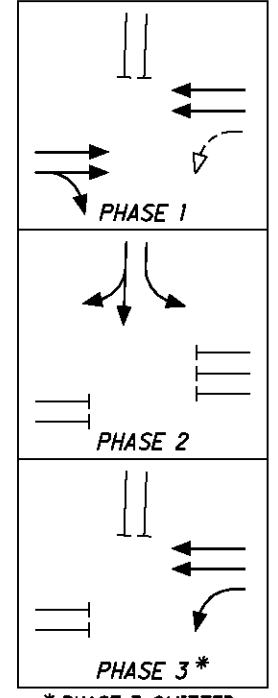
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DETECTOR LOOP QUANTITIES (01/NHS/PV)			
ITEM	QTY.	UNITS	DESCRIPTION
632	2	EACH	DETECTOR LOOP, AS PER PLAN

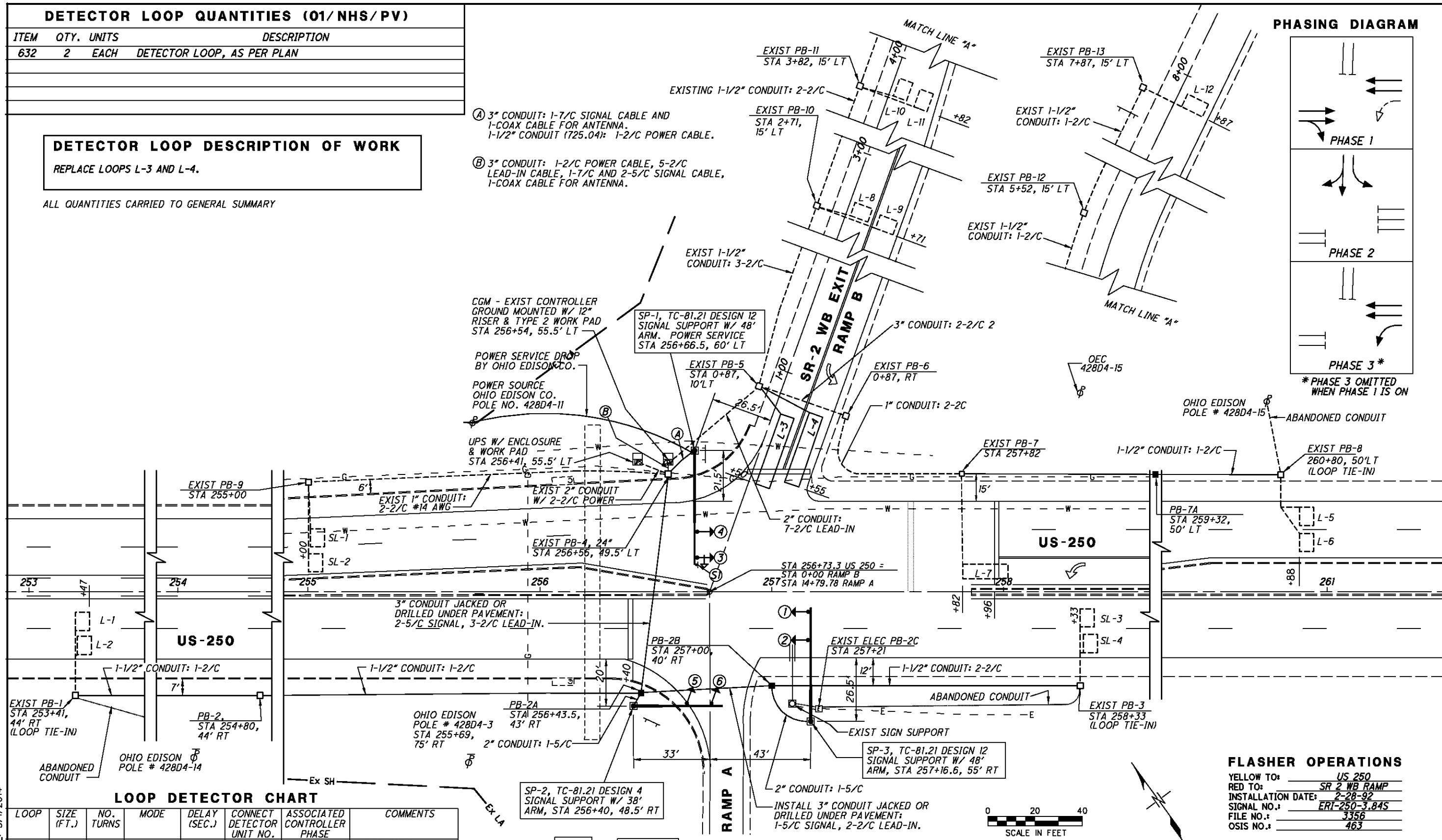
DETECTOR LOOP DESCRIPTION OF WORK
 REPLACE LOOPS L-3 AND L-4.

ALL QUANTITIES CARRIED TO GENERAL SUMMARY

PHASING DIAGRAM



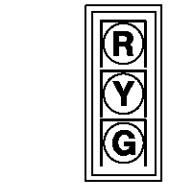
* PHASE 3 OMITTED WHEN PHASE 1 IS ON



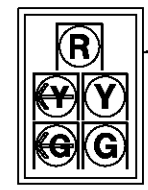
LOOP DETECTOR CHART

LOOP	SIZE (FT.)	NO. TURNS	MODE	DELAY (SEC.)	CONNECT DETECTOR UNIT NO.	ASSOCIATED CONTROLLER PHASE	COMMENTS
L-1,2	6X8	4	PULSE		1	1	LOOP TIE-IN
L-3	6X30	2	PRESENCE	10*	2	2	
L-4	6X30	3	PRESENCE		3	2	
L-5,6	6X8	3	PULSE		4	1	LOOP TIE-IN
L-7	6X20	2	PRESENCE	2	5	3	
L-8,9	6X8	4	PULSE	3*	6	2	
L-10,11	6X8	4	PULSE	3*	7	2	
L-12	6X10	4	PULSE		8	2	
SL-1	6X8	3	PULSE		9	1	
SL-2	6X8	3	PULSE		10	1	
SL-3	6X8	3	PULSE		11	1	LOOP TIE-IN
SL-4	6X8	3	PULSE		12	1	LOOP TIE-IN

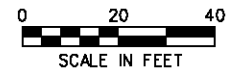
* INHIBIT DELAY DURING ASSOCIATED PHASE GREEN INTERVAL



①②③④
TYPICAL SIGNAL HEAD
 (POLYCARBONATE W/ 12" LED LAMPS)



⑤
RIGID MOUNTED OVERHEAD SIGN



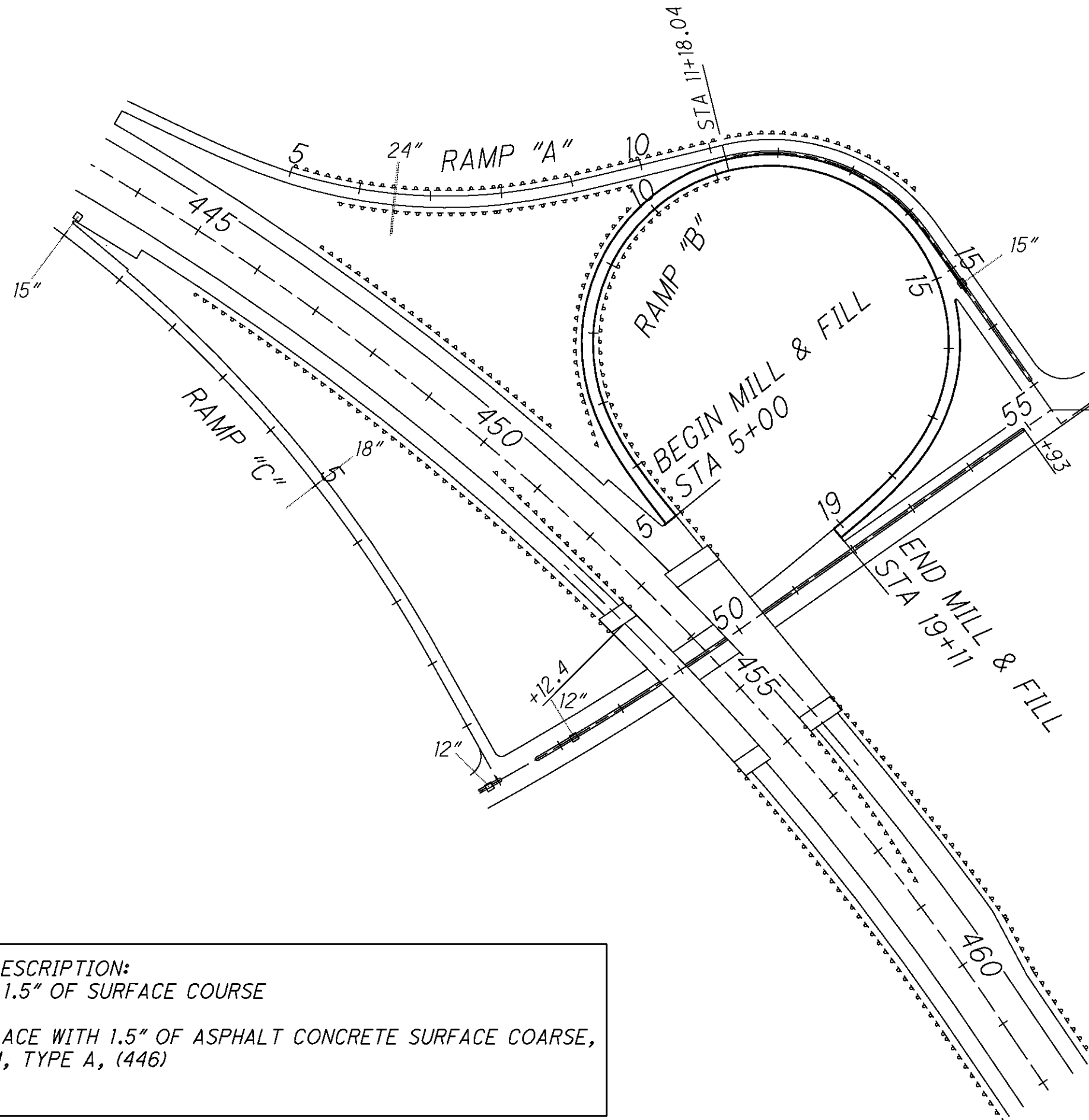
FLASHER OPERATIONS

YELLOW TO: US 250
 RED TO: SR 2 WB RAMP
 INSTALLATION DATE: 2-28-92
 SIGNAL NO.: ERI-250-3.84S
 FILE NO.: 3356
 OSIS NO.: 463

DATE	REVISIONS	DATE INSTALLED
5-19-09	PLAN REDRAWN FOR REBUILD PER PROJ. 358(09)	2-22-10

OHIO DEPARTMENT OF TRANSPORTATION
 ELECTRICAL INSTALLATION
 LOCATED AT
US 250 & SR 2 WB RAMP
 DISTRICT 3 COUNTY ERIE
 DRAWN RJR 12/08

DESIGN FILE: i:\projects\79851\roadway\sheets\E250&2WB.dgn
 WORKSTATION: ksdlay DATE: 3/1/2014



WORK DESCRIPTION:
 1) MILL 1.5" OF SURFACE COURSE
 2) REPLACE WITH 1.5" OF ASPHALT CONCRETE SURFACE COARSE,
 12.5 MM, TYPE A, (446)

FOR REFERENCE ONLY

Mileage	Repair Type	Outside Lane (EB)				Repair Type	Inside Lane (EB)				Repair Type	Inside Lane (WB)				Repair Type	Outside Lane (WB)			
		Length (Ft)	Width (Ft)	Depth (in)	Volume (CY)		Length (Ft)	Width (Ft)	Depth (in)	Volume (CY)		Length (Ft)	Width (Ft)	Depth (in)	Volume (CY)		Length (Ft)	Width (Ft)	Depth (in)	Volume (CY)
1.0	TRANSVERSE/ LONGITUDINAL	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44	TRANSVERSE	3	12	4	0.44	TRANSVERSE	3	12	4	0.44
	LONGITUDINAL	6	6	4	0.44															
	LONGITUDINAL	200	6	4	14.81															

DESIGN FILE: \projects\79851\roadway\sheet\79851GA02.dgn
 WORKSTATION: mpeters DATE: 2/28/2014
 MODEL NAME: Design

CALCULATED MKP
 CHECKED KRB

REPAIR CALCULATIONS

ERI - 2 - 0.014

FOR REFERENCE ONLY

Mileage	Repair Type	Outside Lane (EB)				Repair Type	Inside Lane (EB)				Repair Type	Inside Lane (WB)				Repair Type	Outside Lane (WB)			
		TRANSVERSE/ LONGITUDINAL	Length (Ft)	Width (Ft)	Depth (In)		Volume (CY)	TRANSVERSE/ LONGITUDINAL	Length (Ft)	Width (Ft)		Depth (In)	Volume (CY)	TRANSVERSE/ LONGITUDINAL	Length (Ft)		Width (Ft)	Depth (In)	Volume (CY)	TRANSVERSE/ LONGITUDINAL
SR-2 SLM 2.0																				
	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44
	LONGITUDINAL	12	12	4	1.78															
	LONGITUDINAL	6	6	4	0.44															
	LONGITUDINAL	50	6	4	3.70															
3.0																				
	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	40	12	4	5.93	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44
4.0																				
	LONGITUDINAL	25	12	4	3.70	LONGITUDINAL	25	12	4	3.70	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44
5.0																				
	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44
						LONGITUDINAL	6	6	4	0.44										
6.0																				
	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44
7.0																				
	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44
8.0																				
	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44
						LONGITUDINAL	6	6	4	0.44										
						LONGITUDINAL	6	6	4	0.44										
						LONGITUDINAL	6	6	4	0.44										
						LONGITUDINAL	6	6	4	0.44										
9.0																				
	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	25	12	4	3.70	LONGITUDINAL	6	6	4	0.44
																LONGITUDINAL	50	6	4	3.70
10.0																				
	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44
11.0																				
	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44
12.0																				
	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44
											LONGITUDINAL	25	12	4	3.70					
13.0																				
	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44
14.0																				
	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	25	12	4	3.70	LONGITUDINAL	6	6	4	0.44
																LONGITUDINAL	25	2	4	0.82
																LONGITUDINAL	6	6	4	0.44
15.0																				
	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	6	6	4	0.44	LONGITUDINAL	25	12	4	3.70	LONGITUDINAL	6	6	4	0.44
16.0																				

Ramp Repairs	Repair Type	Length (Ft)	Width (Ft)	Depth (In)	Volume (CY)
SR 269 - RAMP A	LONGITUDINAL	20	6	4	1.48
SR 269 - RAMP B	LONGITUDINAL	25	6	4	1.85
SR 269 - RAMP C	LONGITUDINAL	20	6	4	1.48
SR 269 - RAMP D	LONGITUDINAL	25	6	4	1.85
US 6 - RAMP A	LONGITUDINAL	20	6	4	1.48
US 6 - RAMP B	LONGITUDINAL	20	6	4	1.48
US 6 - RAMP C	LONGITUDINAL	15	6	4	1.11
US 6 - RAMP D	LONGITUDINAL	15	6	4	1.11
SR 101 - RAMP A	LONGITUDINAL	15	6	4	1.11
SR 101 - RAMP B	LONGITUDINAL	15	6	4	1.11
SR 101 - RAMP C	LONGITUDINAL	15	6	4	1.11
SR 101 - RAMP D	LONGITUDINAL	20	6	4	1.48
SR 4 - RAMP A	LONGITUDINAL	20	6	4	1.48
SR 4 - RAMP B	LONGITUDINAL	15	6	4	1.11
SR 4 - RAMP C	LONGITUDINAL	15	6	4	1.11
SR 4 - RAMP D	LONGITUDINAL	15	6	4	1.11
US 250 - RAMP A	LONGITUDINAL	15	6	4	1.11
US 250 - RAMP B	LONGITUDINAL	10	6	4	0.74
US 250 - RAMP C	LONGITUDINAL	10	6	4	0.74
US 250 - RAMP D	LONGITUDINAL	40	6	4	2.96
US 250 - RAMP E	LONGITUDINAL	10	6	4	0.74
RYE BEACH - RAMP A	LONGITUDINAL	10	6	4	0.74
RYE BEACH - RAMP B	LONGITUDINAL	25	6	4	1.85
RYE BEACH - RAMP C	LONGITUDINAL	15	6	4	1.11
RYE BEACH - RAMP D	LONGITUDINAL	10	6	4	0.74

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 WORKSTATION:mpeters DATE:2/28/2014 MODELNAME: Design

REPAIR CALCULATIONS

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