

EXISTING CONCRETE CURB AND GUTTER:

THE CONTRACTOR SHALL USE EXTREME CARE AND CAUTION WHEN WORKING AROUND EXISTING CONCRETE CURB AND GUTTER. EXISTING CONCRETE CURB AND GUTTER SHALL IN NO WAY BE EXPOSED TO TACK COAT AT ANY TIME. IN THE OCCURRENCE THAN CONCRETE CURB AND/OR GUTTER IS EXPOSED TO TACK COAT, THE CONTRACTOR SHALL RECTIFY IT AT THE CONTRACTOR'S EXPENSE. RECTIFICATION MAY INCLUDE (BUT IS NOT LIMITED TO) CLEANING, PATCHING, OR FULLY REPLACING THE EXPOSED/DAMAGED CONCRETE. THE TYPE AND MEANS OF RECTIFICATION SHALL BE DETERMINED BY THE PROJECT ENGINEER ON A CASE BY CASE BASIS.

DRAINAGE AT INTERSECTING STREETS:

AT INTERSECTING STREETS WHERE THE DRAINAGE IS TOWARD OR INTO THE PROJECT, SPECIAL CARE SHALL BE TAKEN BY THE CONTRACTOR TO MAINTAIN PROPER GRADE ALONG THE EDGE OF PAVEMENT SO THAT WATER WILL NOT POND. AT INTERSECTING STREETS, WHERE THE EDGE OF PAVEMENT CONTINUES ACROSS THE STREET, CARE SHALL BE TAKEN TO FEATHER DOWN AND FORM A NEAT SEAM WITH THE PROPER GRADE.

ITEM 304 - AGGREGATE BASE, AS PER PLAN:

THIS ITEM SHALL CONFORM TO ITEM 304 OF THE OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS. THE QUANTITY PROVIDED ON THE CULVERT DETAIL ON SHEET P.44 HAS BEEN ESTIMATED USING A 6" THICKNESS. THE CONTRACTOR MUST FIRST FIELD VERIFY THE ELEVATION OF THE EXISTING SUBGRADE PRIOR TO THE PLACEMENT OF THIS ITEM. IF THE EXISTING SUBGRADE IS FOUND TO BE AT A DIFFERENT ELEVATION THAN THE PROPOSED SUBGRADE (WHEN ASSUMING A PROPOSED 6" AGGREGATE BASE), THE CONTRACTOR SHALL PROVIDE THE RESULTS OF THE INVESTIGATION TO THE PROJECT ENGINEERING. THE ENGINEERING SHALL THEN DIRECT THE CONTRACTOR TO ADJUST THE THICKNESS OF THIS ITEM ACCORDINGLY.

THE CONTRACTOR WILL BE COMPENSATED FOR ANY ADDITIONAL QUANTITY OF THIS ITEM AT THE CONTRACT BID PRICE OF THE ITEM. THE CONTRACTOR WILL NOT RECEIVE ANY ADDITIONAL COMPENSATION BEYOND THE ADJUSTED QUANTITY AT THE CONTRACT BID PRICE.

ITEM 617 - WATER:

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY:

ITEM 617 - WATER = 2 MGAL

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 M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

ITEM 638 - VALVE BOX ADJUSTED TO GRADE:

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY FOR USE WHEN ENCOUNTERING VALVE BOX(ES) THAT REQUIRE ADJUSTMENT TO GRADE:

ITEM 638 - VALVE BOX ADJUSTED TO GRADE = 4 EACH

ITEM 644 - THERMOPLASTIC PAVEMENT MARKINGS:

ITEM 646 - EPOXY PAVEMENT MARKINGS:
 THE LOCATIONS, SIZES AND SHAPES OF PROPOSED PAVEMENT MARKINGS WILL BE THE SAME AS EXISTING ON THE MAJORITY OF THIS PROJECT. ANY DEVIATION FROM EXISTING WILL BE IDENTIFIED WITHIN THIS PLAN.

EXISTING CROSSWALK MARKINGS WILL BE STRIPED BACK ACCORDING TO THE HIGH VISIBILITY CROSSWALK DETAIL IN SCD TC-74.10.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THESE EXISTING PAVEMENT MARKINGS BEFORE THE PAVEMENT PLANING AND RESURFACING OBLITERATES THEM. ANY PAVEMENT MARKING WHICH IS PLACED AT THE WRONG LOCATION SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED TO PERMANENTLY STRIPE CONCRETE REPAIR LOCATIONS AND HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 646 - EDGE LINE, 6" = 0.17 MILE
 ITEM 646 - CENTER LINE = 0.09 MILE
 ITEM 646 - CHANNELIZING LINE, 12" = 227 FT
 ITEM 646 - STOP LINE = 24 FT
 ITEM 646 - TRANSVERSE/DIAGONAL LINE = 50 FT
 ITEM 646 - LANE ARROW = 4 EACH

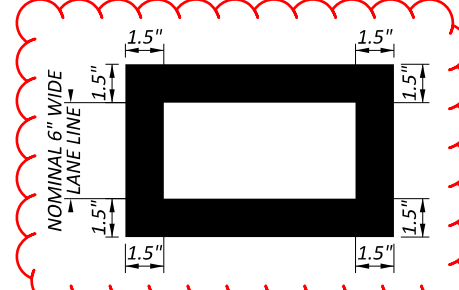
CENTERLINE CONSTRUCTION:

THE INTENT OF THIS PROJECT IS THAT ALL WORK IS TO BE COMPLETED WITHIN THE EXISTING RIGHT OF WAY. ANY CENTERLINE SHOWN IN THIS PLAN IS TO BE CONSIDERED A CENTERLINE OF CONSTRUCTION ONLY AND NOT TO BE CONSTRUED AS THE ACTUAL GEOMETRIC ALIGNMENT OF THE ROADWAY. FOR THE MAJORITY OF THIS PLAN, MEASUREMENTS AND CALCULATIONS WILL BE PROVIDED USING COUNTY STRAIGHT LINE MILEAGE (SLM). THE SLM CONVERSION EQUATION ON THE SCHEMATIC GIVES THE RELATIVITY OF STATIONING TO SLM (AND VICE VERSA). ANY CENTERLINE STATIONING PROVIDED IS TO BE USED AS A REFERENCE OF PROJECT LENGTH ONLY AND SHALL NOT BE USED TO ESTABLISH PRECISE LOCATIONS OF ANY OTHER FEATURES SUCH AS/NOT LIMITED TO THE EXISTING RIGHTS OF WAY. ANY RIGHT OF WAY SHOWN IN THE PLAN IS A GRAPHICAL REPRESENTATION (OF SAID RIGHT OF WAY) CONFIRMING THAT THE PLANNED WORK HAS BEEN DETERMINED TO BE IN ODOT RIGHT OF WAY. IN THE EVENT THAT ANY ACTIVITIES DEVIATE FROM THE PLAN, THE CONTRACTOR MAY BE REQUIRED, PER THE ENGINEER, TO VERIFY THE RIGHT OF WAY LIMITS IN THE FIELD. PAYMENT FOR ANY RIGHT OF WAY VERIFICATION WILL BE INCLUDED UNDER THE LUMP SUM BID ITEM 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN.

ITEM 647 - PAVEMENT MARKING, MISC.: LANE LINE, 6",

CONTRAST MARKING:
 IN ADDITION TO THE REQUIREMENTS OF CMS 647, THIS ITEM SHALL INCLUDE

FIRST, APPLY BLACK PAVEMENT MARKING ON THE PAVEMENT. SECOND, APPLY THE WHITE PAVEMENT MARKING ON TOP OF THE BLACK MARKING AFTER THE BLACK MARKING HAS CURED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS. THE BLACK CONTRAST MARKING AND THE WHITE LANE LINE MARKING SHALL BE PLACED ACCORDING TO THE FOLLOWING DIAGRAM:



THE WHITE LANE LINE SHALL BE CENTERED ON THE BLACK MARKING SUCH THAT THERE WILL BE 1.5 INCH BLACK BORDER ON EITHER SIDE OF THE WHITE LANE LINE. THE WHITE LANE LINE SHALL BE CENTERED WITHIN THE BLACK PAINT AREA WITH BLACK ON BOTH THE LEADING AND TRAILING EDGES.

ITEM 647 - PAVEMENT MARKING, MISC.: LANE LINE, 6", CONTRAST MARKING SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT. THE BLACK CONTRAST MARKING (AS DETAILED) SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED TO PERMANENTLY STRIPE CONCRETE REPAIR LOCATIONS AND HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 647 - PAVEMENT MARKING, MISC.: LANE LINE, 6" CONTRAST MARKING = 0.09 MILE

ITEM 632 - DETECTOR LOOP, AS PER PLAN:

THE LOCATIONS, SIZES AND SHAPES OF PROPOSED LOOP DETECTORS WILL BE THE SAME AS EXISTING. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THE EXISTING LOOP DETECTORS LISTED IN THE PLAN BEFORE THE PAVEMENT PLANING DESTROYS THEM. ALL LOOP WIRE SHALL BE IDENTIFIED WITH A PLASTIC TAG (WBLT, EBRT, ETC.) AT THE SPLICE POINT OR AT ENTRANCE TO THE CONTROL CABINET. WHEN A PULLBOX IS NOT USED, THE SOLDERED SPLICE SHALL BE MADE IN AN ANCHOR BASE, STRAIN POLE OR A CONDUIT RISER SPECIFIED BY THE PROJECT ENGINEER, EXCEPT WHERE A CONTROLLER CABINET IS MOUNTED ON THAT POLE IN WHICH CASE THE LOOP WIRE SHALL BE ROUTED DIRECTLY INTO THE CABINET. THE CONTRACTOR SHALL PROVIDE THE PROJECT ENGINEER PRIOR TO THE COMMENCEMENT OF WORK, A COPY OF THE IMSA CERTIFICATION PAPERS FOR ALL SIGNAL TECHNICIANS WORKING ON THIS PROJECT. THE CONTRACTOR SHALL ALSO CONTACT THE TRANSPORTATION DIVISION SIGNALS MANAGEMENT ENGINEER AT LEAST FORTY-EIGHT HOURS (EXCLUDING SAT & SUN) IN ADVANCE OF THIS ITEM OF WORK. ALL DETECTOR LOOPS SHALL BE REPLACED AND FUNCTIONAL WITHIN 48 HOURS OF BEING REMOVED. THE CONTRACTOR SHALL ALSO PROTECT ANY INLET OR CATCH BASIN FROM FOREIGN MATERIAL OR CONSTRUCTION DEBRIS ENTERING THE INLET OR CATCH BASIN WHILE CUTTING DETECTOR LOOPS.

ITEM 632 - LOOP DETECTOR TIE IN:

THIS ITEM SHALL BE USED TO CONNECT AND SPLICE PROPOSED LOOP DETECTORS TO THE APPROPRIATE EXISTING LEAD IN CABLE INSIDE THE PULL BOX.

ITEM 517 - RAILING, MISC.: DEEP BEAM RAIL PANEL

REPLACEMENT:
 THIS ITEM SHALL CONSIST OF REPLACING THE EXISTING PANELS (ONLY) ON AN EXISTING TUBULAR BACKUP SYSTEM (DBR-2-73). PAYMENT FOR THIS ITEM SHALL BE MADE AT THE UNIT PRICE BID OF FEET AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT, MATERIALS, AND ANY GUARDRAIL COMPONENTS NECESSARY TO REMOVE AND REPLACE THE EXISTING PANEL(S).

ITEM 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN:

THE ITEM SHALL CONSIST OF STATIONING USING 3 FT LATH STAKES OR PAINT MARKINGS. THE STAKES OR PAINT MARKINGS SHALL BE SPACED AT 200 FT INTERVALS AND EXTEND THROUGHOUT THE LENGTH OF THE PROJECT. PLACEMENT OF THE STAKES OR PAINT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY DAMAGED, MISSING STAKES, OR PAINT MARKINGS. PAINT MARKINGS SHALL BE PLACED ON CURBS AND USED IN AREAS WHERE THE PLACEMENT OF STAKES IS NOT POSSIBLE AND APPROVED BY THE PROJECT ENGINEER. STAKES AND PAINT SHALL BE MAINTAINED AND LEGIBLE UNTIL THE END OF THE PROJECT.

CONSTRUCTION LAYOUT STAKES, AS PER PLAN, WILL BE PAID FOR AT THE CONTRACT LUMP SUM BID, WHICH PRICE SHALL BE FULL COMPENSATION FOR ALL SERVICES, MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS, INCLUDING THE REMOVAL, NECESSARY TO COMPLETE THIS ITEM.

ENVIRONMENTAL COMMITMENTS:

ANY AND ALL CONSTRUCTION DEBRIS, EARTHEN DEBRIS, EXCESS ASPHALT OR CONCRETE, WOOD DEBRIS FROM CLEARING, EXCESS FILL MATERIAL, AND TRASH SHALL BE REMOVED AND DISPOSED OF AT AN APPROVED UPLAND SITE OR LAND FILL ABOVE FEMA 100-YEAR FLOOD ELEVATIONS.

NO TREE CLEARING IS REQUIRED OR PERMITTED ON THIS PROJECT.

THE CONTRACTOR SHALL KEEP ALL IDLE EQUIPMENT, FUELS, LUBRICANTS, AND ANY STORAGE FOR/OF POTENTIALLY TOXIC OR HAZARDOUS MATERIALS OUT OF THE FEMA DESIGNATED SPECIAL FLOOD HAZARD AREA.

NO STREAMS SHALL BE IMPACTED AS PART OF THIS PROJECT.

THE NECESSARY STREAM AND WETLAND MITIGATION WILL BE COMPLETED FOR THE PROJECT AND APPROPRIATE DOCUMENTATION WILL BE INCLUDED IN THE PROJECT FILE.

ODOT SHALL OBTAIN ALL NECESSARY WATERWAY PERMITS PRIOR TO CONSTRUCTION AND SPECIAL PROVISIONS ATTACHED TO THE FINAL PLAN SET.

THE CONTRACTOR SHALL FOLLOW ALL WATERWAY PERMIT SPECIAL PROVISIONS THROUGHOUT CONSTRUCTION.



SHEET													PARTICIPATION				ITEM	EXT	TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.11-P.13	P.14-P.17	P.23	P.25	P.27	P.28	P.44	P.45	P.52	P.53	P.56	P.57	P.58	01/NHS/05	02/NHS/05/GROV	03/S>2/05	04/S>2/05						
																		TRAFFIC CONTROL				
									444				310	134			621	00100	444	EACH	RPM	
									582				310	272			621	54000	582	EACH	RAISED PAVEMENT MARKER REMOVED	
				18									8	10			626	00110	18	EACH	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	
				2									1	1			630	85100	2	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	
	0.10												0.10				642	00100	0.10	MILE	EDGE LINE, 4", TYPE 1	
								8.87					5.64	3.23			644	00104	8.87	MILE	EDGE LINE, 6"	
								1.28						1.28			644	00204	1.28	MILE	LANE LINE, 6"	
								5.24					2.86	2.38			644	00300	5.24	MILE	CENTER LINE	
								446					426	20			644	00400	446	FT	CHANNELIZING LINE, 8"	
								2894						2894			644	00404	2894	FT	CHANNELIZING LINE, 12"	
													79	432			644	00500	511	FT	STOP LINE	
														1569			644	00630	1569	FT	CROSSWALK LINE, 24"	
														787			644	00700	787	FT	TRANSVERSE/DIAGONAL LINE	
													6	33			644	01300	39	EACH	LANE ARROW	
														13			644	01410	13	EACH	WORD ON PAVEMENT, 96"	
								0.27					0.04	0.23	0.13	0.04	646	10010	0.44	MILE	EDGE LINE, 6"	
	0.17							0.01						0.01			646	10110	0.01	MILE	LANE LINE, 6"	
	0.09							0.04					0.02	0.02	0.07	0.02	646	10200	0.13	MILE	CENTER LINE	
	227													177	50		646	10310	227	FT	CHANNELIZING LINE, 12"	
	24							76						76	19	5	646	10400	100	FT	STOP LINE	
														60			646	10520	60	FT	CROSSWALK LINE, 24"	
	50														39	11	646	10600	50	FT	TRANSVERSE/DIAGONAL LINE	
	4														3	1	646	20300	4	EACH	LANE ARROW	
														1612			646	20504	1612	FT	DOTTED LINE, 6"	
	0.09														0.07	0.02	647	50130	0.09	MILE	PAVEMENT MARKING, MISC.: LANE LINE, 6", CONTRAST MARKING	P.13
																					TRAFFIC SIGNALS	
					1									1			632	26501	1	EACH	DETECTOR LOOP, AS PER PLAN	P.13
					1									1			632	27200	1	EACH	LOOP DETECTOR TIE IN	
										6119				6119			512	10050	6119	SY	STRUCTURE OVER 20 FOOT SPAN (FRA-665-0887, SFN 2516969) SEALING OF CONCRETE SURFACES (NON-EPOXY)	
					50									50			517	76300	50	FT	STRUCTURE OVER 20 FOOT SPAN (FRA-665-0988, SFN 2516985) RAILING, MISC.: DEEP BEAM RAIL PANEL REPLACEMENT	P.13
											536			536			512	10050	536	SY	STRUCTURE OVER 20 FOOT SPAN (FRA-665-1194, SFN 2517043) SEALING OF CONCRETE SURFACES (NON-EPOXY)	
													464	464			512	10050	464	SY	STRUCTURE OVER 20 FOOT SPAN (FRA-665-1262, SFN 2517078) SEALING OF CONCRETE SURFACES (NON-EPOXY)	
													22	22			519	12300	22	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B	
																					MAINTENANCE OF TRAFFIC	
	100												30	15	35	20	614	11110	100	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
	LS												LS	LS			614	12420	LS		DETOUR SIGNING	
	37												18	19			614	12460	37	EACH	WORK ZONE MARKING SIGN	
	40												40				614	13000	40	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
	14												7	3	2	2	614	18601	14	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.16
	2.56													2.56			614	20560	2.56	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
	10.48												5.72	4.76			614	21550	10.48	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
	892												852	40			614	23680	892	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	
	5788													5788			614	23690	5788	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
	1022												158	864			614	26610	1022	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
																					INCIDENTALS	
													LS	LS	LS	LS	614	11000	LS		MAINTAINING TRAFFIC	
													LS	LS	LS	LS	623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	P.13
													LS	LS	LS	LS	624	10000	LS		MOBILIZATION	