

# STATE OF OHIO DEPARTMENT OF TRANSPORTATION

## GRE- IR 675-14.91

CITY OF FAIRBORN  
BATH TOWNSHIP  
GREENE COUNTY

**FEDERAL PROJECT NUMBER**

E171264

**RAILROAD INVOLVEMENT**

NONE

**PROJECT DESCRIPTION**

RESURFACING A PORTION OF IR 675 IN GREENE COUNTY. PROJECT INCLUDES MINOR BRIDGE WORK.

**EARTH DISTURBED AREAS**

PROJECT EARTH DISTURBED AREA: 1.60 ACRES  
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.0 ACRES  
NOTICE OF INTENT EARTH DISTURBED AREA: N/A (NOI NOT REQUIRED)\*  
\* ROUTINE 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.

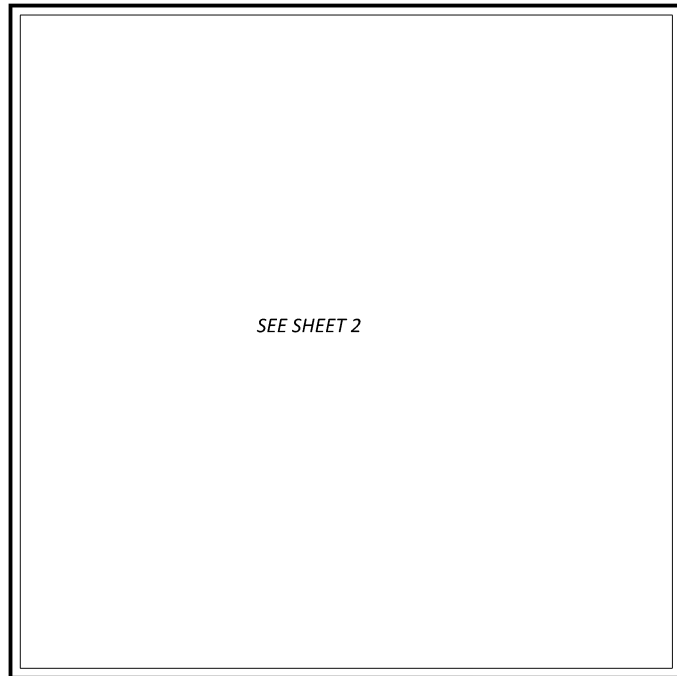
**2023 SPECIFICATIONS**

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL SPECIFICATION 800 VERSION INDICATED ON THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEARBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY WILL BE AS SET FORTH ON THE PLANS AND ESTIMATE.

*Terry K. Campbell*  
District Deputy Director

*Jack Marchbanks*  
Jack Marchbanks, PhD  
Director, Department of Transportation



**LOCATION MAP**

LATITUDE: 39°49'31" LONGITUDE: -84°00'00"



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

**DESIGN DESIGNATION**

GRE-IR 675  
14.39-15.43 15.43-17.69

CURRENT ADT (2025)	47,000	46,000
DESIGN YEAR ADT (2037)	53,000	51,500
DESIGN HOURLY VOLUME (2037)	6,600	6,700
DIRECTIONAL DISTRIBUTION	65.0%	50.4%
TRUCKS (24 HOUR B&C)	9.0%	9.0%
DESIGN SPEED	70	70
LEGAL SPEED	65	65
DESIGN FUNCTIONAL CLASSIFICATION:		
01 INTERSTATES (URBAN)		
NHS PROJECT	-----	YES

**DESIGN EXCEPTIONS**

NONE

**ADA DESIGN WAIVERS**

NONE

**UNDERGROUND UTILITIES**  
Contact Two Working Days  
Before You Dig

**OHIO811.org**  
Before You Dig

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

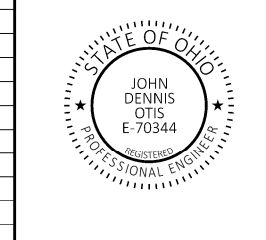
PLAN PREPARED BY:  
ODOT DISTRICT 8 ENGINEERING  
505 S. STATE ROUTE 741  
LEBANON, OHIO 45036

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STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-2.1	1/21/22	MT-95.45	7/21/23	TC-65.10	1/17/14	800-2023	7/19/24
BP-2.5	7/19/24	MT-95.50	7/21/17	TC-65.11	1/19/24	808	1/18/19
BP-3.1	1/19/24			TC-71.10	4/21/23	821	4/20/12
BP-9.1	1/18/19	MT-98.10	1/17/20	TC-72.20	7/21/23	832	7/21/23
		MT-98.11	1/17/20	TC-73.20	7/21/23	846	4/17/15
AS-1-15	1/20/23	MT-98.20	4/19/19			847	1/15/21
AS-2-15	7/21/23	MT-98.22	1/17/20			875	1/18/19
CPA-1-08	1/19/24	MT-98.28	1/17/20			908	10/20/17
CPP-1-08	7/21/17	MT-99.20	4/19/19			921	4/20/12
CS-1-24	1/19/24	MT-102.20	4/19/19				
DS-1-92	7/15/22	MT-102.30	10/16/15				
TST-2-21	7/21/23	MT-104.10	1/19/24				
		MT-105.10	1/17/20				
MT-95.30	7/19/19						
MT-101.90	7/17/20						

ENGINEER'S SEAL  
ROADWAY



TITLE SHEET

DESIGN AGENCY



DESIGNER	JED
REVIEWER	JDO
PROJECT ID	105675
SHEET	P.1
TOTAL	19

GRE-IR 675-14.91

MODEL: Sheet\_SurvFI PAPER SIZE: 17x11 (in.) DATE: 9/10/2024 TIME: 12:57:02 PM USER: jdavis4 p:\ohiodot-pw-bentley.com\ohiodot-pw-02\Documents\01 Active Projects\District 08\Greene\105675\400-Engineering\Roadway\Sheets\105675\_GT001.dgn

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER UNLESS AUTHORIZED BY THE ENGINEER". THE ACTUAL WORK LOCATIONS AND QUANTITIES USED AT THE ENGINEER'S DIRECTION SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THE PROJECT.

UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

ITEM 623- CONSTRUCTION LAYOUT STAKES, AS PER PLAN

PRIOR TO THE START OF ROADWAY OPERATION, THE CONTRACTOR SHALL REFERENCE THE LENGTH OF THE PROJECT ON BOTH SIDES OF THE ROADWAY, IN A MANNER SATISFACTORY TO THE ENGINEER. THE PAVEMENT SHALL BE REFERENCED IN 500' FEET INCREMENTS, OR IN INCREMENTS ACCEPTABLE TO THE ENGINEER, IN A SEMIPERMANENT CONDITION.

PERMANENT PAVEMENT MARKINGS

THE CONTRACTOR SHALL REFERENCE ALL PAVEMENT MARKINGS INCLUDING AUXILIARY PAVEMENT MARKINGS BEFORE THE START OF THE RESURFACING OPERATION. THIS WILL BE NECESSARY TO ASSURE THE CORRECT PLACEMENT OF MARKINGS IN ORIGINAL LOCATIONS. EXCEPTIONS TO THIS REQUIREMENT ARE DOTTED LINES, CHEVRON, AND TRANSVERSE LINES AT RAMP LOCATIONS. NEW MARKINGS ARE TO FOLLOW THE CURRENT STANDARD DRAWINGS.

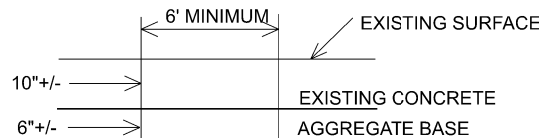
PAYMENT FOR THIS OPERATION SHALL BE INCLUDED WITH EACH RESPECTIVE PAVEMENT MARKING ITEM.

ITEM 254 PAVEMENT PLANING

THE PAVEMENT PLANING SHALL BE SCHEDULED SO AS TO BE COVERED BY THE SURFACE COURSE PRIOR TO REOPENING THE LANE TO TRAFFIC. THE COST OF THE ABOVE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE RESPECTIVE ITEM. A DISINCENTIVE IN THE AMOUNT OF \$3,000 SHALL BE ASSESSED FOR EACH DAY, OR PORTION THEREOF, A PLANED SURFACE IS OPEN TO TRAFFIC.

ITEM 255- FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT TYPE 1, CLASS QC FS, AS PER PLAN (S.L.M. 15.94-16.00)

AN ESTIMATED QUANTITY OF 190 SQ YDS OF ITEM 255- PAVEMENT REPAIR HAS BEEN CARRIED TO THE GENERAL SUMMARY AS DIRECTED BY THE ENGINEER.



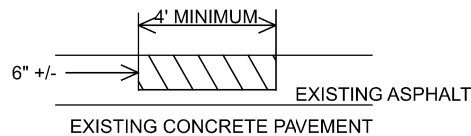
UNLESS OTHERWISE DIRECTED BY THE ENGINEER, EXISTING DETERIORATED CONCRETE AND AGGREGATE BASE SHALL BE COMPLETELY REMOVED (APPROXIMATELY 10" CONCRETE AND 6" AGGREGATE BASE) AND REPLACED WITH 10" OF ITEM 452 NON-REINFORCED CONCRETE PAVEMENT, TYPE 1, CLASS QC FS AND A MINIMUM 6" OF ITEM 304 AGGREGATE BASE. AGGREGATE BASE THICKNESS SHALL BE INCREASED TO ADDRESS ANY DEVIATION WHERE REMOVED CONCRETE IS THICKER THAN 10". THIS WILL BE INCIDENTAL TO THE WORK. THE REPAIRS SHALL BE AS DETERMINED BY THE ENGINEER.

ITEM 255 FULL DEPTH PAVEMENT SAWING

A QUANTITY OF 6912 FT ITEM 255 FULL DEPTH PAVEMENT SAWING HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 253- PAVEMENT REPAIR

AN ESTIMATED QUANTITY OF 1000 CU YDS OF ITEM 253- PAVEMENT REPAIR HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. THIS OPERATION SHALL BE PERFORMED BEFORE PAVEMENT PLANING OF ROADWAY.



EXISTING DETERIORATED ASPHALT SHALL BE REMOVED TO A DEPTH OF 6" ± OR AS DIRECTED BY THE ENGINEER AND REPLACED WITH ITEM 301, ASPHALT CONCRETE BASE. THE 301 SHALL BE COMPACTED AS PER 401.15 AND IN APPROXIMATELY EQUAL LAYERS. THE LOCATIONS AND SIZE OF THE REPAIRS SHALL BE DETERMINED BY THE ENGINEER.

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 35 FT. IF ANY TEMPORARY STRUCTURES 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 SUBMIT FORM 7460-1 TO THE FAA. NOTIFY THE ODOT OFFICE OF AVIATION WHEN SUBMITTING FAA FORM 7460-1.

NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

FEDERAL AVIATION ADMINISTRATION  
SOUTHWEST REGIONAL OFFICE  
OBSTRUCTION EVALUATION GROUP  
10101 HILLWOOD PARKWAY  
FORT WORTH, TX 76177  
FAX: (817) 222-5920  
HTTP://CEAAA.FAA.GOV

OHIO DEPARTMENT OF TRANSPORTATION  
OFFICE OF AVIATION  
2829 WEST DUBLIN-GRANVILLE ROAD  
COLUMBUS, OHIO 43235  
OHIO.AIRPORT.PROTECTION@DOT.OHIO.GOV

ROADWAY SENSORS IN CONCRETE PAVEMENT

CONTRACTOR NEEDS TO BE AWARE OF EXISTING ROADWAY SENSORS IN THE CONCRETE PAVEMENT ON GRE 675 AT APPROXIMATELY AT GRE 675 NB/SB S.L.M. 15.93, S.L.M. 15.95. THESE SENSORS CAN BE REMOVED WITH PAVEMENT REPAIR WORK. IF WORK IS TO BE DONE NEAR THE SENSORS PLEASE CONTACT COLIN SLONE (ODOT) Colin.Slone@dot.ohio.gov (614)-852-7374 PRIOR TO ANY WORK NEAR THESE SENSORS.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT.

ASBESTOS NOTE

AN ASBESTOS SURVEY FOR SFN 2903989 AND SFN 2903997 SCHEDULED FOR RENOVATION WORK WAS CONDUCTED ON 03/05/2024 BY A LICENSED ASBESTOS HAZARD EVALUATION SPECIALIST. THE ASBESTOS SURVEY DID NOT IDENTIFY THE PRESENCE OF ANY ASBESTOS CONTAINING MATERIALS.

ELECTRONIC SUBMISSION:

THE CONTRACTOR SHALL SUBMIT ELECTRONICALLY TO OEPA A COMPLETED NOTIFICATION OF DEMOLITION & RENOVATION FORM (NDRF) AND APPLICABLE FEES ALONG WITH THE ASBESTOS SURVEY REPORT. THE COMPLETED NDRF MUST BE SUBMITTED TO OEPA AT LEAST 10 DAYS PRIOR TO ANY DEMOLITION AND RENOVATION ACTIVITY. THE CONTRACTOR IS RESPONSIBLE FOR RETAINING AN ELECTRONIC COPY OF THE NDRF (IN PDF FORM) FOR SUBMISSION TO THE DISTRICT ENVIRONMENTAL STAFF AND ONE HARD COPY TO THE PROJECT ENGINEER.

(GO TO THE OEPA EBUSINESS CENTER AND SUBMIT THE NDRF AND PAYMENT ALONG WITH THE ASBESTOS SURVEY REPORT) HARD COPY SUBMISSION:

THE CONTRACTOR MAY ELECT TO SUBMIT A HARD COPY OF THE COMPLETED NDRF AND PAYMENT ALONG WITH THE ASBESTOS SURVEY REPORT TO THE FOLLOWING:  
ASBESTOS PROGRAM  
OHIO EPA, DAPC  
P.O. BOX 1049  
COLUMBUS, OHIO 43216-1049  
OR  
ASBESTOS PROGRAM  
OHIO EPA, DAPC  
50 W TOWN ST, SUITE 700  
COLUMBUS, OHIO 43215  
IF THE CONTRACTOR ELECTS TO SUBMIT A HARD COPY TO OEPA THEY ARE RESPONSIBLE FOR RETAINING A HARD COPY OF THE NDRF FOR SUBMISSION TO THE DISTRICT ENVIRONMENTAL STAFF AND A HARD COPY TO THE PROJECT ENGINEER.

SOLE SOURCE AQUIFER

THIS PROJECT IS LOCATED WITHIN A SOLE SOURCE AQUIFER. USE PROPER CONTAINMENT AND DIKING IN REFUELING AREAS. DO NOT STORE FUELS, TOXIC/HAZARDOUS MATERIALS, AND CHEMICALS NEAR DRAINAGE WAYS, DITCHES, OR STREAMS. MAINTAIN A SPILL KIT ON-SITE THROUGHOUT CONSTRUCTION ACTIVITIES. IMMEDIATELY MITIGATE ANY EVENT, SUCH AS A SPILL OF FUELS, OILS, OR CHEMICALS, THAT COULD THREATEN TO CONTAMINATE THE DRINKING WATER SUPPLY. REPORT ALL SPILLS OR EVENTS TO THE GREENE COUNTY DISASTER SERVICES (937-562-5994). IF THE SPILL IS A REPORTABLE AMOUNT (PER OHIO EPA'S RELEASE REPORTING REQUIREMENTS), CONTACT THE FAIRBORN FIRE DEPARTMENT (937-754-3080) OR THE OHIO EPA'S SPILLS HOTLINE 1-800-282-9378 FOR CLEAN-UP OF THE SPILL.

ITEM 621- RAISED PAVEMENT MARKERS

ITEM 621- RPM, WHITE ..... 346 EA  
ITEM 621- RPM, R/W ..... 374 EA

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 621- RPM ..... 720 EA  
ITEM 621- RPM REMOVED ..... 720 EA

ITEM SPECIAL - CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION

ALL CONCRETE SHALL BE TESTED. ALL TESTING, INSPECTION AND QUALITY CONTROL FOR CONCRETE, NOT INCLUDED UNDER QC/QA PAY ITEMS, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL PROVIDE A CONCRETE TESTING CONSULTANT WITH PREVIOUS EXPERIENCE AND FAMILIARITY IN ODOT PROCEDURES, CONCRETE TESTING REQUIREMENTS AND CONCRETE TESTING DOCUMENTATION. AT LEAST 30 DAYS PRIOR TO CONCRETE PLACEMENT, SUBMIT TO THE ENGINEER FOR APPROVAL, THE PROPOSED CONCRETE TESTING CONSULTANT ALONG WITH THE RESUMES OF THE PROPOSED TESTING PERSONNEL. TESTING CONCRETE FOR STRUCTURES AND PORTLAND CEMENT CONCRETE PAVEMENT SHALL BE PERFORMED AS OUTLINED IN CMS SPECIFICATIONS 455 RESPECTIVELY.

THROUGH THE CONTRACTOR, THE CONSULTANT SHALL BE RESPONSIBLE FOR ENSURING THAT ALL CONCRETE PLACED IS IN ACCORDANCE WITH THE SPECIFICATIONS. SUCH WORK SHALL BE IN ACCORDANCE WITH THE APPLICABLE CONSTRUCTION AND MATERIAL SPECIFICATIONS AND THE ODOT CONSTRUCTION INSPECTION MANUAL OF PROCEDURES FOR CONCRETE. THE CONCRETE CONSULTANT SHALL PROVIDE THE NECESSARY TRAINED TECHNICIAN(S), ALL EQUIPMENT, AND SHALL FURNISH THE PROJECT ENGINEER WITH TWO (2) COPIES OF ALL TEST RESULTS WITHIN 24 HOURS AFTER COMPLETION OF CONCRETE PLACEMENT. THE TECHNICIAN SHALL BE ACI LEVEL 1 CERTIFIED AND WILL BE REQUIRED TO DEMONSTRATE HIS/HER COMPETENCE AND EXPERIENCE LEVELS TO THE ENGINEER PRIOR TO BEGINNING WORK. THE ENGINEER WILL ORDER THE CONTRACTOR TO REPLACE ANY TECHNICIAN THAT IS NOT VERSED IN THE REQUIRED TESTING PROCEDURE.

THE TECHNICIAN SHALL VERBALLY NOTIFY THE ODOT PROJECT ENGINEER OF ANY FAILING TEST AND SHALL SUBMIT FOLLOW-UP WRITTEN NOTIFICATION TO THE PROJECT ENGINEER OF REMEDIAL ACTION(S) TAKEN. TESTS SHALL BE TAKEN AS SPECIFIED WITHIN THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, CONCRETE MANUAL OR APPROPRIATE SUPPLEMENTAL SPECIFICATION AS LISTED IN THE PROPOSAL GOVERNING THE PROJECT. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO MAKE IMMEDIATE CORRECTIONS OR ADJUSTMENTS TO THE CONCRETE MIX VIA DIRECT COMMUNICATION WITH THE CONCRETE SUPPLIER'S PLANT PERSONNEL TO MAINTAIN UNINTERRUPTED COMPLIANCE WITH THE SPECIFICATIONS UPON NOTIFICATION OF CONCRETE MIX NONCOMPLIANCE BY THE CONSULTANT TECHNICIAN. THE PROJECT ENGINEER MAY REQUIRE MORE FREQUENT TESTING AS CONDITIONS WARRANT. UPON COMPLETION OF DAILY CONCRETE PLACEMENT(S), THE CONCRETE CONSULTANT SHALL PROVIDE THE PROJECT ENGINEER WITH DAILY TEST REPORTS, TE-45'S, INSPECTOR'S DAILY REPORT AND SUPPORTING DOCUMENTATION FOR EACH ITEM OF CONCRETE WORK PERFORMED SEPARATED BY MIX DESIGN. SUBSEQUENTLY, UPON COMPLETION OF AN ENTIRE CONCRETE SPECIFICATION ITEM, THE CONCRETE CONSULTANT SHALL ALSO PROVIDE THE PROJECT ENGINEER WITH TWO (2) COPIES OF AN ADDITIONAL INSPECTION REPORT BY A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO, WHICH CONTAINS THE TESTING-RESULTS SUMMARY FOR EACH ITEM BY CONTRACT REFERENCE NUMBER AND THE CONSULTANT'S CONCLUSIONS RELATIVE TO SPECIFICATION COMPLIANCE FOR ALL CONCRETE-TESTING WORK. THE ODOT PROJECT ENGINEER RESERVES THE RIGHT TO MAKE UNANNOUNCED QUALITY-CONTROL TESTS TO VERIFY PROCEDURES USED AND RESULTS BEING OBTAINED BY THE CONTRACTOR. THE CONCRETE TECHNICIAN SHALL WORK UNDER THE DIRECTION OF A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO, WHO WILL MONITOR THE CONCRETE TEST RESULTS. THE FINAL INSPECTION REPORTS FOR EACH COMPLETED ITEM SHALL BE SIGNED BY A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO, CERTIFYING THAT ALL CONCRETE TESTS PROVIDED BY THE CONTRACTOR MET APPLICABLE CONTRACT REQUIREMENTS. A FINAL REPORT ISSUED BY THE CONSULTING FIRM SHALL CONTAIN A CERTIFIED STATEMENT OF COMPLIANCE WITH ODOT SPECIFICATIONS AND ANY OTHER CONCLUSIONS REGARDING THE CONCRETE MATERIALS INCORPORATED INTO THE PROJECT. SUCH STATEMENT SHALL BE SIGNED BY A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO. AND, THE CONCRETE CONSULTANT SHALL BE REQUIRED TO ATTEND MONTHLY PROGRESS MEETINGS AS REQUIRED BY THE PROJECT ENGINEER. ADDITIONALLY, THE CONTRACTOR SHALL BE REQUIRED TO KEEP A POSTED LIST OF BEAM AND CYLINDER IDENTIFICATION NUMBERS FOR THE PURPOSE OF IDENTIFYING THE CORRESPONDING PLACEMENT LOCATION AND CONCRETE SPECIFICATION ITEM. PAYMENT SHALL BE BID AS LUMP SUM FOR ITEM SPECIAL MISC.: CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION. THE ITEM WILL BE PAID FOR AS FOLLOWS: UPON APPROVAL OF CONSULTANT ..... 20% PROGRESSIVE EQUIVALENT PAYMENTS ..... 50% UPON SUBMISSION OF FINAL REPORT ..... 30%. THE TECHNICIAN SHALL HAVE THE FULL EFFECT AND AUTHORITY OF AN ODOT PROJECT INSPECTOR IN DETERMINING ACCEPTABILITY OF MATERIAL AND CONCRETE PLACEMENT PRACTICES.

DESIGN AGENCY



DESIGNER

JED

REVIEWER

JDO 5/12/2024

PROJECT ID

105675

SHEET TOTAL

P.3 19

**MAINTENANCE OF TRAFFIC**

MAINTAIN ALL EXISTING LANES AT ALL TIMES, EXCEPT LANE CLOSURES ARE PERMITTED IN ACCORDANCE WITH THE LANE VALUE CONTRACT TABLE, BY USE OF THE EXISTING PAVEMENT AND THE COMPLETED PAVEMENT.

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 HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00AM WEDNESDAY THROUGH 6:00AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$65 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

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.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

**NOTIFICATION OF TRAFFIC RESTRICTIONS**

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE OFFICE OF COMMUNICATIONS. THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

**NOTICE TO OFFICE OF COMMUNICATIONS TIME TABLE**

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

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

**ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR**  
IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OHIO ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION OR AT THE POINT OF ROAD CLOSURE, AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES. LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 200 HOURS.

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

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

**PERMITTED LANE CLOSURE SCHEDULE (PLCS)**

LANE CLOSURE(S) SHALL CONFORM TO THE PLCS. PUBLISHED PLCS INFORMATION CAN BE FOUND ON THE ODOT WEBSITE AT: [HTTPS://WWW.TRANSPORTATION.OHIO.GOV/WPS/PORTAL/GOV/ODOT/WORKING/DATA-TOOLS/RESOURCES/PERMITTED-LANE-CLOSURE](https://www.transportation.ohio.gov/wps/portal/gov/odot/working/data-tools/resources/permited-lane-closure)

THE MONTHLY PUBLISHED SCHEDULES REQUIRED TO BE USED, FOR EACH PLCS SEGMENT WITHIN THE PROJECT AREA, ARE THOSE THAT COMPRISE THE CONSECUTIVE 12-MONTH PERIOD BEGINNING 15 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE AND ENDING 4 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE. THESE SAME 12 MONTHS APPLY FOR THE LIFE OF THE PROJECT AND SHALL BE APPLIED TO EACH RESPECTIVE MONTH OF CONSTRUCTION (MONTH OF LANE CLOSURE(S) SHALL MATCH MONTH OF PLCS USED). LANE CLOSURE(S) IN PLACE FOR MULTIPLE MONTHS SHALL ALWAYS COMPLY WITH THE CURRENT RESPECTIVE MONTH.

(FOR EXAMPLE: IF THE SALE DATE FOR THE PROJECT WAS MARCH OF 2021, THE MONTHLY PUBLISHED SCHEDULES FOR EACH APPLICABLE PLCS SEGMENT WOULD BE DECEMBER 2019 TO NOVEMBER 2020. IF THIS WAS A THREE-YEAR PROJECT, YEAR THREE WOULD STILL BE USING THE DECEMBER 2019 TO NOVEMBER 2020 MONTHLY SCHEDULES. IF THE PROJECT DESIRED TO CLOSE TWO LANES IN JUNE 2021, REFERENCE WOULD BE MADE TO THE JUNE 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S). IF THE SAME TWO LANES WERE DESIRED TO BE CLOSED AGAIN IN JULY 2021, REFERENCE WOULD BE MADE TO THE JULY 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S).)

MORE RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE AT THE DISCRETION OF THE ENGINEER IN ORDER TO COMPLY WITH THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

LESS RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE SUBJECT TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)) AND SHALL NOT BE IMPLEMENTED UNTIL, AND UNLESS, APPROVED BY THE PROPER ODOT AUTHORITY. [EXISTING MOT EXCEPTIONS THAT HAVE ALREADY BEEN APPROVED IN ACCORDANCE TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY AND STANDARD PROCEDURE ARE DETAILED IN THE APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S) PLAN NOTE.]

ALLOWABLE LANE CLOSURE HOURS FOR FACILITIES NOT COVERED BY THE PLCS, IF ANY, SHALL BE AS SPECIFIED ELSEWHERE IN THE PLANS.

**LANE VALUE CONTRACT TABLE**

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT PER LANE
I-675: ALL LANES/RAMPS OPEN TO TRAFFIC	SEE PLCS	1 MINUTE	\$230

NOTE:

1. NO CLOSURES 2 HOURS BEFORE TO 2 HOURS AFTER EVENTS AT THE NUTTER CENTER



**TRUCK MOUNTED ATTENUATOR**

WHEN THE CONTRACTOR IS SETTING /REMOVING A SHORT TERM WORK ZONE, A TRUCK MOUNTED ATTENUATOR (TMA) MUST TRAIL THE OPERATION, INCLUDING SETTING THE ADVANCE WARNING SIGNS AND TAKING THEM DOWN. THIS SAME TRUCK MUST HAVE A TYPE B FLASHING ARROW PANEL MOUNTED ON IT FACING THE REAR OF THE TRUCK. THE CONTRACTOR SHALL USE A TMA FOR ANY APPLICATION WHERE THE OMTCD OR STANDARD CONSTRUCTION DRAWINGS USES THE PHRASE "OPTIONAL" OR "WHEN SPECIFIED IN THE PLAN".

THE TMA MUST BRING A VEHICLE WEIGHING 1800 TO 4500 LBS. AND TRAVELING AT 60 MPH TO A SAFE CONTROLLED STOP, PER NCHRP 350 CRITERIA. THE MANUFACTURER'S SPECIFICATION SHALL BE FOLLOWED CONCERNING THE SIZE OF THE TRUCK AND THE CONNECTIONS TO THE TMA.

ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO PROVIDE A TMA ARE CONSIDERED INCIDENTAL TO ITEM 614 - MAINTAINING TRAFFIC. FAILURE TO PROVIDE A TMA AS REQUIRED ABOVE SHALL RESULT IN A SUSPENSION OF WORK IN ACCORDANCE WITH C&MS 105.

**WORK ZONE SPEED ZONES (WZSZS)**

THE FOLLOWING WORK ZONE SPEED ZONE (WZSZ) SPEED LIMIT REVISION(S) HAVE BEEN APPROVED FOR USE ON THIS PROJECT WHEN WORK ZONE CONDITIONS AND FACTORS ARE MET AS DESCRIBED BELOW:

WZSZ REVISION NUMBER(S)	COUNTY-ROUTE-SECTION(S)	DIRECTION(S)
WZ- 45129	GRE 675 S.L.M.14.41-18.17	NB, SB

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRECONSTRUCTION) POSTED SPEED LIMIT OF 55 MPH OR GREATER, A QUALIFYING WORK ZONE CONDITION OF AT LEAST 0.5 MILE IN LENGTH, AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS, AND A WORK ZONE CONDITION IN PLACE THAT REDUCES THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS (I.E., LANE CLOSURE, LANE SHIFT, CROSSOVER, CONTRAFLOW AND/OR SHOULDER CLOSURE). THE LENGTH OF THE WORK ZONE CONDITION IS MEASURED FROM THE BEGINNING OF THE TAPER FOR THE SUBJECT WORK ZONE CONDITION IMPACTING THE TRAVEL LANES AND/OR SHOULDER TO THE END OF THE DOWNSTREAM TAPER, WHERE DRIVERS ARE RETURNED TO TYPICAL ALIGNMENT. AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS IS REQUIRED TO BALANCE THE ADDITIONAL EXPOSURE CREATED BY INSTALLING AND REMOVING WZSZ SIGNING WITH THE TIME NEEDED TO COMPLETE THE WORK.

IF THE WORK ZONE MEETS THESE MINIMUM CRITERIA, IT SHALL BE ANALYZED FURTHER USING TABLE 1 BELOW TO DETERMINE IF AND WHEN IT QUALIFIES FOR A SPEED LIMIT REDUCTION. DEPENDING ON THE ORIGINAL POSTED SPEED LIMIT, THE TYPE OF TEMPORARY TRAFFIC CONTROL USED, AND WHETHER OR NOT WORKERS ARE PRESENT, A WARRANTED WZSZ WILL VARY IN THE APPROVED SPEED LIMIT TO BE POSTED OVER TIME.

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ.

WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THE NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.

WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS SHALL BE IN ACCORDANCE WITH THIS NOTE AND SCD MT-104.10. ADDITIONALLY PAYMENT MAY BE REMOVED, OR A DISINCENTIVE APPLIED, FOR WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS THE SAME AS DESCRIBED IN THE MOST RECENT PUBLICATION OF SS 808 IN REGARDS TO WZSZS USING DSL SIGN ASSEMBLIES (SEE SS 808.06 PARAGRAPHS 4 THROUGH 7, INCLUDING TABLE 1).

ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN OMTCD PART 6.

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRECONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WITHOUT POSITIVE PROTECTION IS GENERALLY REGARDED AS USING DRUMS, CONES, SHADOW VEHICLE, ETC., ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WORKERS ARE CONSIDERED AS BEING PRESENT WHEN ON-SITE, WORKING WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WHEN THE WORK ZONE CONDITION REDUCING THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

TABLE 1: WARRANTED WORK ZONE SPEED LIMITS (MPH) FOR WORK ZONES ON HIGH-SPEED (55 MPH OR GREATER) MULTI-LANE HIGHWAYS

ORIGINAL POSTED SPEED LIMIT	WITH POSITIVE PROTECTION		WITHOUT POSITIVE PROTECTION	
	WORKERS PRESENT	WORKERS NOT PRESENT	WORKERS PRESENT	WORKERS NOT PRESENT
70	60	65	55	65
65	55	60	50	60
60	55	60	50	60
55	50	55	45	55

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY  
24 SIGN MNTH  
ASSUMING 6 DSL SIGN ASSEMBLY(IES) FOR  
4 MONTH(S)

**WORK ZONE MARKINGS AND SIGNS**

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

SURFACE COURSE	
ITEM 614-WORK ZONE EDGE LINE 6", CLASS I, 807 PAINT -	12.62 MILES
ITEM 614-WORK ZONE LANE LINE, 6", CLASS I, 807 PAINT -	5.58 MILES
ITEM 614-WORK ZONE STOP LINE, CLASS I, 642 PAINT -	130 FEET
ITEM 614-WORK ZONE ARROW, CLASS III, 642 PAINT -	31 FEET
ITEM 614-WORK ZONE CHANNELIZING LINE 12" CLASS III, 807 PAINT -	4140 FEET
ITEM 614-WORK ZONE DOTTED LINE 8", CLASS III, 807 PAINT -	3030 FEET
ITEM 614-WORK ZONE TRANSVERSE/DIAGONAL LINE CLASS III, 642 PAINT -	3455 FEET

DESIGN AGENCY



DESIGNER  
JED


REVIEWER  
JDO 5/12/2024

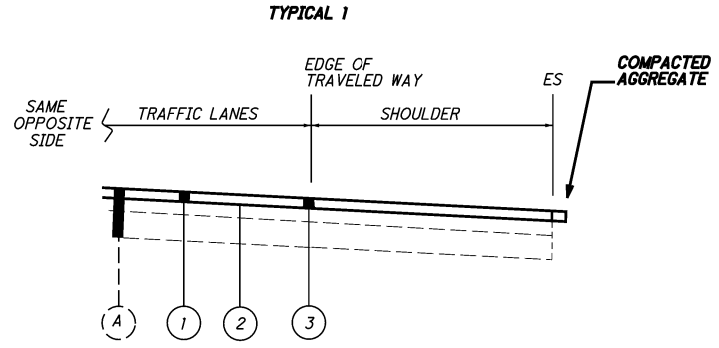
PROJECT ID  
105675

SHEET TOTAL  
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SHEET NUM.						PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
3	4	5	7	8	01/IMS/05		EXT	TOTAL				
						1,000	832	30000	1,000	EACH	EROSION CONTROL	
											PAVEMENT	
1,000						1,000	253	02000	1,000	CY	PAVEMENT REPAIR	
			151,007			151,007	254	01000	151,007	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"	
			1,521			<del>1,521</del>	<del>254</del>	<del>01000</del>	<del>1,521</del>	<del>SY</del>	<del>PATCHING PLANED SURFACE</del>	
190						190	255	13001	190	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC FS, AS PER PLAN	3
6,912						6,912	255	20000	6,912	FT	FULL DEPTH PAVEMENT SAWING	
			13,591			13,591	407	20000	13,591	GAL	NON-TRACKING JACK COAT	
			5,981			5,981	442	10300	5,981	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)	
			4,655			4,655	442	00101	4,655	CY	ANTI-SEGREGATION EQUIPMENT, AS PER PLAN	7
			322			322	617	10100	322	CY	COMPACTED AGGREGATE	
			7,721			7,721	617	20000	7,721	SY	SHOULDER PREPARATION	
			6			6	617	25000	6	MGAL	WATER	
			9.76			9.76	618	40600	9.76	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
LUMP						LUMP	SPECIAL	69098400	LS		CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION	3
											TRAFFIC CONTROL	
720						720	621	00100	720	EACH	RPM	
720						720	621	54000	720	EACH	RAISED PAVEMENT MARKER REMOVED	
						130	644	00500	130	FT	STOP LINE	
						3,455	644	00700	3,455	FT	TRANSVERSE/DIAGONAL LINE	
						18	644	01300	18	EACH	LANE ARROW	
						13	644	01360	13	EACH	WRONG WAY ARROW	
						1.64	646	10010	1.64	MILE	EDGE LINE, 6"	
						0.81	646	10110	0.81	MILE	LANE LINE, 6"	
						70	646	10310	70	FT	CHANNELIZING LINE, 12"	
						325	646	20506	325	FT	DOTTED LINE, 8"	
						12.62	807	13010	12.62	MILE	WET REFLECTIVE SPRAY THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"	
						5.58	807	13110	5.58	MILE	WET REFLECTIVE SPRAY THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	
						4,140	807	13310	4,140	FT	WET REFLECTIVE SPRAY THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	
						3,030	807	13410	3,030	FT	WET REFLECTIVE SPRAY THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	
						12.92	850	10010	12.92	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
						2,975	850	10130	2,975	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
											STRUCTURE OVER 20 FOOT SPAN (CTY-RTE-SECT or SFN)	
											GRE-IR 675-1340 L/R	10
											GRE-IR 675-1522 L/R	10
											GRE-IR 675-1540 L/R	10
											GRE-IR 675-1600 L/R	10
											GRE-IR 675-1640 L/R	10
											GRE-IR 675-1720 L/R	10
											GRE-IR 675-1753 L/R	10
											MAINTENANCE OF TRAFFIC	
	200					200	614	11110	200	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
		5.58				5.58	614	20056	5.58	MILE	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	
		12.62				12.62	614	22056	12.62	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT	
		4,140				4,140	614	23690	4,140	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
		3,030				3,030	614	24102	3,030	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT	
		3,455				3,455	614	25620	3,455	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT	
		130				130	614	26610	130	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
		31				31	614	30650	31	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
		24				24	808	18700	24	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
											INCIDENTALS	
						LUMP	614	11000	LS		MAINTAINING TRAFFIC	
						LUMP	623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	3
						LUMP	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY  
  
 DESIGNER: JED  
 REVIEWER: JDO 5/12/2024  
 PROJECT ID: 105675  
 SHEET TOTAL: P.6 | 19



- (A) EXISTING ASPHALT ON CONCRETE PAVEMENT
- (1) ITEM 442 - 1.50" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447)
- (2) ITEM 407 - NON-TRACKING TACK COAT @ 0.09 GAL/SQ YD
- (3) ITEM 254 - 1.50" PAVEMENT PLANNING ASPHALT CONCRETE

\* ITEM 442 ANTISEGREGATION \EQUIPMENT APP. THE MEDIAN SHOULDER QUANTITIES ARE INCLUDED WITH ANTI-SEGREGATION/EQUIPMENT

PLAN SPLIT	COUNTY-ROUTE	LOG POINT (MILE)		LENGTH		PAVEMENT AREA (Micro-Station Generated Area)	PAVEMENT AREA WITH NO SHOULDERS	PAVEMENT AREA	254		PATCHING PLANNED SURFACE	NON TRACKING TACK COAT @ 0.09 GAL/SQ YD	442		*ANTI-SEGREGATION EQUIPMENT, AS PER PLAN	COMPACTED AGGREGATE, 1.5" DEPTH, 12" WIDTH	SHOULDER PREPARATION	WATER @ 20 GAL/CU YD	618	NOTES								
		FROM	TO	MILES	FT				SQ FT	SQ FT			SQ YD	PAVEMENT PLANING ASPHALT CONCRETE							INCHES	SQ YD	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447)	THICK-NESS	CU YD	617	MGAL	MILES
														DEPTH														
01/NHS/06	GRE-675 NB	14.91	15.20	0.29	1531	76410	51582	8490	1.50	8490.0	85	764.1	1.50	353.8	267.2	14.2	340.3	0.3	0.58	OMIT BRIDGE								
01/NHS/06	GRE-675 NB	15.27	15.40	0.13	686	25950	15365	2883	1.50	2883.3	29	259.5	1.50	120.1	83.8	6.4	152.5	0.1	0.26	OMIT BRIDGE								
01/NHS/06	GRE-675 NB	15.43	15.90	0.47	2482	122904	79066	13656	1.50	13656.0	137	1229.0	1.50	569.0	411.9	23.0	551.5	0.5	0.94	STOP AT CONCRETE								
01/NHS/06	GRE-675 NB	16.00	16.40	0.40	2112	75520	45662	8391	1.50	8391.1	84	755.2	1.50	349.6	250.5	19.6	469.3	0.4	0.80	OMIT BRIDGE								
01/NHS/06	GRE-675 NB	16.42	17.22	0.80	4224	165490	99450	18388	1.50	18387.8	184	1654.9	1.50	766.2	538.6	39.1	938.7	0.8	1.60	OMIT BRIDGE								
01/NHS/06	GRE-675 NB	17.27	17.54	0.27	1426	64900	41315	7211	1.50	7211.1	73	649.0	1.50	300.5	217.7	13.2	316.8	0.3	0.54	OMIT BRIDGE								
01/NHS/06	GRE-675 NB	17.59	17.67	0.08	422	19327	11600	2147	1.50	2147.4	22	193.3	1.50	89.5	61.5	3.9	93.9	0.1	0.16	OMIT BRIDGE								
01/NHS/06	675 NB TO SR 235	0.00	0.28	0.28	1478	37655	26080	4184	1.50	4183.9	42	376.6	1.50	174.3	148.1	13.7	328.5	0.3		OMIT BRIDGE								
01/NHS/06	235 RAMP TO 675 NB	0.00	0.25	0.25	1320	36175	22415	4019	1.50	4019.4	41	361.8	1.50	167.5	128.2	12.2	293.3	0.2										
01/NHS/06	675 NB TO SR 444	0.00	0.20	0.20	1056	31511	20015	3501	1.50	3501.2	36	315.1	1.50	126.3	112.3	9.8	234.7	0.2										
01/NHS/06	SR 444 TO 675 NB	0.00	0.11	0.11	581	16725	10855	1858	1.50	1858.3	19	167.3	1.50	77.4	61.1	5.4	129.1	0.1										
01/NHS/06	675 SB TO SPRINGFIELD RD	0.00	0.17	0.17	898	28295	18005	3144	1.50	3143.9	32	283.0	1.50	114.4	100.0	8.3	199.5	0.2										
01/NHS/06	SPRINGFIELD RD TO 675 SB	0.00	0.18	0.18	950	26485	16455	2943	1.50	2942.8	30	264.9	1.50	105.0	93.8	8.8	211.2	0.2										
01/NHS/06	675 SB RAMP TO 235	0.00	0.20	0.20	1056	32275	20535	3586	1.50	3586.1	36	322.8	1.50	130.4	114.6	9.8	234.7	0.2										
01/NHS/06	235 RAMPS TO 675 SB	0.00	0.31	0.31	1637	48725	32000	5414	1.50	5413.9	55	487.3	1.50	198.3	178.4	15.2	363.7	0.3		OMIT BRIDGE								
01/NHS/06	GRE-675 SB	14.91	15.20	0.29	1531	89580	60905	9953	1.50	9953.3	100	895.8	1.50	414.7	310.4	14.2	340.3	0.3	0.58	OMIT BRIDGE								
01/NHS/06	GRE-675 SB	15.27	15.40	0.13	686	24491	14925	2721	1.50	2721.2	28	244.9	1.50	100.0	81.8	6.4	152.5	0.1	0.26	OMIT BRIDGE								
01/NHS/06	GRE-675 SB	15.43	15.90	0.47	2482	107000	76576	11889	1.50	11888.9	119	1070.0	1.50	449.4	400.5	23.0	551.5	0.5	0.94	STOP AT CONCRETE								
01/NHS/06	GRE-675 SB	16.00	16.40	0.40	2112	75975	45920	8442	1.50	8441.7	85	759.8	1.50	312.6	251.7	19.6	469.3	0.4	0.80	OMIT BRIDGE								
01/NHS/06	GRE-675 SB	16.42	17.22	0.80	4224	160443	101432	17827	1.50	17827.0	179	1604.4	1.50	664.6	547.8	39.1	938.7	0.8	1.60	OMIT BRIDGE								
01/NHS/06	GRE-675 SB	17.27	17.54	0.27	1426	73155	43970	8128	1.50	8128.3	82	731.6	1.50	312.3	230.0	13.2	316.8	0.3	0.54	OMIT BRIDGE								
01/NHS/06	GRE-675 SB	17.59	17.67	0.08	422	20071	12262	2230	1.50	2230.1	23	200.7	1.50	85.1	64.6	3.9	93.9	0.1	0.16	OMIT BRIDGE								
TOTALS CARRIED TO GENERAL SUMMARY									X	151007	1521	13591	X	5981	4655	322	7721	6	9.76	X								

**STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS**

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

- AS-1-15 REVISED 1-20-23
- AS-2-15 REVISED 7-21-23
- CPA-1-08 REVISED 1-19-24
- CPP-1-08 REVISED 7-21-17
- CS-1-24 REVISED 1-19-24
- DS-1-92 REVISED 7-15-22
- TST-2-21 REVISED 7-21-23

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS

- 800 DATED 7-19-24
- 846 DATED 4-17-15
- 847 DATED 1-15-21

**DESIGN SPECIFICATIONS**

THIS STRUCTURE CONFORMS TO THE 9th EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

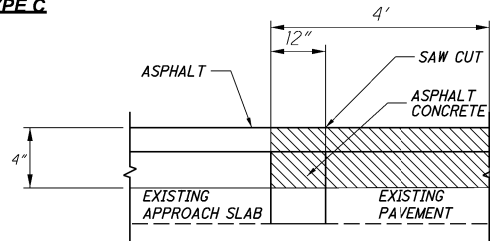
**ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN**

THIS WORK CONSISTS OF THE REMOVAL OF THE EXISTING POLYMER MODIFIED ASPHALT EXPANSION JOINTS FOR BRIDGES GRE-675-1340 L/R. THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. PERFORM WORK CAREFULLY DURING REMOVALS TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE. THE USE OF EXPLOSIVES, HEACHACHE BALLS AND/OR HOE RAM TYPE OF EQUIPMENT IS PROHIBITED. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05.

**SUBSTRUCTURE CONCRETE REMOVAL:** REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 INCH LIMIT, THE CONTRACTOR MAY USE HAMMERS NOT EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

**MEASUREMENT AND PAYMENT:** THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

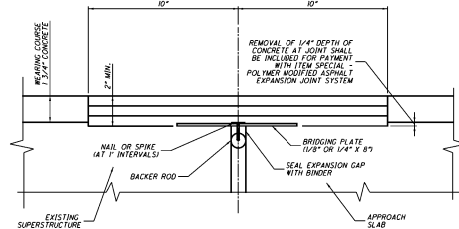
**ITEM 451 - SPECIAL - PARTIAL DEPTH PRESSURE RELIEF JOINT, TYPE C**



TYPICAL PRESSURE RELIEF JOINT

THIS WORK CONSISTS OF REPLACING THE PRESSURE RELIEF JOINTS AT THE ENDS OF THE APPROACH SLABS FOR BRIDGES GRE-675-1600 L/R. THE RELIEF JOINTS WILL BE REPLACED TO AT LEAST A PARTIAL DEPTH OF 4" AND A WIDTH OF 12", WHILE PARTIAL DEPTH PAVEMENT REPAIRS WILL BE MADE ON THE PAVEMENT SIDE OF THE PRESSURE RELIEF JOINT TO A WIDTH OF 4'.

**ITEM 846 - POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM**



TYPICAL EXPANSION JOINT

THIS WORK CONSISTS OF REPLACING THE POLYMER MODIFIED ASPHALT EXPANSION JOINTS ON THE MAINLINE BRIDGES AT GRE-675-1340 L/R. THE RAMP BRIDGE AT GRE-675-1340 WILL NOT BE A PART OF THE SCOPE OF WORK. 1/4" OF THE WEARING COURSE AND 3/4" OF THE TOP OF THE APPROACH SLAB SHALL BE REMOVED AND REPLACED DURING THE REPLACEMENT OF THE EXPANSION JOINTS TO A MINIMUM DEPTH OF 2" (20" CENTERED OVER JOINT OPENING). IF EXISTING JOINT IS AT MORE SHALLOW DEPTH THAN 2", EXISTING CONCRETE WILL NEED TO BE MILLED TO REACH MINIMUM DEPTH.

**ITEM 847 - BRIDGE DECK REPAIR AND OVERLAY WITH CONCRETE USING SCARIFICATION AND CHIPPING**

THIS WORK SHALL CONSIST OF FURNISHING THE NECESSARY LABOR, MATERIALS AND EQUIPMENT TO REPAIR AND OVERLAY CONCRETE BRIDGE DECKS, BACKWALLS AND APPROACH SLABS, IN ACCORDANCE WITH THESE SPECIFICATIONS AND IN REASONABLY CLOSE CONFORMITY WITH THE GRADES, THICKNESS, AND CROSS SECTIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THIS WORK SHALL INCLUDE THE REMOVAL OF PATCHES OTHER THAN SOUND CONCRETE AND ALL LOOSE AND UNSOUND CONCRETE; SCARIFICATION OF THE SOUND EXISTING CONCRETE SURFACE; REMOVAL, FORMING AND CONCRETE FOR FULL-DEPTH REPAIRS; BLAST CLEANING OR HIGH PRESSURE WATER CLEANING; FURNISHING, PLACING, FINISHING, TEXTURING AND CURING OF EITHER A MICRO SILICA MODIFIED CONCRETE (MSC) OVERLAY, A LATEX MODIFIED CONCRETE (LMC) OVERLAY OR A SUPERPLASTICIZED DENSE CONCRETE (SDC) OVERLAY, AS SPECIFIED, AND ALL OTHER OPERATIONS NECESSARY TO COMPLETE THIS WORK ACCORDING TO THESE SPECIFICATIONS AND TO THE SATISFACTION OF THE ENGINEER.

REMOVAL OF FLEXIBLE (ASPHALT) CONCRETE OVERLAYS AND RIGID CONCRETE OVERLAYS ARE INCLUDED AS PART OF THIS WORK SINCE THE FOLLOWING BID ITEM IS A PART OF THE PROJECT PLANS:

ITEM 847, EXISTING CONCRETE OVERLAY REMOVED, 3/4" NOMINAL THICKNESS

**EXISTING STRUCTURE VERIFICATION**

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05 AND 105.02.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

**PROPOSED WORK**

**GRE-675-1340 L/R (SFNs 2903989, 2903997)**

- 1) REPLACE THE POLYMER MODIFIED ASPHALT EXPANSION JOINTS

**GRE-675-1522 E/L/R/W (SFNs 2904217, 2904179, 2904187, 2904144)**

- 1) MILL AND FILL SHOULDERS ALONG SIDE APPROACH SLABS THAT AREN'T FULL WIDTH, QUANTITY INCLUDED WITH PAVEMENT
- 2) REPLACE THE POLYMER MODIFIED ASPHALT EXPANSION JOINTS, QUANTITY INCLUDED WITH PAVEMENT

**GRE-675-1540 L/R (SFNs 2904241, 2904268)**

- 1) PATCH NORTH CONCRETE APPROACH SLAB 10'X2' ALONG EDGE OF APPROACH PAVEMENT IN THE SOUTHBOUND SLOW LANE USING PROPOSAL NOTE 512, TYPE B PATCHING.
- 2) REMOVE THE EXISTING 3 3/4" MICROSILICA CONCRETE OVERLAY OF REAR APPROACH SLAB OF NB BRIDGE AND REPLACE WITH ASPHALT. CORRECT THE PROFILE TO ACHIEVE A SMOOTH PROFILE. IF CORING PAVEMENT, OBTAIN CORE(S) IN REAR APPROACH SLAB TO DETERMINE EXISTING OVERLAY THICKNESS.
- 3) PATCH 2'X2' BROKEN AREA OF CONCRETE ON NORTHBOUND SLOW LANE OVER APPROXIMATELY PIER 1, QUANTITY INCLUDED WITH PAVEMENT
- 4) PATCH 4'X4' BROKEN AREA OF CONCRETE ON NORTHBOUND SLOW LANE ALONG THE WHITE EDGE LINE OF THE NORTH APPROACH SLAB, QUANTITY INCLUDED WITH PAVEMENT

**GRE-675-1600 L/R (SFNs 2904292, 2904306)**

- 1) REPLACE THE PRESSURE RELIEF POINTS AT ENDS OF APPROACH SLAB AT LEAST PARTIAL DEPTH (4" DEEP) AND MAKE PARTIAL REPAIRS ALONG PRESSURE RELIEF JOINT ON THE PAVEMENT SIDE. QUANTITY INCLUDED WITH PAVEMENT.
- 2) PATCH THE CONCRETE WEARING SURFACE OF THE APPROACH SLAB AND DECK PROPOSAL NOTE 512, TYPE B
- 3) MILL AND FILL SHOULDERS ALONG SIDE THE NORTH APPROACH SLABS THAT AREN'T FULL WIDTH. REPAIR THE SHOULDERS ALONG THE SOUTH APPROACH SLAB SIMILAR TO THE APPROACH CONCRETE PAVEMENT. QUANTITY INCLUDED WITH PAVEMENT

**GRE-675-1640 L/R (SFNs 2904330, 2904349)**

- 1) MILL AND FILL SHOULDERS ALONG SIDE APPROACH SLABS THAT AREN'T FULL WIDTH
- 2) PATCH THE CONCRETE WEARING SURFACE OF THE APPROACH SLAB AND DECK PROPOSAL NOTE 512, TYPE B PATCHING

**GRE-675-1720 L/R (SFNs 2904373, 2904381)**

- 1) PATCH THE CONCRETE WEARING SURFACE OF THE APPROACH SLAB AND DECK USING PROPOSAL NOTE 512, TYPE B PATCHING
- 2) MILL AND FILL SHOULDERS ALONG SIDE APPROACH SLABS THAT AREN'T FULL WIDTH

**GRE-675-1753 L/R (SFNs 2904438, 2904446)**

- 1) PATCH THE CONCRETE WEARING SURFACE OF THE APPROACH SLAB AND DECK USING PROPOSAL NOTE 512, TYPE B PATCHING
- 2) MILL AND FILL SHOULDERS ALONG SIDE APPROACH SLABS THAT AREN'T FULL WIDTH

DESIGN AGENCY



DESIGNER

BCP

REVIEWER

JDO 5/12/2024

PROJECT ID

105675

SHEET TOTAL

P.9 19

ESTIMATED QUANTITIES - STRUCTURE No.: GRE-675-1340 L (SFN 2903989)									
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SEE SHEET #
202	11203	LS	LS	PORTIONS OF STRUCTURE REMOVED, OVER 20 FT SPAN, AS PER PLAN					11
846	00110	24.62	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM			24.62		11

ESTIMATED QUANTITIES - STRUCTURE No.: GRE-675-1340 R (SFN 2903997)									
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SEE SHEET #
202	11203	LS	LS	PORTIONS OF STRUCTURE REMOVED, OVER 20 FT SPAN, AS PER PLAN					11
846	00110	24.62	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM			24.62		11

ESTIMATED QUANTITIES - STRUCTURE No.: GRE-675-1540 L (SFN 2904241)									
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SEE SHEET #
519	12300	4.44	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B			4.44		15

ESTIMATED QUANTITIES - STRUCTURE No.: GRE-675-1540 R (SFN 2904268)									
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SEE SHEET #
847	30400	66.67	SY	EXISTING CONCRETE OVERLAY REMOVED, 3 3/4" NOMINAL THICKNESS			66.67		15
847	50000	6.667	SY	HAND CHIPPING			6.667		15

ESTIMATED QUANTITIES - STRUCTURE No.: GRE-675-1600 L (SFN 2904292)									
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SEE SHEET #
SPECIAL	45134000	48	FT	SPECIAL - PRESSURE RELIEF JOINT			48		16
519	12300	5.33	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B			5.33		16

ESTIMATED QUANTITIES - STRUCTURE No.: GRE-675-1600 R (SFN 2904306)									
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SEE SHEET #
SPECIAL	45134000	48	FT	SPECIAL - PRESSURE RELIEF JOINT			48		16

ESTIMATED QUANTITIES - STRUCTURE No.: GRE-675-1640 L (SFN 2904330)									
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SEE SHEET #
519	12300	5.33	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B			5.33		17

ESTIMATED QUANTITIES - STRUCTURE No.: GRE-675-1640 R (SFN 2904349)									
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SEE SHEET #
519	12300	6.88	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B			6.88		17

ESTIMATED QUANTITIES - STRUCTURE No.: GRE-675-1720 L (SFN 2904373)									
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SEE SHEET #
519	12300	13.33	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B			13.33		18

ESTIMATED QUANTITIES - STRUCTURE No.: GRE-675-1720 R (SFN 2904381)									
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SEE SHEET #
519	12300	6	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B			6		18

ESTIMATED QUANTITIES - STRUCTURE No.: GRE-675-1753 L (SFN 2904438)									
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SEE SHEET #
519	12300	6.67	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B			6.67		19

