ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN

THIS ITEM 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. CORING HAS BEEN PERFORMED TO HELP DETERMINE THE COMPONENTS THAT MAY BE ENCOUNTERED DURING THIS ITEM OF WORK. THIS PAY ITEM IS NOT TO BE USED WHERE 255 REPAIRS WILL BE DONE.

MAINLINE REPAIRS SHALL BE PERFORMED PRIOR TO PLANING BUT RAMP PAVEMENT REPAIRS SHALL BE PERFORMED AFTER PAVEMENT PLANING AND BEFORE PLACEMENT OF THE INTERMEDIATE AND/OR SURFACE COURSE. REPLACEMENT MATERIAL SHALL BE ITEM 301 PLACED AND COMPACTED TO FINISH FLUSH WITH PLANED SURFACE.

THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH A MAXIMUM DEPTH OF TOP OF CONCRETE AND AN AVERAGE DEPTH OF 3" AND AN AVERAGE WIDTH OF 12 FT FOR ESTIMATING PURPOSES.

THE CONTRACTOR SHALL BE CAPABLE OF PERFORMING PAVEMENT REPAIRS 2 FEET WIDE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN.

MAINLINE:
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN (AC BASE) 1375 CY

RAMPS:
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN (AC BASE) 325 CY

TOTAL:
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN (AC BASE) 1700 CY

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN

THE EXISTING PAVEMENT BUILDUP (SEE CORING TABLE) SHALL BE REMOVED AS PART OF THIS PAY ITEM. PLACE THE CONCRETE BASE IN ACCORDANCE OF THE SPEC AND MAKE FLUSH WITH THE EXISTING CONCRETE BASE. PLACE ASPHALT CONCRETE TO BE FLUSH TO THE SURFACE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE ABOVE DESCRIBED PAVEMENT REPAIR WORK. IN ADDITION TO THE REST OF THE REQUIREMENTS IN CMS ITEM 255. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF ITEM 255 FULL DEPTH RIGID PAVEMENT REMOVAL AND REPLACEMENT, AS PER PLAN.

MAINLINE:
ITEM 255 - FULL DEPTH PAVEMENT REMOVAL
AND RIGID REPLACEMENT, CLASS QCMS, AS PER PLAN 8398 SY
ITEM 255 - FULL DEPTH PAVEMENT SAWING 50294 FT

RAMPS:
ITEM 255 - FULL DEPTH PAVEMENT REMOVAL
AND RIGID REPLACEMENT, CLASS QCMS, AS PER PLAN 1402 SY
ITEM 255 - FULL DEPTH PAVEMENT SAWING 7706 FT

TOTAL:
ITEM 255 - FULL DEPTH PAVEMENT REMOVAL
AND RIGID REPLACEMENT, CLASS QCMS, AS PER PLAN 9800 SY
ITEM 255 - FULL DEPTH PAVEMENT SAWING 58000 FT

MAINTENANCE OF TRAFFIC FOR MARKING PAVEMENT REPAIRS

PROVIDE LANE CLOSURES AS PER THE MAINTENANCE OF TRAFFIC NOTES IN THESE PLANS A MINIMUM OF 24 HOURS PRIOR TO PERFORMING PAVEMENT REPAIRS TO ALLOW THE ENGINEER TO IDENTIFY AND MARK THE AREAS OF THE PAVEMENT IN NEED OF REPAIRS.

PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NEEDED TO PERFORM THE ABOVE LISTED WORK IS CONSIDERED INCIDENTAL TO MAINTAINING TRAFFIC ON THE PROJECT AND WILL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

ITEM 630 – REMOVAL OF STRUCTURE MOUNTED SIGN AND REERECTION, AS PER PLAN

IN ADDITION TO REQUIREMENTS OF C&MS 630, RE-ERECT SIGNS ON NEW STRUCTURAL BEAM SUPPORTS IMMEDIATELY AFTER REMOVING THE SIGNS FROM OVERHEAD STRUCTURES.

ESTIMATED QUANTITIES FOR THIS WORK ARE PROVIDED IN THE GENERAL SUMMARY.

ITEM SPECIAL - AIR SPEED ZONE MARKING

EXCEPT AS NOTED, THIS ITEM IS TO MEET CMS 644. THE SPEED MEASUREMENT MARKINGS ARE TO BE WHITE AND 24 INCHES WIDE (MEASURED IN THE DIRECTION OF TRAVEL) AND FOUR (4) FEET IN LENGTH.

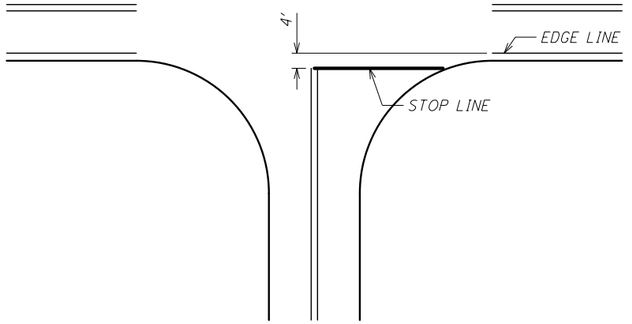
PLACE THE MARKINGS AT 0.25 MILE INTERVALS OVER A ONE (1) MILE LENGTH OF ROADWAY ENTIRELY ON THE PAVED SHOULDERS. ONE ZONE IS TO START AT HUR-20-12.05 EB AND END AT HUR-20-13.05 EB. THE SECOND ZONE IS TO START AT HUR-20-11.85 WB AND END AT HUR-20-12.85 WB

IT IS THE CONTRACTOR'S RESPONSIBILITY TO HAVE THE MARKINGS LAID OUT BY A STATE OF OHIO 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 ON EACH OF THE TWO SHOULDERS IN EACH 1 MILE OF ROADWAY PER EACH DIRECTION OF TRAVEL EQUAL ONE ZONE. ONE ZONE WILL BE MEASURED AS 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 MARKING.

STOP BAR PLACEMENT



AT NORMAL STOP CONTROLLED INTERSECTIONS, THE STOP BAR SHOULD BE PLACED 4 FEET FROM THE EDGE LINE OF THE INTERSECTING ROADWAY IN ORDER TO ACHIEVE MAXIMUM INTERSECTION SIGHT DISTANCE.

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

AFTER COMPLETION OF ALL WORK, BUT PRIOR TO FINAL ACCEPTANCE OF THE PROJECT, AN OHIO PROFESSIONAL SURVEYOR SHALL DETERMINE THE MINIMUM VERTICAL CLEARANCES OF ALL EXISTING AND NEW BRIDGES WITHIN THE PROJECT LIMITS. AT A MINIMUM, MEASUREMENTS SHALL BE TAKEN ALONG EACH FASCIA BEAM AT THE EDGE OF SHOULDERS, EDGE LINES, LANE LINES, AND CROWN OF THE ROADWAY BELOW. WHERE THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM IS NOT APPLICABLE, THE MEASUREMENTS SHALL BE DOCUMENTED ON A CONTRACTOR-DEVELOPED FORM THAT CLOSELY RESEMBLES THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM AND ACCURATELY DEPICTS THE BRIDGE AND BELOW LANE AND SHOULDER CONFIGURATION. THE COMPLETED FORM SHALL BEAR THE STAMP OR SEAL OF THE OHIO PROFESSIONAL SURVEYOR WHO HAS TAKEN THE MEASUREMENTS AND SHALL BE SUBMITTED TO THE PROJECT ENGINEER PRIOR TO FINAL ACCEPTANCE OF THE PROJECT. THE COMPLETED FORM(S) SHALL THEN BE SUBMITTED BY THE ENGINEER TO THE DISTRICT THREE BRIDGE ENGINEER FOR ACCEPTANCE.

THE DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM MAY BE DOWNLOADED FROM THE FOLLOWING WEB LOCATION:

http://www.dot.state.oh.us/districts/d12/highwaymanagement/pages/permits.aspx

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE LUMP SUM CONTRACT BID PRICE FOR ITEM 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THE WORK.

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. THE CONTRACTOR IS ADVISED THAT NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 25 FEET WITHIN THE LIMITS OF HUR-20-15.00 TO HUR-20-16.26. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, THE CONTRACTOR IS ADVISED THAT FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA) 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 NO. (SEE BELOW LIST) IS BEING RESUBMITTED AND THAT AN ALTERATION TO THE ORIGINAL SUBMISSION IS REQUESTED. COPIES OF THE ALTERATION AND FORM 7460-1 SHALL BE FORWARDED TO THE ODOT OFFICE OF AVIATION. THE CONTRACTOR IS ADVISED THAT NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT UNTIL A COPY OF THE FAA APPROVAL AND ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

THE CONTRACTOR IS FURTHER ADVISED THAT THE FAA APPROVAL WILL TAKE A MINIMUM OF 45 DAYS. ALL SUBMISSIONS SHALL BE DIRECTED TO THESE OFFICES:

EXPRESS PROCESSING CENTER
THE FEDERAL AVIATION ADMINISTRATION

ODOT
OFFICE OF AVIATION

SOUTHWEST REGIONAL OFFICE
OBSTRUCTION EVALUATION SERVICE, AJR-32
2601 MEACHAN BLVD.
FORT WORTH, TX 76137-0520

2829 W DUBLIN-GRANVILLE RD.
COLUMBUS, OH 43235
614.793.5046

AERONAUTICAL STUDY NUMBER	COUNTY	ROUTE	STRAIGHT LINE MILE	LAT-LONG	
				LATITUDE	LONGITUDE
2019-AGL-15161-OE	HUR	20	15.00	41.232042	-82.574102
2019-AGL-15162-OE	HUR	20	15.50	41.239263	-82.572965
2019-AGL-15163-OE	HUR	20	16.00	41.246569	-82.573071
2019-AGL-15164-OE	HUR	20	16.26	41.249587	-82.571193

FURTHER SPECIAL INSTRUCTIONS FOR AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

IN ORDER TO COMPLY WITH ALL FAA REQUIREMENTS AND ALLEVIATE ANY ISSUES THAT MAY ARISE BETWEEN THE WORK ON THE HIGHWAY AND AIRWAY TRAFFIC, IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE NORWALK-HURON COUNTY AIRPORT MANAGER ADVISING THE MANAGER OF THE LOCATION, SCOPE AND DURATION OF THE PROJECT A MINIMUM OF FIVE BUSINESS DAYS PRIOR TO BEGINNING WORK. PROVIDE ANY ADDITIONAL INFORMATION REQUESTED BY THE AIRPORT MANAGER. THE FAA HAS MANDATED THAT THE CONTRACTOR ABIDE BY ALL REGULATIONS AND REQUESTS SET FORTH BY THE AIRPORT MANAGER. A MINIMUM OF FIVE BUSINESS DAYS PRIOR TO THE COMPLETION OF ALL WORK ON THE PROJECT, AGAIN CONTACT THE AIRPORT MANAGER IN ORDER TO NOTIFY THE MANAGER OF THE ACTUAL COMPLETION DATE OF THE PROJECT. ANY QUESTIONS REGARDING THIS REQUIREMENT MAY BE DIRECTED TO KENNY KNAPP, DISTRICT FAA COORDINATOR, AT 419.207.7175, OR VIA EMAIL AT kenneth.knapp@dot.state.oh.us.

Norwalk-Huron County Airport
Melissa James, Airport Manager
Physical Address:961 US Route 20 East
Mailing Address:PO Box 406Norwalk, OH 44857
419.668.5400
Email (Preferred): melissa@huroncountyairport.co

THE CONTRACTOR SHALL PROVIDE THE NAME AND A CONTACT PHONE NUMBER FOR THE PERSON RESPONSIBLE FOR ENSURING COMPLIANCE WITH THE FAA GUIDELINES ON THE SITE. THIS PERSON SHALL BE ON-SITE FOR THE DURATION OF THE WORK WHILE WITHIN THIS SECTION OF THE PROJECT AND SHALL BE ABLE TO BE CONTACTED BY PHONE AT ALL TIMES. THIS RESPONSIBLE PERSON SHALL ENSURE THAT THE CONTRACTOR COMPLIES WITH ALL FAA AND ODOT REGULATIONS AS SET FORTH IN THIS PLAN AND PLAN PACKAGE AND SHALL IMMEDIATELY IMPLEMENT ANY ADDITIONAL MEASURES REQUESTED BY THE FAA OR IMPACTED AIRPORT. THE CONTRACTOR IS ADVISED THAT THE FAA HAS REQUIRED SPECIAL MARKINGS BE PROVIDED ON ALL CONSTRUCTION EQUIPMENT WITHIN THE AREA OF BEGIN MARKING ZONE TO END MARKING ZONE. ALL CONSTRUCTION EQUIPMENT, OTHER THAN PASSENGER VEHICLES, SHALL BE EQUIPPED WITH A RED LIGHT CONFORMING TO CHAPTER 5, RED OBSTRUCTION LIGHT SYSTEM (L-810 OR EQUIVALENT AND MINIMUM 32.5 CANDELAS) IF NIGHT OPERATIONS ARE TO TAKE PLACE AND/OR A FLAG CONFORMING TO CHAPTER 3, MARKING GUIDELINES FOR DAY OPERATIONS ONLY IN ACCORDANCE WITH THE FAA'S ADVISORY CIRCULAR 70/7460-1K, OBSTRUCTION MARKING AND LIGHTING. A COPY OF THE PERTINENT SECTIONS OF THIS CIRCULAR WILL BE PROVIDED TO THE CONTRACTOR AT THE PRE-CONSTRUCTION MEETING UPON REQUEST. ALL CONSTRUCTION EQUIPMENT SHALL BE REMOVED FROM THE PROJECT AREA AND LOWERED TO ITS LOWEST VERTICAL POSITION (i.e. DUMP TRUCK WITH BED LOWERED) WHEN NOT IN USE. DUE TO FAA REQUIREMENTS, WORK SHALL NOT BE PERFORMED DURING HOURS OF DARKNESS. FOR ANY INFORMATION NOT GIVEN HERE, REFERENCE THE FAA DETERMINATION DOCUMENTS AS PART OF THE PLAN PACKAGE SUBMITTAL. ANY QUESTIONS NOT ANSWERED BY THOSE DOCUMENTS MAY BE DIRECTED TO THE DISTRICT THREE FAA COORDINATOR AT THE ABOVE EMAIL OR PHONE. ALL EXTRA WORK, MATERIAL, AND EQUIPMENT NEEDED TO COMPLY WITH THE FAA'S REQUESTS, REQUIREMENTS, AND REGULATIONS SHALL BE PAID FOR UNDER THE LUMP SUM CONTRACT BID PRICE FOR ITEM 614 MAINTENANCE OF TRAFFIC. PROVIDE LANE CLOSURES AS PER THE MAINTENANCE OF TRAFFIC NOTES IN THESE PLANS A MINIMUM OF 24 HOURS PRIOR TO PERFORMING PAVEMENT REPAIRS TO ALLOW THE ENGINEER TO IDENTIFY AND MARK THE AREAS OF THE PAVEMENT IN NEED OF REPAIRS.

INTERIM COMPLETION DATE

NOVEMBER 1, 2020 SHALL BE CONSIDERED AN INTERIM COMPLETION DATE. ALL LANES SHALL BE FULLY OPEN TO TRAFFIC AND NO WORK SHALL BE PERFORMED FROM NOVEMBER 2, 2020 TO APRIL 4, 2021. ANY PAVING WORK STARTED PRIOR TO THE INTERIM COMPLETION DATE SHALL BE RETURNED TO THE FINAL CONDITION FOR THE FULL WIDTH OF PAVEMENT; INCLUDING BUT NOT LIMITED TO PAVEMENT REPAIRS, PLANING, SURFACE COURSE, PAVEMENT MARKINGS IN FINAL CONFIGURATION, RPM'S, COMPACTED AGGREGATE, PRIME COAT, AND SHOULDER RUMBLE STRIPS. PAVING SHALL BE COMPLETED FOR THE FULL WIDTH OF PAVEMENT SO THAT A LONGITUDINAL JOINT OF EXISTING AND NEW ASPHALT IS NOT LEFT OVER THE WINTER. ANY STRUCTURE WORK STARTED IN 2020 SHALL BE COMPLETED WITH PAVEMENT MARKINGS IN THE FINAL CONFIGURATION RESTORED PRIOR TO THE INTERIM COMPLETION DATE. FOR EACH CALENDAR DAY BEYOND THE INTERIM COMPLETION DATE THAT THE ABOVE WORK IS NOT COMPLETED, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE FEE OF $1000 PER DAY.

CALCULATED CLF CHECKED CAD

GENERAL NOTES

HUR-20-10.76

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MAINTENANCE OF TRAFFIC

ITEM 614 – MAINTAINING TRAFFIC
(TEM 642-2)

MAINTAIN ONE 11' LANE OF TRAFFIC AT ALL TIMES.

SUBMIT, IN WRITING, A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT. PRIOR TO BEGINNING WORK, COORDINATE THE MAINTENANCE OF TRAFFIC OPERATIONS WITH THE LOCAL STATE HIGHWAY PATROL.

BUTT JOINTS

DO NOT CUT BUTT JOINTS AND ALLOW THEM TO BE LEFT OPEN TO TRAFFIC. FILL THE BUTT JOINTS WITH A TEMPORARY ASPHALT CONCRETE WEDGE USING ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC IN ACCORDANCE WITH THE TAPER RATES SET FORTH IN SCD BP-3.1.

ERECT AND MAINTAIN CONSTRUCTION "BUMP" (W8-1-36) AND "ADVISORY SPEED" (W13-1-24) SIGNS DURING THE PERIOD THE BUTT JOINT IS LEFT OPEN. PAYMENT FOR THESE SIGNS WILL BE MADE UNDER THE LUMP SUM BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

ITEM 614 – MAINTAINING TRAFFIC (CLOSING PARAGRAPH FOR NOTE)
(TEM 642-12)

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 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 IN THE PLAN.

LANE CLOSURE DISINCENTIVE

A LANE CLOSURE IS DEFINED AS ANY RESTRICTION OF A LANE OF TRAFFIC INCLUDING, BUT NOT LIMITED TO, SET UP AND TEAR DOWN OF TRAFFIC CONTROL ZONES. THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE IN THE AMOUNT OF $45 PER MINUTE PER LANE THAT LANES ARE CLOSED TOR TRAFFIC DURING TIMES DESIGNATED AS "LANE CLOSURE NOT PERMITTED" AS STATED IN THESE PLANS AND ON THE ODOT PLCM WEB SITE AT http://plcm.dot.state.oh.us.

ITEM 614 – MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)
(TEM 642-6)

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 DAY	LABOR DAY
MEMORIAL DAY	THANKSGIVING

THE PERIOD OF TIME THAT 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 6:00 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 FRIDAY
THANKSGIVING	6:00 AM 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 IN THE AMOUNT OF $45 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

ITEM 614 – MAINTAINING TRAFFIC (LANE CLOSURE/REDUCTION REQUIRED)
(TEM 642-7)

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 FIVE (5) CALENDAR DAYS SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ITEM 614 – MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)
(TEM 642-8)

NOTICE OF CLOSURE SIGNS (W20-H14) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLAT SHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.] THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE		
ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP AND ROAD CLOSURES	≥ 2 WEEKS	14 CALENDAR DAYS*
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS*
	< 12 HOURS	2 BUSINESS DAYS*

* DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H14 SIGN LISTS THE NAME OF THE DEPARTMENT, i.e. "THE OHIO DEPT. OF TRANS."

ITEM 614 – MAINTAINING TRAFFIC (ESTIMATED QUANTITIES)
(TEM 642-9)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR MAINTENANCE OF TRAFFIC. INCLUDE THE COST FOR THE REMOVAL OF ALL MAINTENANCE OF TRAFFIC MATERIALS IN THE CONTRACT BID PRICE FOR EACH ITEM BELOW. REMOVE THE MATERIALS AT THE DIRECTION OF THE ENGINEER WHEN NO LONGER OPERATIONALLY NEEDED.

ITEM 614 – ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 25 CU YD

ITEM 614 – MAINTAINING TRAFFIC (SIGNS AND BARRICADES)
(TEM 642-11)

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION AS PER THE ENGINEER.

WORK ZONE MARKINGS AND SIGNS
(TEM 642-20)

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. MARKING QUANTITIES AS LISTED ON THE RPM AND PAVEMENT MARKING SUBSUMMARY.

WORK ZONE MARKING SIGN: (W8-H12A-36) NO EDGE LINE 24 EACH

TOTAL: 24 EACH

ITEM 614 – REPLACEMENT SIGN
(TEM 642-22)

FLATSHEET SIGNS 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 SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT BID PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

ITEM 614 – REPLACEMENT DRUM
(TEM 642-23)

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 INCLUDED IN THE LUMP SUM CONTRACT BID PRICE FOR ITEM 614, MAINTAINING TRAFFIC, 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.

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-20546	HUR-20-10.76 TO 16.26	WB & EB

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRE-CONSTRUCTION) 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 THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.

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 ASSUMING 8 DSL SIGN ASSEMBLIES) FOR 6 MONTHS 48 SIGN MNTH

MOT SEQUENCING

DUE TO THE CONDITIONS OF THE EXISTING SHOULDERS THE DRIVING LANES SHALL BE COMPLETED PRIOR TO THE PASSING LANES. THIS CONDITION APPLIES TO BOTH DIRECTIONS.

DETOUR COORDINATION

PREVENT RAMP CLOSURES ON PID 77529 IN THOSE AREAS WHILE THE OTHER PROJECTS ARE ACTIVELY USING THEM AS PART OF DETOUR ROUTES (SEPT TO NOV 2020) (PID:100074 & 102239).

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SHEET NUM.									PART.			ALT	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
8	9	10	11	18	19	21	22	31	01/NHS/PV	02/NHS/BR		(X)						
																	ROADWAY	
						960			960				202	23000	960	SY	PAVEMENT REMOVED	
							20		20				202	30700	20	FT	CONCRETE BARRIER REMOVED	
							288		288				202	38000	288	FT	GUARDRAIL REMOVED	
							2		2				202	42000	2	EACH	ANCHOR ASSEMBLY REMOVED, TYPE A	
							5		5				202	42040	5	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T	
							1		1				202	47000	1	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
						160			160				203	10000	160	CY	EXCAVATION	
							181		181				203	20001	181	CY	EMBANKMENT, AS PER PLAN	7
						960			960				204	10000	960	SY	SUBGRADE COMPACTION	
							31		31				209	15001	31	STA	RESHAPING UNDER GUARDRAIL, AS PER PLAN	7
				24.47		0.34			24.81				209	60500	24.81	MILE	LINEAR GRADING	
							300		300				606	13000	300	FT	GUARDRAIL, TYPE 5	
							889		889				606	16500	889	FT	GUARDRAIL REBUILT, TYPE 5	
							213		213				606	16600	213	FT	GUARDRAIL REBUILT, BARRIER DESIGN, TYPE 5	
							2		2				606	26100	2	EACH	ANCHOR ASSEMBLY, TYPE E (MASH 2016)	
							6		6				606	26500	6	EACH	ANCHOR ASSEMBLY, TYPE T	
							1		1				606	35000	1	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 1	
							1		1				606	35100	1	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 2	
							1		1				606	35110	1	EACH	BRIDGE TERMINAL ASSEMBLY REBUILT, TYPE 2	
							4		4				606	60070	4	EACH	IMPACT ATTENUATOR REBUILT, TYPE 1 (BIDIRECTIONAL), AS PER PLAN	7
																	EROSION CONTROL	
									10,000				832	30000	10,000	EACH	EROSION CONTROL	
																	PAVEMENT	
1,700									1,700				251	01043	1,700	CY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN	8
			2,025	262,225		1,408			265,658				254	01000	265,658	SY	PAVEMENT PLANING, ASPHALT CONCRETE 1.5"	
				2,535					2,535				254	01000	2,535	SY	PAVEMENT PLANING, ASPHALT CONCRETE VARIABLE DEPTH (1.5" - 2.5")	
9,800									9,800				255	10161	9,800	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN	8
58,000									58,000				255	20000	58,000	FT	FULL DEPTH PAVEMENT SAWING	
						287			287				304	20000	287	CY	AGGREGATE BASE 10.75"	
				20,876					20,876				407	20000	20,876	GAL	NON-TRACKING TACK COAT	
				11,485		158			11,643				408	10001	11,643	GAL	PRIME COAT, AS PER PLAN	8
				11,032					11,032				442	10300	11,032	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) 1.5"	
						960			960				452	14010	960	SY	10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
				1,617		23			1,640				617	10100	1,640	CY	COMPACTED AGGREGATE	
				28,715		395			29,110				617	20000	29,110	SY	SHOULDER PREPARATION	
				110,049					110,049				618	40800	110,049	FT	RUMBLE STRIPES, EDGE LINE (ASPHALT CONCRETE)	
																	TRAFFIC CONTROL	
					964				964				621	00100	964	EACH	RPM	
					964				964				621	54000	964	EACH	RAISED PAVEMENT MARKER REMOVED	
							47		47				626	00110	47	EACH	BARRIER REFLECTOR, TYPE 2 (UNIDIRECTIONAL)	
80									80				630	06500	80	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W6X9	
4									4				630	09000	4	EACH	BREAKAWAY STRUCTURAL BEAM CONNECTION	
4									4				630	84500	4	EACH	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION	
2									2				630	86321	2	EACH	REMOVAL OF STRUCTURE MOUNTED SIGN AND REERECTION, AS PER PLAN	8
					345				345				644	00500	345	FT	STOP LINE	
					451				451				644	00720	451	FT	CHEVRON MARKING	
					2				2				SPECIAL	64440000	2	EACH	AIR SPEED ZONE MARKING	8
																	TRAFFIC CONTROL ALTERNATES	
																	ALTERNATE 1 - (644 - THERMO & 646 - EPOXY)	
					12.38				12.38			X	644	00104	12.38	MILE	EDGE LINE, 6" (WHITE), ALTERNATE 1	
					12.41				12.41			X	644	00104	12.41	MILE	EDGE LINE, 6" (YELLOW), ALTERNATE 1	
					10.67				10.67			X	644	00204	10.67	MILE	LANE LINE, 6", ALTERNATE 1	
					3,251				3,251			X	644	00404	3,251	FT	CHANNELIZING LINE, 12" , ALTERNATE 1	
					3,899				3,899			X	644	01510	3,899	FT	DOTTED LINE, 6" , ALTERNATE 1	
					0.38				0.38			X	646	10010	0.38	MILE	EDGE LINE, 6" (WHITE), ALTERNATE 1	
					0.38				0.38			X	646	10010	0.38	MILE	EDGE LINE, 6" (YELLOW), ALTERNATE 1	
					0.39				0.39			X	646	10110	0.39	MILE	LANE LINE, 6" , ALTERNATE 1	
					137				137			X	646	10310	137	FT	CHANNELIZING LINE, 12" , ALTERNATE 1	
					164				164			X	646	20504	164	FT	DOTTED LINE, 6", ALTERNATE 1	

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SHEET NUM.									PART.			ALT	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
8	9	10	11	18	19	21	22	31	01/NHS/PV	02/NHS/BR		(X)						
																	ALTERNATE 2 - (R-WR THERMO & EPOXY)	
					12.38				12.38			X	807	14010	12.38	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (WHITE), ALTERNATE 2	
					12.41				12.41			X	807	14010	12.41	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (YELLOW), ALTERNATE 2	
					10.67				10.67			X	807	14110	10.67	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6", ALTERNATE 2	
					3,251				3,251			X	807	14310	3,251	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12", ALTERNATE 2	
					3,899				3,899			X	807	14410	3,899	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6", ALTERNATE 2	
					0.38				0.38			X	807	12010	0.38	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (WHITE), ALTERNATE 2	
					0.38				0.38			X	807	12010	0.38	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (YELLOW), ALTERNATE 2	
					0.39				0.39			X	807	12110	0.39	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6", ALTERNATE 2	
					137				137			X	807	12310	137	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12", ALTERNATE 2	
					164				164			X	807	12410	164	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6", ALTERNATE 2	
					36.2				36.2			X	850	10010	36.2	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT), ALTERNATE 2	
					3,251				3,251			X	850	10130	3,251	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT), ALTERNATE 2	
					1.18				1.18			X	850	20010	1.18	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE), ALTERNATE 2	
					137				137			X	850	20130	137	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (CONCRETE), ALTERNATE 2	
																	ALTERNATE 3 - (642 - TRAFFIC PAINT)	
					12.76				12.76			X	642	00104	12.76	MILE	EDGE LINE, 6", TYPE 1 (WHITE), ALTERNATE 3	
					12.79				12.79			X	642	00104	12.79	MILE	EDGE LINE, 6", TYPE 1 (YELLOW), ALTERNATE 3	
					11.06				11.06			X	642	00204	11.06	MILE	LANE LINE, 6", TYPE 1, ALTERNATE 3	
					3,388				3,388			X	642	00404	3,388	FT	CHANNELIZING LINE, 12", TYPE 1, ALTERNATE 3	
					4,063				4,063			X	642	01510	4,063	FT	DOTTED LINE, 6", TYPE 1, ALTERNATE 3	
																	MAINTENANCE OF TRAFFIC	
			500						500				614	11111	500	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE, AS PER PLAN	11
			12							12			614	12336	12	EACH	WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)	
			LS						LS				614	12420	LS		DETOUR SIGNING	
	24								24				614	12460	24	EACH	WORK ZONE MARKING SIGN	
		18							18				614	12484	18	EACH	WORK ZONE INCREASED PENALTIES SIGN	
	25		90						115				614	13000	115	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
			122							122			614	13310	122	EACH	BARRIER REFLECTOR, TYPE 1(ONE-WAY)	
			122							122			614	13350	122	EACH	OBJECT MARKER, ONE WAY	
		18							18				614	18601	18	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	10
					22.13				22.13				614	20560	22.13	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
					51.1				51.1				614	22360	51.1	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
					6,776				6,776				614	23690	6,776	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
					690				690				614	26610	690	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
			5,184							5,184			622	41100	5,184	FT	PORTABLE BARRIER, UNANCHORED	
			864							864			622	41110	864	FT	PORTABLE BARRIER, ANCHORED	
	48								48				808	18700	48	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
																	STRUCTURE REPAIR (HUR-20-1076 L)	
								134		134			202	22901	134	SY	APPROACH SLAB REMOVED, AS PER PLAN	29
								83		83			202	23000	83	SY	PAVEMENT REMOVED	
								222		222			202	23500	222	SY	WEARING COURSE REMOVED	
								301		301			202	98200	301	FT	REMOVAL MISC.: DECK OVERHANG	30
								37		37			203	10000	37	CY	EXCAVATION	
								222		222			204	10000	222	SY	SUBGRADE COMPACTION	
								37		37			304	20000	37	CY	AGGREGATE BASE	
								314		314			509	10001	314	LB	EPOXY COATED REINFORCING STEEL, AS PER PLAN	30
								100		100			509	20000	100	LB	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL	
								301		301			511	81100	301	FT	CONCRETE, MISC.: CLASS QC SCC CONCRETE, BRIDGE DECK, DECK OVERHANG	30
								208		208			512	10100	208	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
								765		765			512	73500	765	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	
								163		163			512	74000	163	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
								270		270			SPECIAL	51900100	270	SF	COMPOSITE FIBER WRAP SYSTEM	29
								55		55			519	10000	55	SY	PATCHING CONCRETE BRIDGE DECK OVERLAY WITH MICRO-SILICA MODIFIED CONCRETE	
								55		55			519	11100	55	SF	PATCHING CONCRETE STRUCTURE	
								222		222			526	25001	222	SY	REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN	29

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SHEET NUM.									PART.			ALT	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
8	9	10	11	18	19	21	22	31	01/NHS/PV	02/NHS/BR		(X)						
								516		516			SPECIAL	51900100	516	SF	COMPOSITE FIBER WRAP SYSTEM	29
								74		74			519	11100	74	SF	PATCHING CONCRETE STRUCTURE	
								23		23			SPECIAL	51912510	23	SY	PATCHING CONCRETE BRIDGE DECK (TYPE B)	29
																	STRUCTURE REPAIR (HUR-250-492)	
								456		456			202	98200	456	FT	REMOVAL MISC.: DECK OVERHANG	30
								476		476			509	10001	476	LB	EPOXY COATED REINFORCING STEEL, AS PER PLAN	30
								100		100			509	20000	100	LB	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL	
								456		456			511	81100	456	FT	CONCRETE, MISC.: CLASS QC SCC CONCRETE, BRIDGE DECK, DECK OVERHANG	30
								68		68			512	10100	68	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
								480		480			SPECIAL	51900100	480	SF	COMPOSITE FIBER WRAP SYSTEM	29
																	STRUCTURE REPAIR (HUR-20-1393)	
								76		76			202	32600	76	FT	GUTTER REMOVED	
								66		66			202	98200	66	FT	REMOVAL MISC.: JOINT SEALER	29
								436		436			202	98200	436	FT	REMOVAL MISC.: DECK OVERHANG	30
								138		138			254	01000	138	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.25"	
								5		5			442	20000	5	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448)	
								455		455			509	10001	455	LB	EPOXY COATED REINFORCING STEEL, AS PER PLAN	30
								100		100			509	20000	100	LB	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL	
								436		436			511	81100	436	FT	CONCRETE, MISC.: CLASS QC SCC CONCRETE, BRIDGE DECK, DECK OVERHANG	30
								65		65			512	10100	65	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
								764		764			512	73500	764	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	
								66		66			516	31000	66	FT	JOINT SEALER	
								480		480			SPECIAL	51900100	480	SF	COMPOSITE FIBER WRAP SYSTEM	29
								59		59			519	11100	59	SF	PATCHING CONCRETE STRUCTURE	
								21		21			SPECIAL	51912510	21	SY	PATCHING CONCRETE BRIDGE DECK (TYPE B)	29
								34		34			601	27000	34	CY	DUMPED ROCK FILL, TYPE C	
																	STRUCTURE REPAIR (HUR-20-1519 L)	
								84		84			202	98200	84	FT	REMOVAL MISC.: JOINT SEALER	29
								135		135			512	10100	135	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
								703		703			512	73500	703	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	
								135		135			512	74000	135	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
								84		84			516	31000	84	FT	JOINT SEALER	
																	STRUCTURE REPAIR (HUR-20-1519 L)	
								92		92			519	10000	92	SY	PATCHING CONCRETE BRIDGE DECK OVERLAY WITH MICRO-SILICA MODIFIED CONCRETE	
								99		99			519	11100	99	SF	PATCHING CONCRETE STRUCTURE	
								27		27			SPECIAL	51912510	27	SY	PATCHING CONCRETE BRIDGE DECK (TYPE B)	29
																	STRUCTURE REPAIR (HUR-20-1519 R)	
								106		106			202	98200	106	FT	REMOVAL MISC.: JOINT SEALER	29
								135		135			512	10100	135	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
								879		879			512	73500	879	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	
								135		135			512	74000	135	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
								106		106			516	31000	106	FT	JOINT SEALER	
								86		86			519	10000	86	SY	PATCHING CONCRETE BRIDGE DECK OVERLAY WITH MICRO-SILICA MODIFIED CONCRETE	
								187		187			519	11100	187	SF	PATCHING CONCRETE STRUCTURE	
								33		33			SPECIAL	51912510	33	SY	PATCHING CONCRETE BRIDGE DECK (TYPE B)	29
																	STRUCTURE REPAIR (HUR-18-1523)	
								200		200			202	32600	200	FT	GUTTER REMOVED	
								406		406			202	98200	406	FT	REMOVAL MISC.: DECK OVERHANG	30
								423		423			509	10001	423	LB	EPOXY COATED REINFORCING STEEL, AS PER PLAN	30
								100		100			509	20000	100	LB	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL	
								406		406			511	81100	406	FT	CONCRETE, MISC.: CLASS QC SCC CONCRETE, BRIDGE DECK, DECK OVERHANG	30
								60		60			512	10100	60	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
								588		588			SPECIAL	51900100	588	SF	COMPOSITE FIBER WRAP SYSTEM	29
								11		11			519	11100	11	SF	PATCHING CONCRETE STRUCTURE	
								89		89			601	27000	89	CY	DUMPED ROCK FILL, TYPE C	

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ITEM	EXTENSION	QUANTITY														TOTAL	UNIT	DESCRIPTION
		HUR-20-1076		HUR-20-1097		HUR-20-1123		HUR-20-1170	HUR-20-1236	HUR-250-0492	HUR-20-1393	HUR-20-1519		HUR-18-1523	HUR-20-1619			
		LEFT	RIGHT	LEFT	RIGHT	LEFT	RIGHT					LEFT	RIGHT		LEFT			
202	22901	134	134	183	183	183	183									1000	SY	APPROACH SLAB REMOVED, AS PER PLAN
202	23000	83	83													166	SY	PAVEMENT REMOVED
202	23500	222	222			183	183									810	SY	WEARING COURSE REMOVED
202	32600			122	122	80	80				76			200	220	900	FT	GUTTER REMOVED
202	98200								70		66	84	106		114	440	FT	REMOVAL MISC.: JOINT SEAL
202	98200	301	321	293	428	357	513	704	396	456	436			406	290	4901	FT	REMOVAL MISC.: DECK OVERHANG
203	10000	37	37	31	31	31	31									198	CY	EXCAVATION
204	10000	222	222	183	183	183	183									1176	SY	SUBGRADE COMPACTION
304	20000	37	37	31	31	31	31									198	CY	AGGREGATE BASE
254	01000								151		138					289	SY	PAVEMENT PLANING, ASPHALT CONCRETE
442	01000								5		5					10	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448)
509	10001	314	335	306	446	372	535	734	413	476	455			423	302	5111	LB	EPOXY COATED REINFORCING STEEL, AS PER PLAN
509	20000	100	100	100	100	100	100	100	100	100	100			100	100	1200	LB	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL
511	81100	301	321	293	428	357	513	704	396	456	436			406	290	4901	FT	CONCRETE, MISC.: CLASS QC SCC CONCRETE, BRIDGE DECK, DECK OVERHANG
512	10100	208	212	229	249	309	333	104	59	68	65	135	135	60	355	2521	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	73500	765	765	828	828	1045	1045		765		764	703	879		1270	9657	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN
512	74000	163	164	186	186	256	257					135	135		312	1794	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES
516	31000								70		66	84	106		114	440	FT	JOINT SEALER
519	00100	270	270			240	240	744	516	480	480			588	384	4212	SQ FT	COMPOSITE FIBER WRAP SYSTEM
519	10000	55	55	154	119	159	235					92	86		73	1028	SY	PATCHING CONCRETE BRIDGE DECK OVERLAY WITH MICRO-SILICA MODIFIED CONCRETE
519	11100	55	100	79	69	262	96		74		59	99	187	11	80	1170	SF	PATCHING CONCRETE STRUCTURE
SPECIAL	519E12510								23		21	27	33		38	142	SY	PATCHING CONCRETE BRIDGE DECK (TYPE B)
526	25001	222	222	183	183	183	183									1176	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15"), AS PER PLAN
601	20000							402								402	SY	CRUSHED AGGREGATE SLOPE PROTECTION
601	25000			54	54	36	36				34			89	98	401	CY	DUMPED ROCK FILL, TYPE C

ALL TOTALS CARRIED TO GENERAL SUMMARY

DESIGN AGENCY
ODOT DISTRICT THREE
ASHLAND, OHIO

DESIGNED	DRAWN	REVIEWED	DATE
CLF	CLF	CAD	9/13/2019
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JNC	MAE	VARIOUS	

STRUCTURE SUMMARY
STRUCTURE SUMMARY FOR
ALL STRUCTURES ON THIS PROJECT

HUR-20-10.76
PID No. 77529

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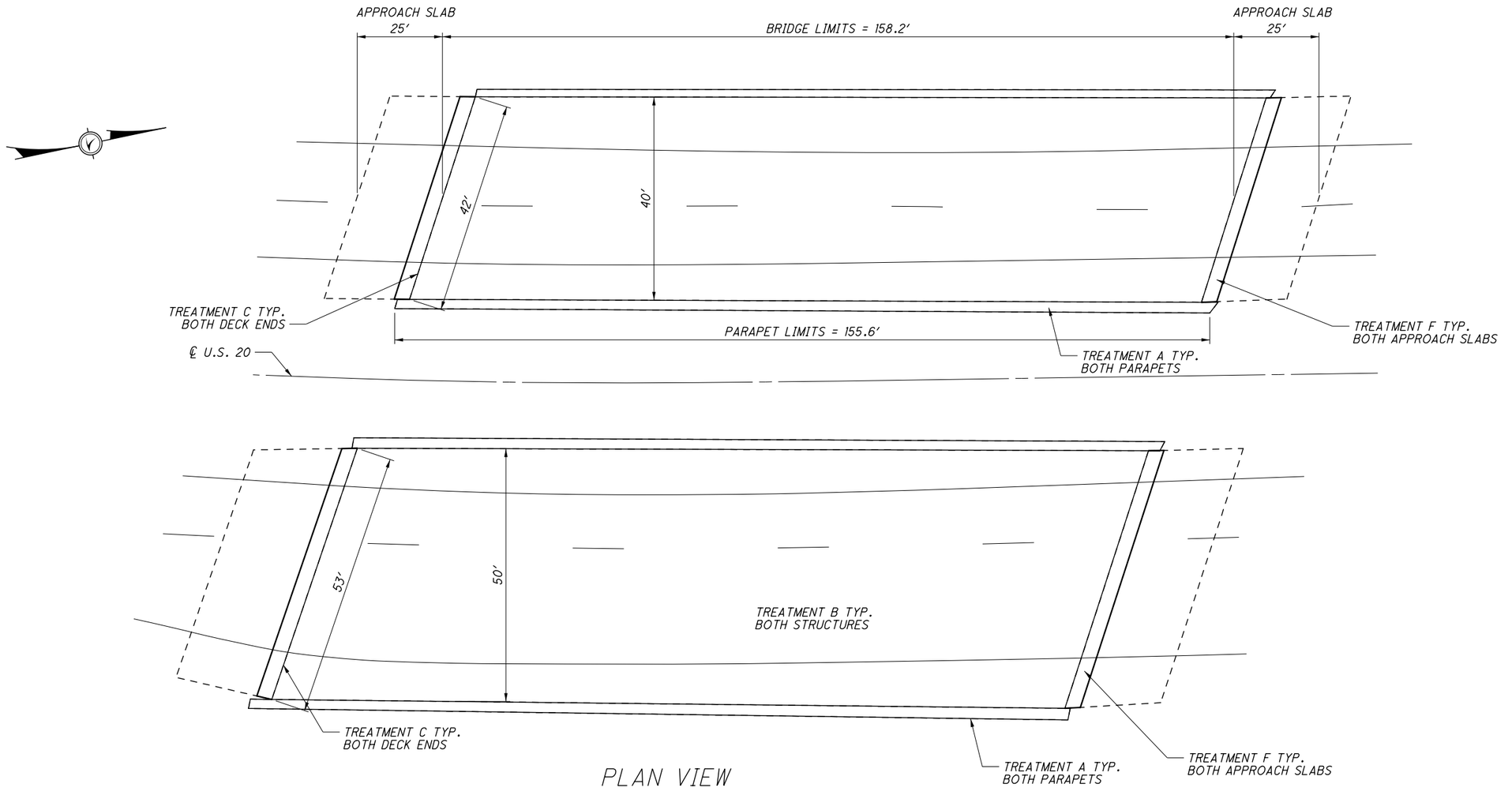

PLAN VIEW

ESTIMATED QUANTITIES				
ITEM	QUANTITY LEFT	QUANTITY RIGHT	UNIT	DESCRIPTION
202	84	106	FT	REMOVE MISC: JOINT SEAL
512	703	879	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN
512	135	135	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES
512	135	135	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
516	84	106	FT	JOINT SEALER
SPECIAL	27	33	SY	PATCHING CONCRETE BRIDGE DECK (TYPE B)

NOTE:
FOR TYPICAL TREATMENT DETAILS SEE SHEETS 33-34

DESIGN AGENCY
ODOT DISTRICT THREE
ASHLAND, OHIO

DESIGNED	DRAWN	REVIEWED	DATE
CLF	CLF	CAD	9/13/2019
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JNC	XXX	3901238/3901262	

STRUCTURE DETAILS
HUR-20-1519 L&R
STRUCTURE CARRYING US 20 OVER WHEELING AND LAKE ERIE RAILWAY

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