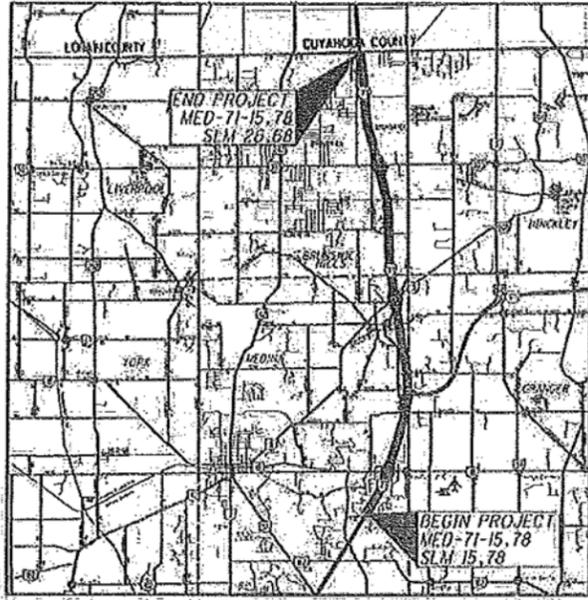


STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION

**MED-71-15.78**  
CITY OF BRUNSWICK  
MONTVILLE TOWNSHIP  
MEDINA TOWNSHIP  
BRUNSWICK HILLS TOWNSHIP  
MEDINA COUNTY



LOCATION MAP

LATITUDE: 41° 11' 35.74" N LONGITUDE: 81° 47' 26.10" W



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

DESIGN EXCEPTIONS

NONE

DESIGN DESIGNATION

SEE SHEET 2 FOR DESIGN DESIGNATION

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PROJECT DESCRIPTION

THIS PROJECT INCLUDES RESURFACING THE MAINLINE LANES AND FULL WIDTH RAMPS WITH ASPHALT CONCRETE, RESURFACING THE MAINLINE SHOULDERS WITH MICROSURFACING, PAVEMENT REPAIRS, CONCRETE REPAIR AND ADA UPGRADES IN THE REST AREAS, PAVEMENT MARKINGS, AND STRUCTURE MAINTENANCE.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	N/A
(MAINTENANCE PROJECT)	
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	N/A
(MAINTENANCE PROJECT)	
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A
(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.

2016 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVED THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY, EXCEPT AS NOTED ON SHEET 13, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED   
DATE 2/16/16 DISTRICT DEPUTY DIRECTOR

APPROVED   
DATE 2-10-16 DIRECTOR, DEPARTMENT OF TRANSPORTATION

PLANS PREPARED BY:



ENGINEERS SEAL:



SIGNED:   
DATE: 12/16/16

STANDARD CONSTRUCTION DRAWINGS

BP-2.5	7/19/13	TC-41.20	10-18-13	MT-95.30	7/15/16
BP-3.1	7-18-14	TC-42.20	10-18-13	MT-95.50	10-16-15
BP-7.1	7-18-14	TC-52.10	10-18-13	MT-98.10	7-18-14
BP-9.1	7-19-13	TC-52.20	7/15/16	MT-98.11	7-18-14
		TC-65.10	1/17/14	MT-98.20	7-18-14
DM-4.3	1-15-16	TC-65.11	7/15/16	MT-98.22	7-18-14
DM-4.4	1-15-16	TC-71.10	7/15/16	MT-98.28	7-18-14
		TC-72.20	7/15/16	MT-98.29	7-19-13
BP-2.1	7/17/15			MT-99.20	7-19-13
				MT-101.90	7/17/15
				MT-105.10	7-19-13

SUPPLEMENTAL SPECIFICATIONS

800	1/20/17
806	3/2/2015
821	4/20/2012
832	1/17/2014
897	1/16/2015

SPECIAL PROVISIONS

**UNDERGROUND UTILITIES**  
CONTACT BOTH SERVICES TWO WORKING DAYS BEFORE YOU DIG.

Call Before You Dig  
1-800-362-2764

(Non-members must be called directly)

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

FEDERAL PROJECT NO. E150494

PID NO. 87714

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT NONE

MED-71-15.78

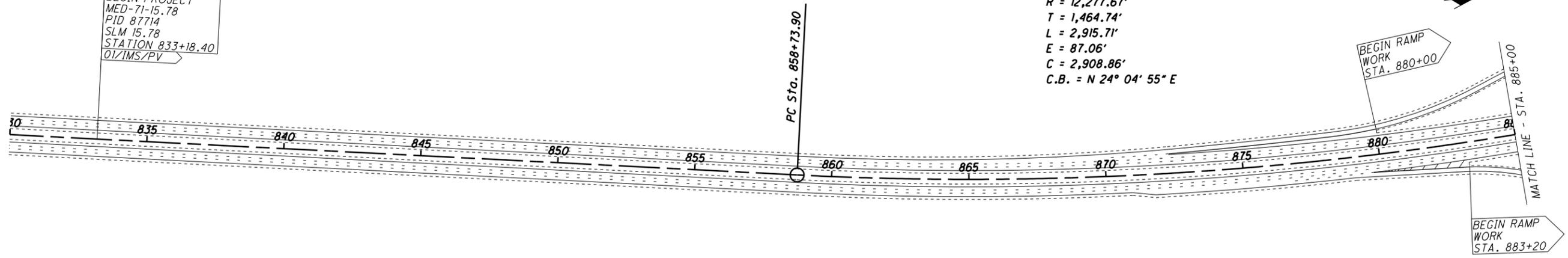
MED-IR 71-15.78  
170175 PID-87714  
Dist 3 3/30/2017

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

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FAN E150494  
 BEGIN PROJECT  
 MED-71-15.78  
 PID 87714  
 SLM 15.78  
 STATION 833+18.40  
 01/IMS/PV

P.I. Sta. 873+38.65  
 $\Delta = 13^\circ 36' 24''$  (LT)  
 $Dc = 0^\circ 28' 00''$   
 $R = 12,277.67'$   
 $T = 1,464.74'$   
 $L = 2,915.71'$   
 $E = 87.06'$   
 $C = 2,908.86'$   
 $C.B. = N 24^\circ 04' 55'' E$



DESIGN DESIGNATION

	MED-71-15.78-16.85	MED-71-16.85-18.50	MED-71-18.50-20.90	MED-71-20.90-24.02	MED-71-24.02-26.68
CURRENT YEAR ADT (2017)	36000	59000	38000	51000	63000
DESIGN YEAR ADT (2029)	38000	67000	43000	56000	67000
DESIGN HOURLY VOLUME (2029)	3800	6000	3900	5000	6000
DIRECTIONAL DISTRIBUTION	0.54	0.51	0.5	0.51	0.58
TRUCKS (24 HOUR B&C)	0.17	0.07	0.07	0.08	0.09
DESIGN FUNCTIONAL CLASSIFICATION	FREEWAYS AND EXPRESSWAYS				
NHS PROJECT	YES	YES	YES	YES	YES

COUNTY	ROUTE	BEGIN SLM	END SLM	DESIGN SPEED	LEGAL SPEED
MED	71	15.78	22.39	70 MPH	70 MPH
MED	71	22.39	26.68	65 MPH	65 MPH

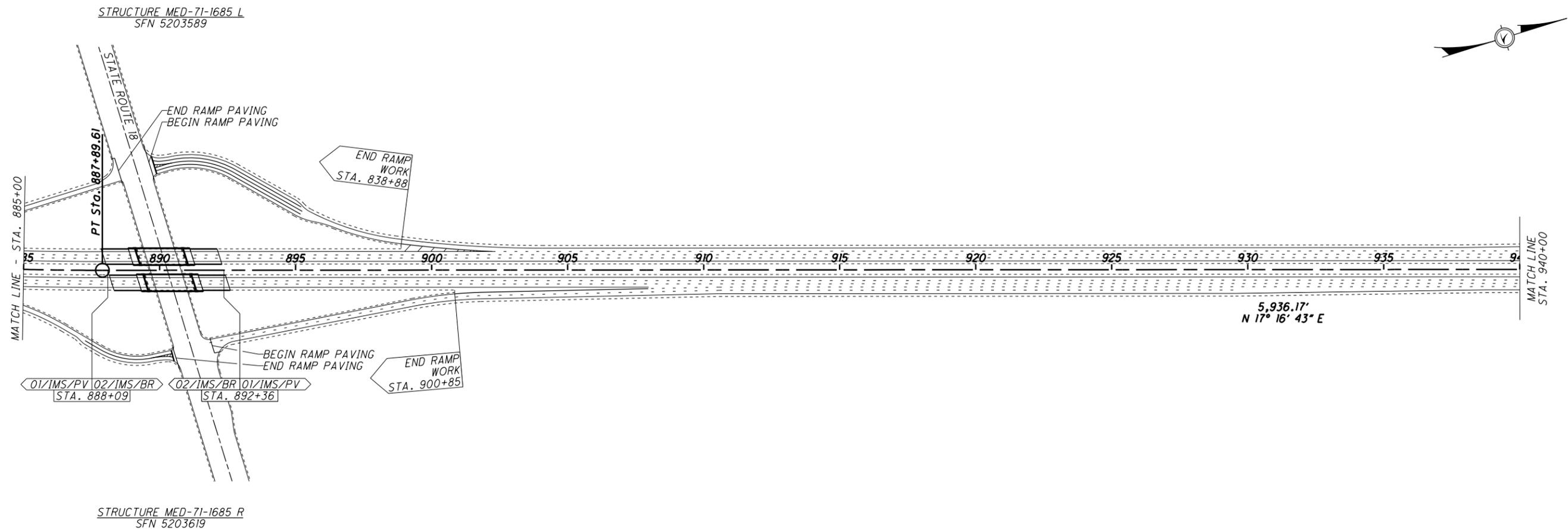
CALCULATED  
 KCK  
 CHECKED  
 KRB

**SCHEMATIC PLAN**

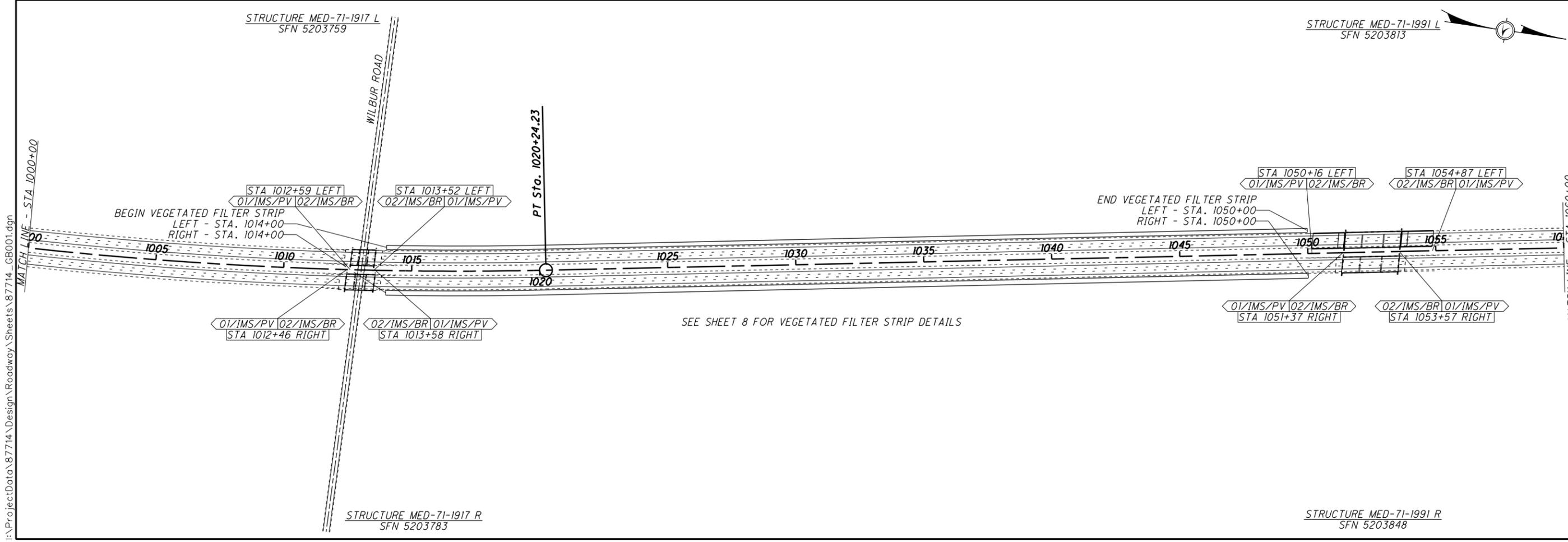
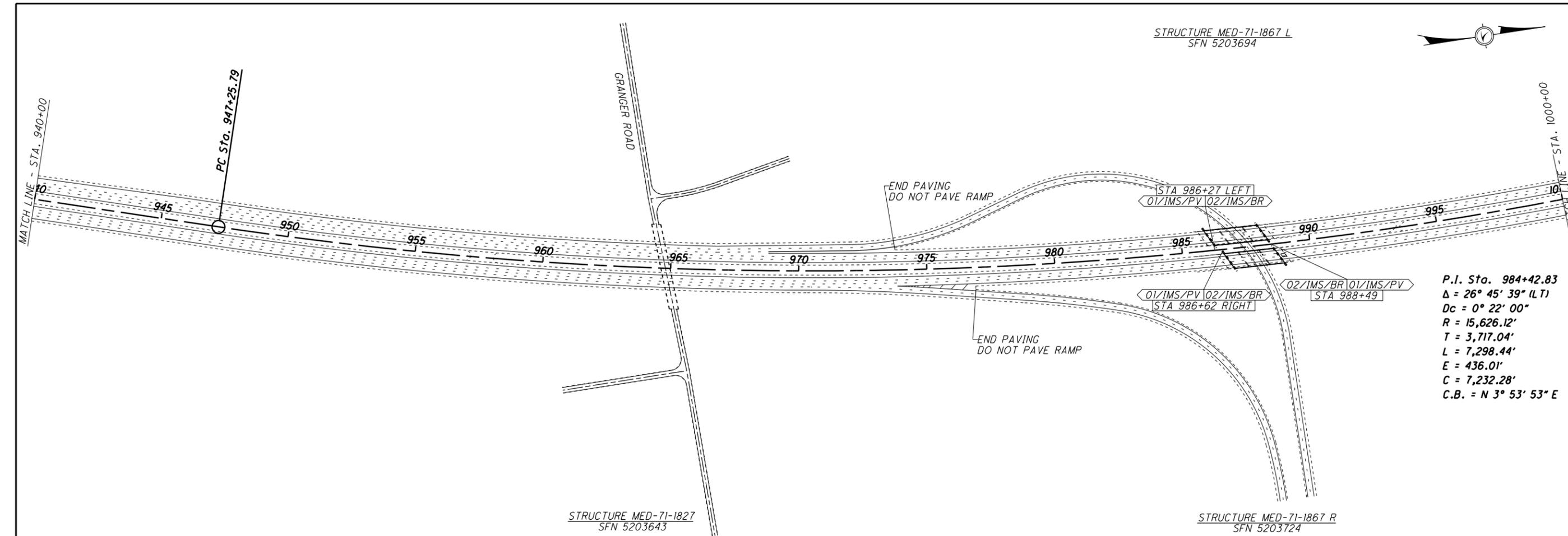
**MED-71-15.78**

2  
34

STRUCTURE MED-71-1685 L  
 SFN 5203589



STRUCTURE MED-71-1685 R  
 SFN 5203619



SCHEMATIC PLAN

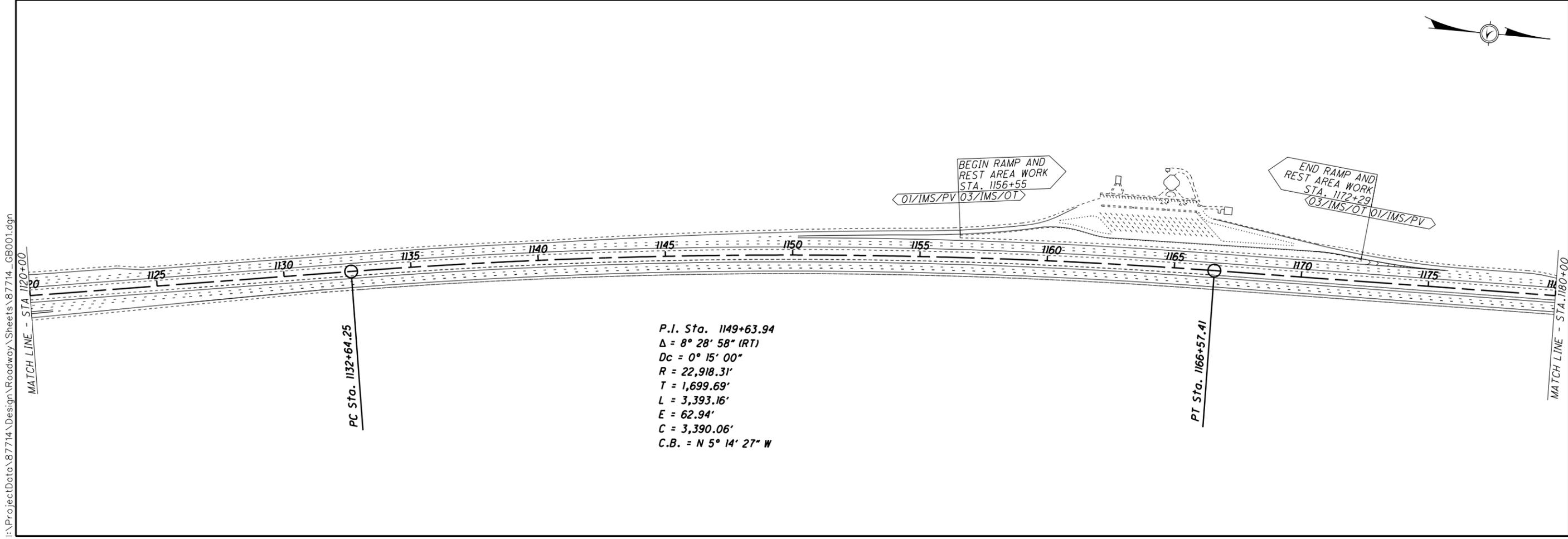
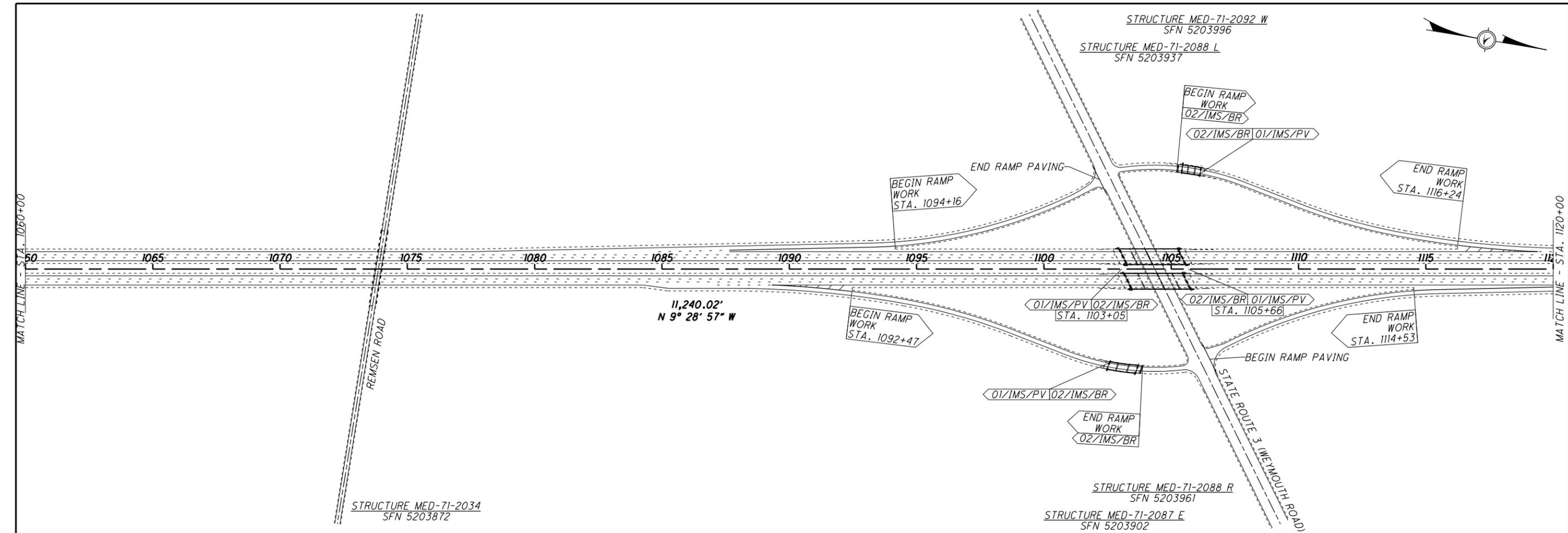
MED-71-15.78

3  
34

CALCULATED  
KCK  
CHECKED  
KRB

HORIZONTAL  
SCALE IN FEET  
0 200 400

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CALCULATED  
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CHECKED  
KRB

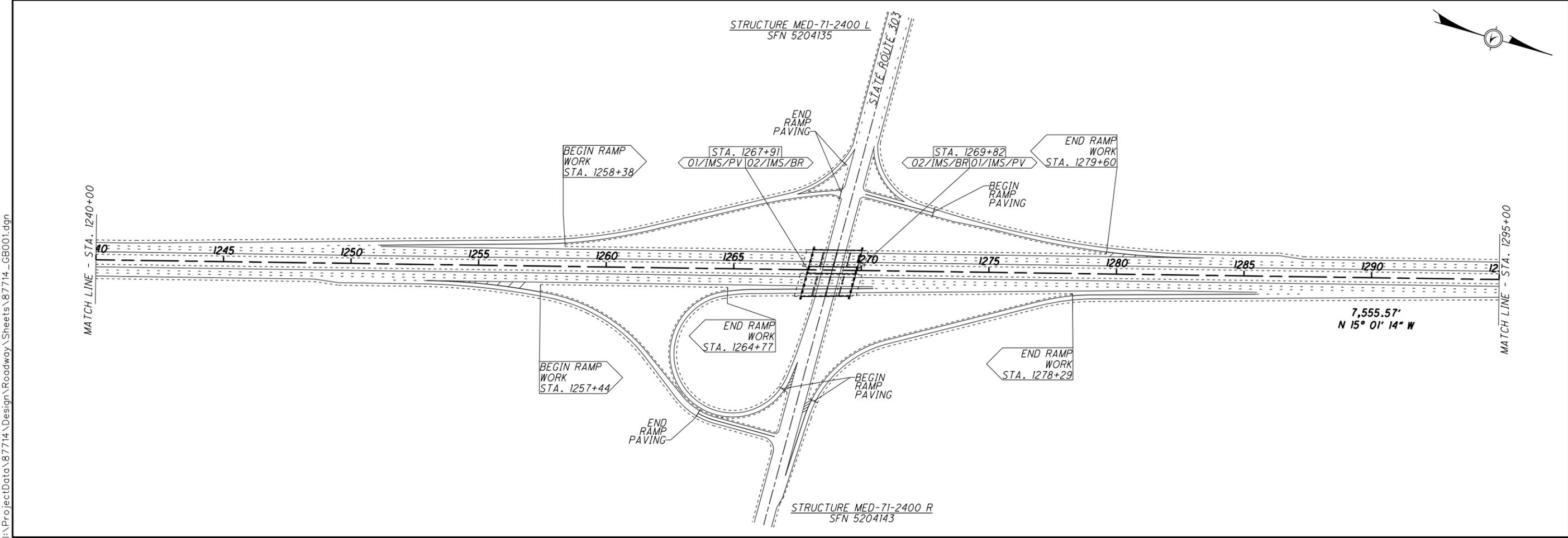
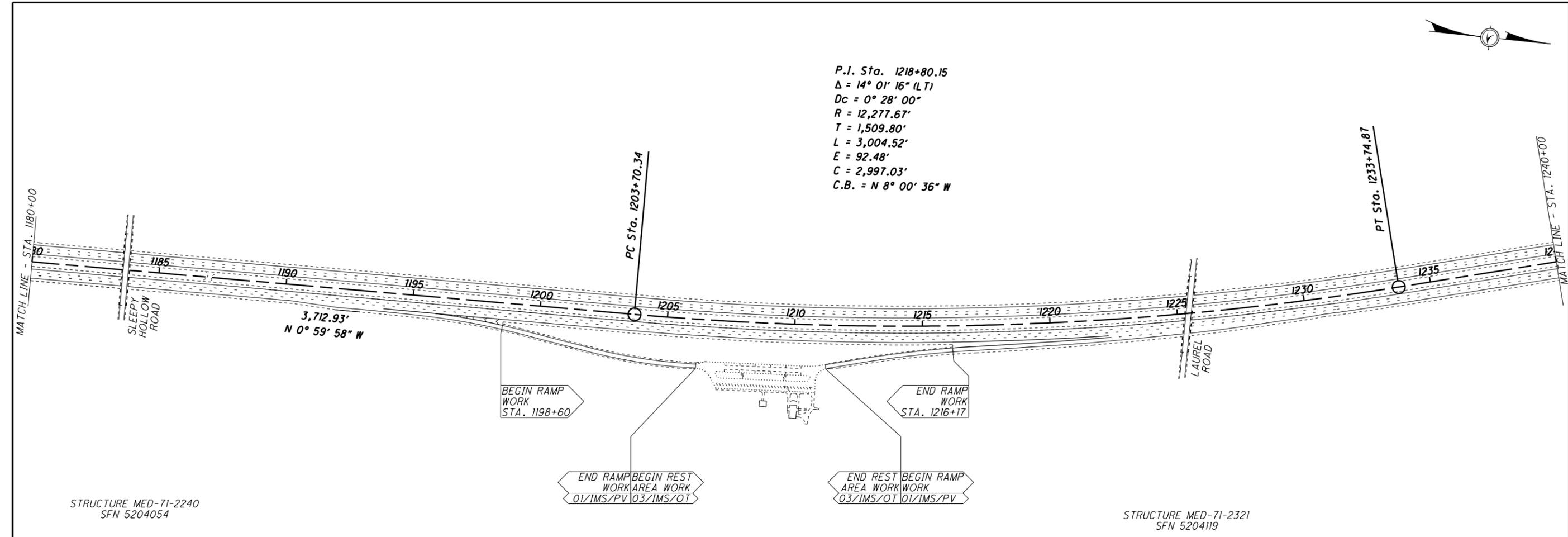
0 200 400  
HORIZONTAL  
SCALE IN FEET

**SCHEMATIC PLAN**

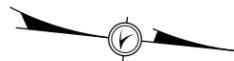
**MED-71-15.78**

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P.I. Sta. 1218+80.15  
 $\Delta = 14^\circ 01' 16''$  (LT)  
 $D_c = 0^\circ 28' 00''$   
 $R = 12,277.67'$   
 $T = 1,509.80'$   
 $L = 3,004.52'$   
 $E = 92.48'$   
 $C = 2,997.03'$   
 $C.B. = N 8^\circ 00' 36'' W$

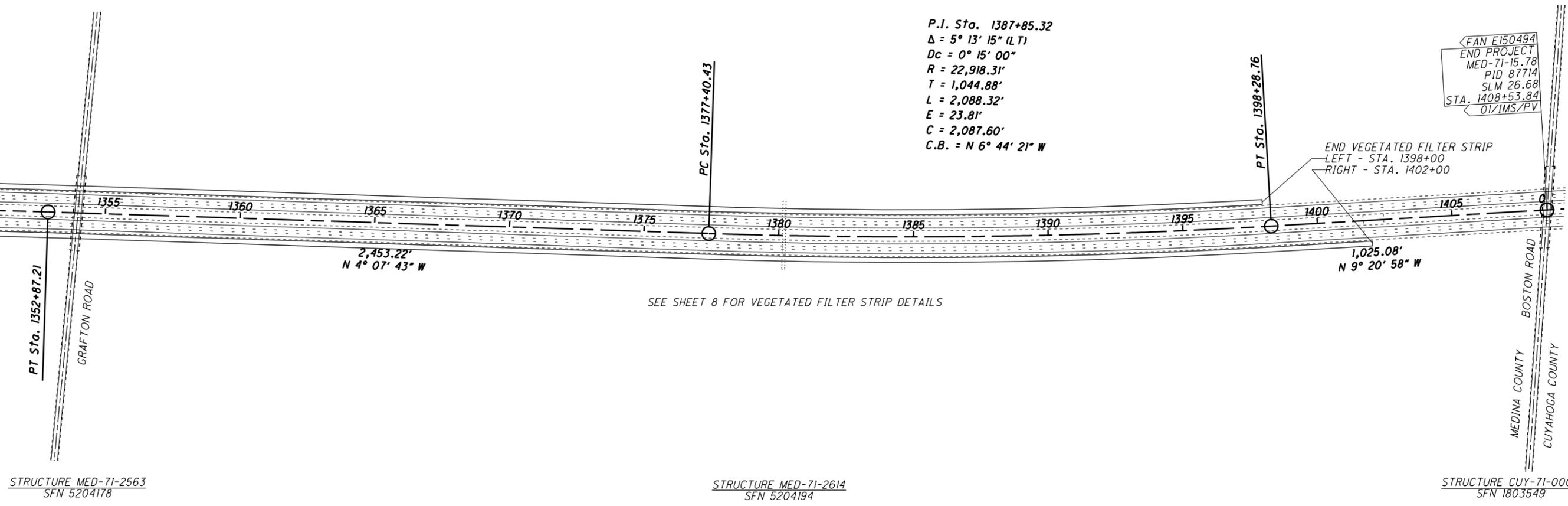
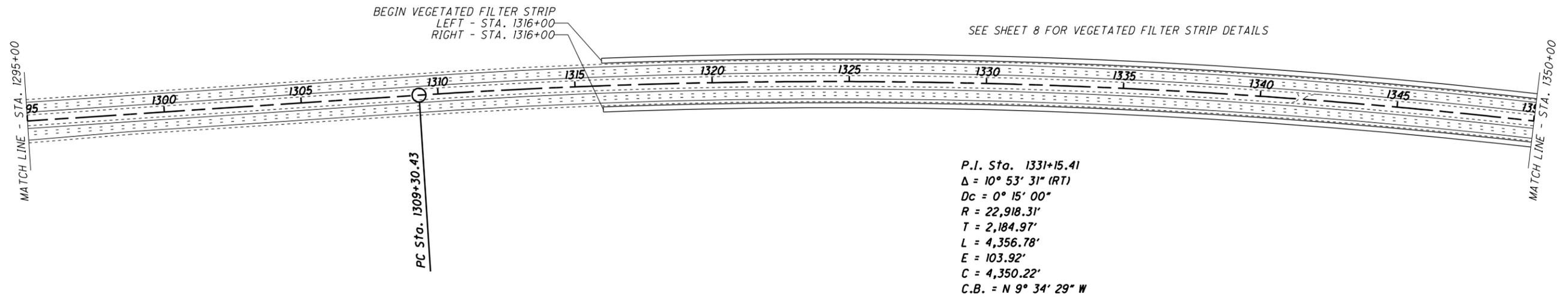


CALCULATED	KCK	CHECKED	KRB
HORIZONTAL SCALE IN FEET			

**SCHEMATIC PLAN**

**MED-71-15.78**

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STRUCTURE MED-71-2563  
SFN 5204178

STRUCTURE MED-71-2614  
SFN 5204194

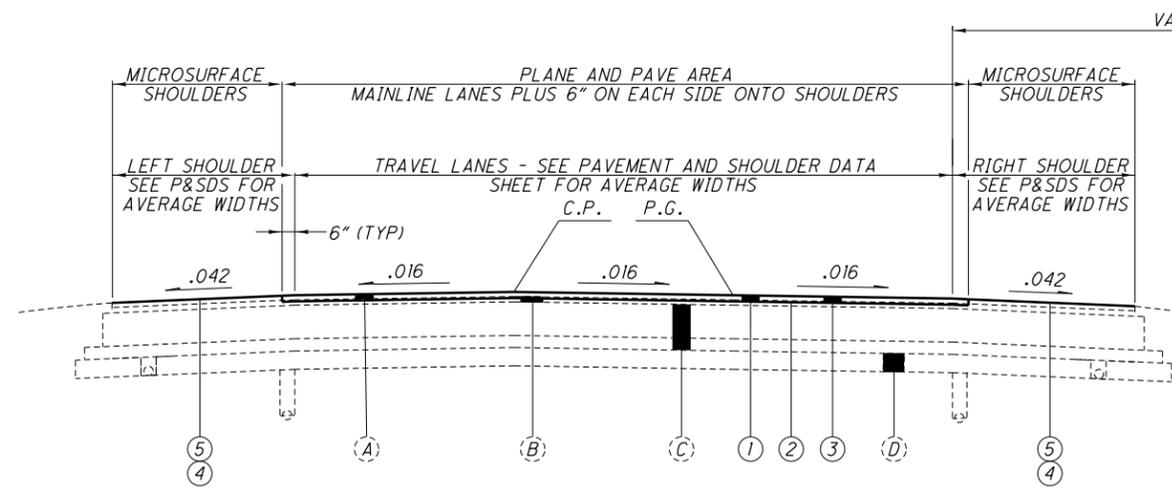
STRUCTURE CUY-71-0000  
SFN 1803549

CALCULATED  
KCK  
CHECKED  
KRB

0 200 400  
HORIZONTAL  
SCALE IN FEET

SCHEMATIC PLAN

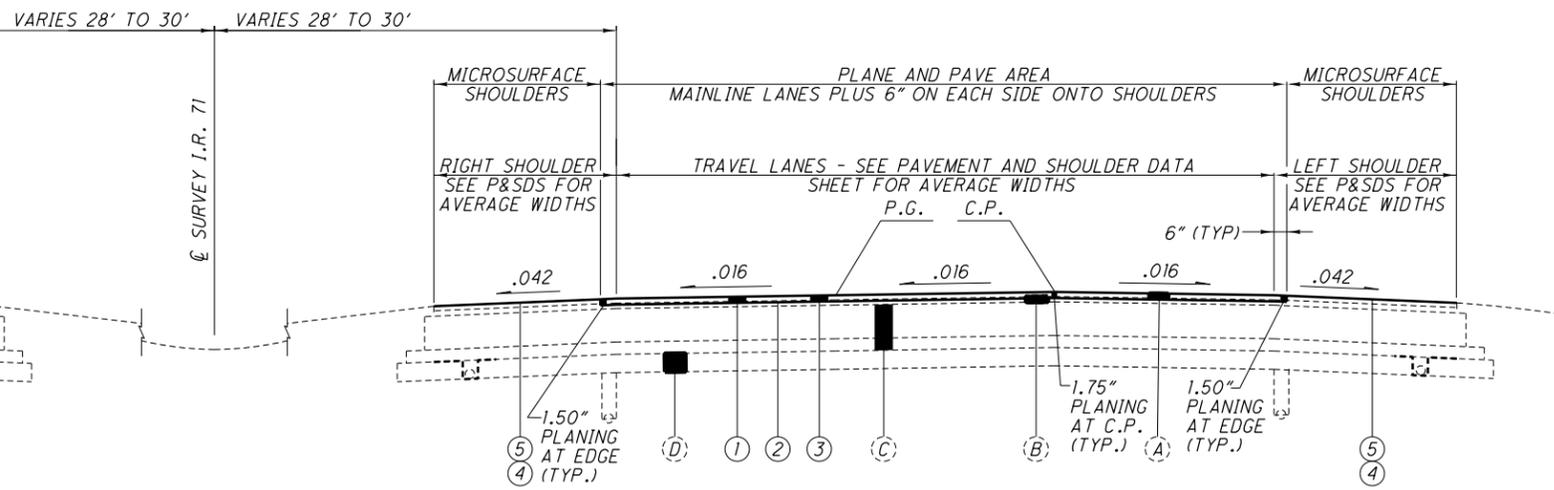
MED-71-15.78



NORMAL SOUTHBOUND SECTION

TYPICAL 1

STA 833+18 TO STA 856+74 = 2356 FEET  
 STA 893+75 TO STA 986+27 = 9252 FEET  
 STA 988+49 TO STA 1012+59 = 2410 FEET  
 STA 1013+52 TO STA 1050+16 = 3664 FEET  
 STA 1057+87 TO STA 1103+05 = 4518 FEET  
 STA 1105+66 TO STA 1201+69 = 9603 FEET  
 STA 1235+74 TO STA 1267+91 = 3217 FEET  
 STA 1269+82 TO STA 1408+54 = 13872 FEET  
 TOTAL = 48892 FEET

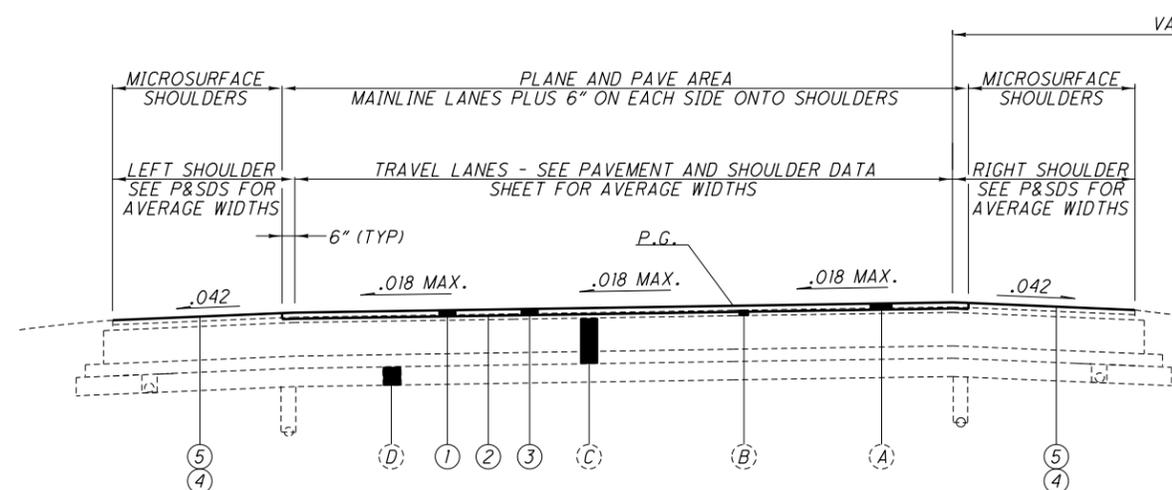


NORMAL NORTHBOUND SECTION

TYPICAL 2

STA 833+18 TO STA 856+74 = 2356 FEET  
 STA 893+75 TO STA 986+62 = 9287 FEET  
 STA 988+49 TO STA 1012+46 = 2397 FEET  
 STA 1013+58 TO STA 1051+37 = 3779 FEET  
 STA 1053+57 TO STA 1103+05 = 4948 FEET  
 STA 1105+66 TO STA 1201+69 = 9603 FEET  
 STA 1235+74 TO STA 1267+91 = 3217 FEET  
 STA 1269+82 TO STA 1408+54 = 13872 FEET  
 TOTAL = 49459 FEET

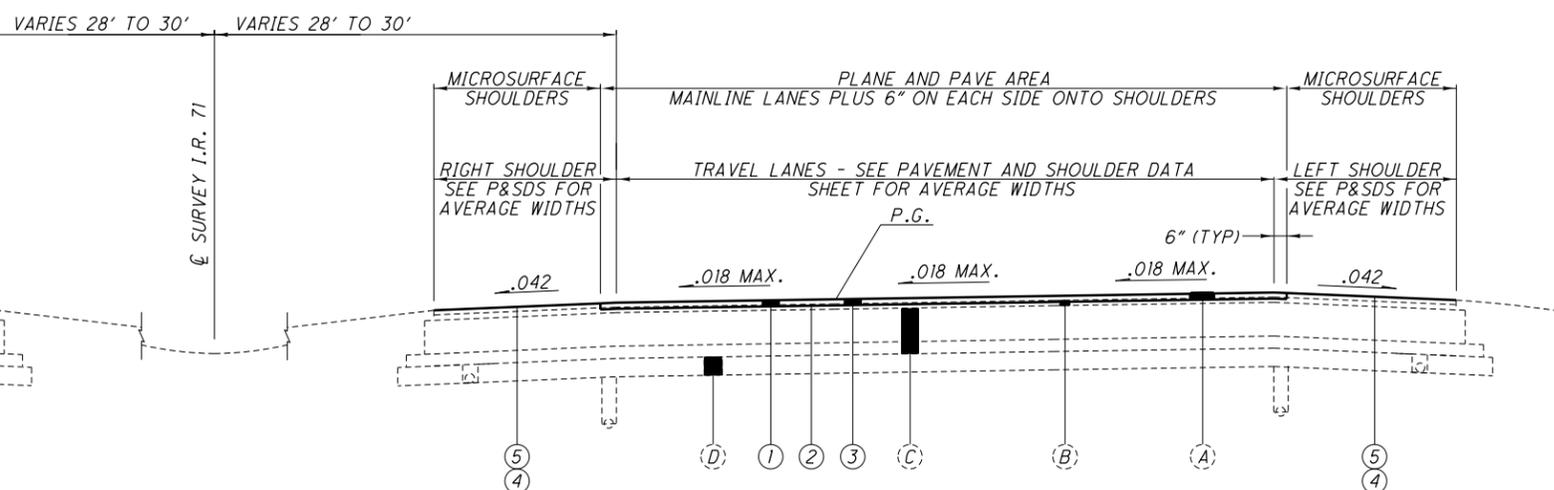
NOTE: TAPER THE PLANING FROM 1.75" AT THE CROWN TO 1.50" AT THE EDGES OF THE INSIDE AND OUTSIDE LANES.



SUPERELEVATED SOUTHBOUND SECTION

TYPICAL 3

STA 856+74 TO STA 888+09 = 3135 FEET  
 STA 892+36 TO STA 893+75 = 139 FEET  
 STA 1201+69 TO STA 1235+74 = 3405 FEET  
 TOTAL = 6679 FEET



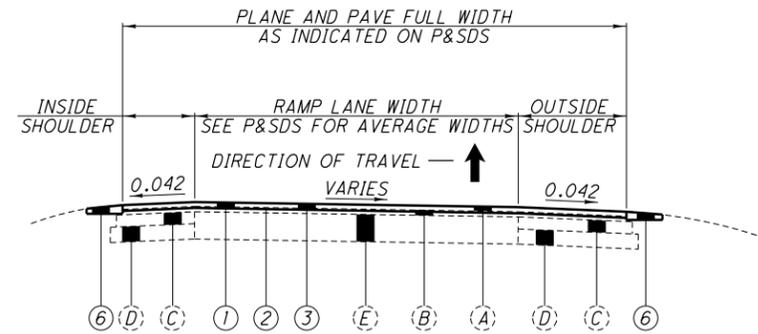
SUPERELEVATED SOUTHBOUND SECTION

TYPICAL 4

STA 856+74 TO STA 888+09 = 3135 FEET  
 STA 892+36 TO STA 893+75 = 139 FEET  
 STA 1201+69 TO STA 1235+74 = 3405 FEET  
 TOTAL = 6679 FEET

SEE NEXT SHEET FOR LEGENDS

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NORMAL RAMP SECTION

TYPICAL R

APPLICABLE ON ALL RAMPS TO THE LIMITS AS SHOWN ON THE SCHEMATIC DIAGRAMS

SUSPEND AND RESUME LOCATIONS FOR STRUCTURES

SEE PAVEMENT AND SHOULDER DATA SHEET FOR DETAILS NOT SHOWN HERE

SOUTHBOUND		NORTHBOUND	
STA 888+09 TO STA 892+36 = 427 FEET	STA 888+09 TO STA 892+36 = 427 FEET	STA 886+62 TO STA 888+49 = 187 FEET	STA 886+62 TO STA 888+49 = 187 FEET
STA 986+27 TO STA 988+49 = 222 FEET	STA 986+27 TO STA 988+49 = 222 FEET	STA 1012+46 TO STA 1013+58 = 112 FEET	STA 1012+46 TO STA 1013+58 = 112 FEET
STA 1012+59 TO STA 1013+52 = 93 FEET	STA 1012+59 TO STA 1013+52 = 93 FEET	STA 1051+37 TO STA 1053+57 = 220 FEET	STA 1051+37 TO STA 1053+57 = 220 FEET
STA 1050+16 TO STA 1057+87 = 771 FEET	STA 1050+16 TO STA 1057+87 = 771 FEET	STA 1103+05 TO STA 1105+66 = 261 FEET	STA 1103+05 TO STA 1105+66 = 261 FEET
STA 1103+05 TO STA 1105+66 = 261 FEET	STA 1103+05 TO STA 1105+66 = 261 FEET	STA 1267+91 TO STA 1269+82 = 191 FEET	STA 1267+91 TO STA 1269+82 = 191 FEET
STA 1267+91 TO STA 1269+82 = 191 FEET	STA 1267+91 TO STA 1269+82 = 191 FEET	TOTAL = 1398 FEET	TOTAL = 1398 FEET
TOTAL = 1965 FEET	TOTAL = 1965 FEET		

EXISTING LEGEND

- (A) - ±1/2" ASPHALT CONCRETE SURFACE COURSE
- (B) - ±3/4" ASPHALT CONCRETE INTERMEDIATE COURSE
- (C) - VARIABLE DEPTH ASPHALT CONCRETE BASE
- (D) - ±6" AGGREGATE BASE
- (E) - ±9" TO 11" PLAIN CONCRETE

PROPOSED LEGEND

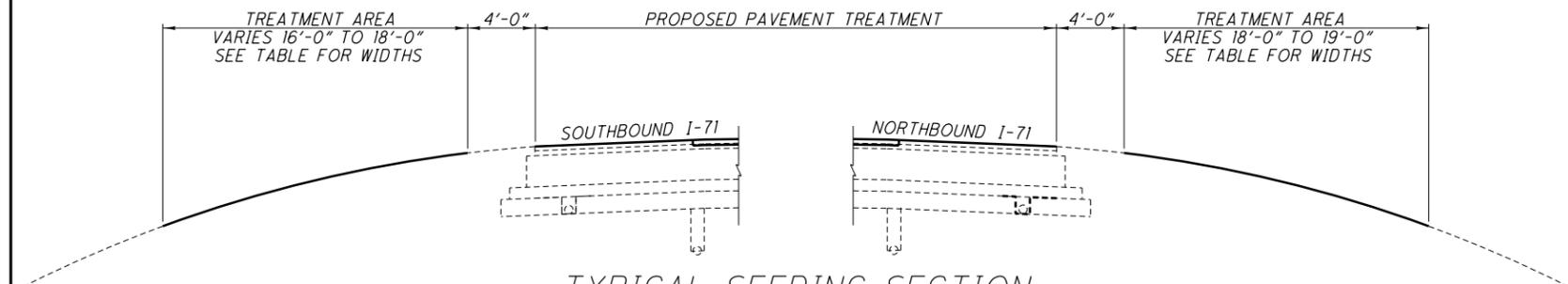
- ① - ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (1.75")
- ② - ITEM 407 - NON-TRACKING TACK COAT (APPLIED AT 0.08 GAL/SY)
- ③ - ITEM 806 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (1.75")
- ④ - ITEM 421 - MICROSURFACING, SURFACE COURSE, AS PER PLAN (22 LB/SY)
- ⑤ - ITEM 423 - CRACK SEALING, MISC.: TYPE II OR TYPE III
- ⑥ - ITEM 617 - COMPACTED AGGREGATE (2.00" AVERAGE DEPTH)

VEGETATED FILTER STRIP LOCATIONS, TYPICAL SECTION, NOTES, AND TREATMENT QUANTITIES

COUNTY	ROUTE	DIRECTION	BEGINNING LOCATION		ENDING LOCATION		LOCATION	TREATMENT WIDTH FT	TOTAL AREA SY	TREATMENT CREDIT AREA AC	EXISTING COVERAGE PERCENT	TARGET COVERAGE PERCENT	ITEM 659							
			STATION	LAT-LONG	STATION	LAT-LONG							SOIL ANALYSIS TEST	TOPSOIL	COMMERCIAL FERTILIZER	LIME	SEEDING AND MULCHING	REPAIR SEEDING AND MULCHING	WATER	INTERSEEDING
													EACH	CY	TON	ACRE	SY	SY	MGAL	SY
MED	71	NB	1014+00	41°10'9.56"N 81°47'8.2"W	1050+00	41°10'45.27"N 81°47'15.56"W	OUTSIDE	19	7600	3.72	60%	80%	2	169	0.22	0.32	1520	76	8.41	76
MED	71	SB	1014+00	41°10'9.56"N 81°47'8.2"W	1050+00	41°10'45.27"N 81°47'15.56"W	OUTSIDE	16	6400	3.47	80%	80%		0	0	0	0	0	0	0
MED	71	NB	1316+00	41°15'4.27"N 81°48'8.88"W	1402+00	41°16'27.27"N 81°48'21.3"W	OUTSIDE	18	17200	8.69	40%	80%		764	0.96	1.43	6880	344	38.1	344
MED	71	SB	1316+00	41°15'4.27"N 81°48'8.88"W	1398+00	41°16'23.74"N 81°48'20.55"W	OUTSIDE	18	16400	8.28	50%	80%		547	0.69	1.02	4920	246	27.2	246
TOTALS (SEEDING AND MULCHING PLAN SPLIT)									47600	24.16			2	1480	1.87	2.77	13320	666	73.73	666

ALL QUANTITIES CARRIED TO GENERAL SUMMARY

ALL ABOVE AREAS ARE TO BE CONSIDERED VEGETATED FILTER STRIPS AND ARE TO BE TREATED, LOGGED, AND INVENTORIED AS SUCH



TYPICAL SEEDING SECTION

TYPICAL E

SOUTHBOUND		NORTHBOUND	
STA 1014+00 TO STA 1050+00 = 3600 FEET	STA 1014+00 TO STA 1050+00 = 3600 FEET	STA 1316+00 TO STA 1402+00 = 8600 FEET	STA 1316+00 TO STA 1402+00 = 8600 FEET
STA 1316+00 TO STA 1398+00 = 8200 FEET	STA 1316+00 TO STA 1402+00 = 8600 FEET	TOTAL = 11800 FEET	TOTAL = 12200 FEET
TOTAL = 11800 FEET	TOTAL = 11800 FEET		

ITEM 659 - SEEDING AND MULCHING

THE ABOVE LISTED QUANTITIES ARE TO BE USED AS DETAILED AND AT THE LOCATIONS SPECIFIED IN THESE PLANS TO CREATE VEGETATED FILTER STRIPS FOR THE PURPOSE OF ENVIRONMENTAL PROTECTION AND STORM WATER TREATMENT.

APPLY SEEDING AND MULCHING TO ALL AREAS LISTED TO SUPPLEMENT THE EXISTING VEGETATION COVERAGE PERCENT AND EFFECT THE LISTED PROPOSED COVERAGE PERCENT. APPLY TOPSOIL AS DIRECTED BY THE ENGINEER TO AREAS OF ROCKY EXISTING CONDITIONS TO ALLOW PROPER BASE FOR VEGETATION GROWTH. TAKE ALL PROPOSED TOPSOIL FROM THE SAME STOCKPILE; TAKE THE SOIL ANALYSIS TESTS FROM THIS STOCKPILE PRIOR TO APPLYING THE LIME.

ALL WORK NEEDED TO PERFORM ALL 659 ITEMS SHALL BE COMPLETED AFTER ALL PAVING OPERATIONS HAVE BEEN FINALIZED AND ACCEPTED. REPAIR ANY SLOPE DAMAGE INCURRED DURING PAVING SEPARATELY FROM AND PRIOR TO COMPLETING THESE ITEMS.

SEE SCHEMATIC SHEETS FOR PLAN VIEW OF ALL LISTED LOCATIONS.

ALL LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NEEDED TO COMPLETE THE ABOVE LISTED WORK IS TO BE PAID FOR AT THE UNIT BID PRICE FOR THE APPROPRIATE 659 ITEM UPON COMPLETION AND ACCEPTANCE OF ALL TREATED AREAS. ALL QUANTITIES CARRIED TO THE GENERAL SUMMARY.

**UTILITIES**

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS.

**CABLE**  
WIDE OPEN WEST  
105 BLAZE INDUSTRIAL PKWY  
BEREA, OH 44017  
866.496.9669

**ELECTRIC**  
CLEVELAND ELECTRIC ILLUMINATING COMPANY  
6896 MILLER RD, SUITE 101  
BRECKSVILLE, OH 44141  
440.546.8748

ARMSTRONG UTILITIES  
1141 LAFAYETTE RD  
MEDINA, OH 44256  
330.722.3141

OHIO EDISON  
6326 LAKE AVENUE  
ELYRIA, OH 44035  
440.326.3207

TIME WARNER CABLE  
5520 WHIPPLE AVENUE NW  
NORTH CANTON, OH 44720  
330.494.9200

GAS  
BUCKEYE OIL PIPELINE COMPANY  
P.O. BOX 542  
MANTUA, OH 44255  
330.931.8309

**CITY**  
CITY OF MEDINA  
132 NORTH ELMWOOD STREET  
MEDINA, OH 44256  
330.722.9020

COLUMBIA GAS OF OHIO  
780 FRY ROAD  
MIDDLEBURG HEIGHTS, OH 44130  
440.891.2428

**COMMUNICATIONS**  
ACD TELECOMMUNICATION  
1800 N GRAND RIVER AVE  
LANSING, MI 48906  
517.999.9999

DOMINION EAST OHIO  
320 SPRINGSIDE DRIVE, SUITE 320  
AKRON, OH 44333  
330.664.2409

AT&T TRANSMISSION  
5980 WILCOX PLACE  
DUBLIN, OH 43016  
614.760.8320

ASPIRE ENERGY  
300 TRACY BIRDGE ROAD  
ORRVILLE, OH 44667  
330.682.7726

WINDSTREAM  
100 OWEN BROWN STREET  
HUDSON, OH 44236  
330.650.8212

KNOX ENERGY  
11872 WORTHINGTON RD  
PATASKALA, OH 43062  
740.927.6731

FRONTIER COM  
1534 S.R. 511 SOUTH  
ASHLAND, OH 44805  
419.282.6551

SUNOCO PIPELINE  
525 FRITZTOWN ROAD  
SINKING SPRINK, PA 19608  
610.670.3279

AT&T OHIO  
130 N ERIE STREET  
TOLEDO, OH 43604  
419.204.5004

TRAFFIC  
ODOT DISTRICT THREE  
906 CLARK AVENUE  
ASHLAND, OH 44805  
419.207.7045

AT&T TRANSMISSION  
50 WEST BOWERY STREET  
AKRON, OH 44308  
330.384.8057

WATER  
CITY OF CLEVELAND DIVISION OF WATER  
1201 LAKESIDE AVE  
CLEVELAND, OH 44114  
216.664.2444

**COUNTY**  
MEDINA COUNTY ENGINEER  
790 W SMITH ROAD  
MEDINA, OH 44256  
330.764.8331

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

EXTREME CAUTION SHOULD BE EXERCISED IN AREAS WITH UTILITIES. SECTIONS 105.07 AND 107.16 OF THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIALS SPECIFICATIONS REQUIRE, AMONG OTHER THINGS, THAT THE CONTRACTOR COOPERATE WITH ALL UTILITIES LOCATED WITHIN THE LIMITS OF THIS CONSTRUCTION PROJECT AND TAKE RESPONSIBILITY FOR THE PROTECTION OF THE UTILITY PROPERTY AND SERVICES.

**CONSTRUCTION NOTIFICATION**

THE CONTRACTOR SHALL ADVISE THE PROJECT ENGINEER A MINIMUM OF FOURTEEN (14) DAYS PRIOR TO THE FOLLOWING: THE START OF CONSTRUCTION ACTIVITIES, LANE RESTRICTIONS, LANE CLOSURES, AND OR ROAD CLOSURES. THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE FOLLOWING:

DISTRICT PUBLIC INFORMATION OFFICE (PIO) BY EMAIL AT  
D03.PIO@DOT.OHIO.GOV

DISTRICT PERMIT SECTION BY FAX AT (614) 887-4318 OR EMAIL AT  
LOUIS.TUMBLIN@DOT.OHIO.GOV

CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT (614) 728-4099 OR EMAIL AT HAULING.PERMITS@DOT.OHIO.GOV

THE PIO WILL, IN TURN, NOTIFY THE PUBLIC, THE LOCAL EMERGENCY SERVICES, AFFECTED SCHOOLS AND BUSINESSES, AND ANY OTHER IMPACTED LOCAL PUBLIC AGENCY OF ANY OF THE ABOVE MENTIONED ITEMS, VIA MEDIA SOURCES.

**EXISTING PLANS**

EXISTING PLANS ENTITLED MED-71-15.78 MAY BE INSPECTED IN THE ODOT DISTRICT 3 OFFICE IN ASHLAND.

**ROUTINE MAINTENANCE**

BETWEEN THE TIME THAT BIDS ARE TAKEN AND THE START OF CONSTRUCTION, THE MAINTAINING AGENCY MAY ENTER UPON THE PROJECT AND PERFORM ROUTINE MAINTENANCE SUCH AS CRACK SEALING, PATCHING, AND BERM AND SHOULDER REPAIR. THE EFFECTS, IF ANY, OF THE PERFORMANCE OF ROUTINE MAINTENANCE SHALL BE CONSIDERED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE PLAN AND THE RESULTING CONDITIONS SHALL NOT BE CONSIDERED AS DIFFERING MATERIALLY FROM THOSE EXISTING AT THE TIME BIDS WERE TAKEN.

**WORK LIMITS**

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

**PROFILE AND ALIGNMENT**

PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. (PREVIOUS CONSTRUCTION PLANS SHOWING THE ORIGINAL ALIGNMENT AND PROFILE, ARE AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT 3 OFFICE). PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

**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 WHILE PERFORMING ANY OPERATION ON ALL STRUCTURES. 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 ERRECTING 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 SOUTHWEST REGIONAL OFFICE OBSTRUCTION EVALUATION SERVICE, AJR-32 2601 MEACHAN BLVD. FORT WORTH, TX 76137-0520

ODOT OFFICE OF AVIATION 2829 W DUBLIN-GRANVILLE RD. COLUMBUS, OH 43235 614.793.5046

AERONAUTICAL STUDY NUMBER	COUNTY	ROUTE	STRAIGHT LINE MILE	LAT-LONG	
				LATITUDE	LONGITUDE
2016-AGL-7728-OE	MED	71	16.85	41.136075	-81.794296
2016-AGL-7729-OE	MED	71	18.67	41.161564	-81.785325
2016-AGL-7730-OE	MED	71	19.17	41.168807	-81.785535
2016-AGL-7731-OE	MED	71	19.91	41.179427	-81.787695
2016-AGL-7732-OE	MED	71	20.87	41.193261	-81.790582
2016-AGL-7733-OE	MED	71	20.88	41.193407	-81.790617
2016-AGL-7734-OE	MED	71	20.92	41.193998	-81.79075
2016-AGL-7735-OE	MED	71	24.00	41.238188	-81.798041

**ITEM 209 - LINEAR GRADING**

THE CONTRACTOR IS REQUIRED TO PERFORM LINEAR GRADING ON THE GRADED SHOULDER. IT IS ANTICIPATED THAT THERE ARE AREAS WHERE THE GRADED SHOULDER IS AT A HIGHER ELEVATION THAN THE ADJACENT PROPOSED PAVEMENT. A 10:1 SLOPE SHALL BE ESTABLISHED, OR AS DIRECTED BY THE ENGINEER, WHEN PERFORMING ITEM 209 LINEAR GRADING. THE INTENT IS TO PROVIDE AN UNOBSTRUCTED AND POSITIVE FLOW OF STORM WATER FROM THE PAVEMENT TO THE DITCH. THE LINEAR GRADING SHALL BE PERFORMED BEFORE THE SHOULDER MICROSURFACING IS PLACED ON THE MAINLINE AND BEFORE THE SURFACE COURSE IS PLACED ON THE RAMPS. ALL LABOR AND EQUIPMENT NECESSARY TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT BID PRICE PER MILE FOR ITEM 209 - LINEAR GRADING.

**ITEM 254 - PATCHING PLANED SURFACE**

AN ESTIMATED QUANTITY OF ITEM 254 - PATCHING PLANED SURFACE HAS BEEN SET UP TO BE USED AS DIRECTED BY THE ENGINEER AS DESCRIBED IN CMS 254.04. THE LIMIT OF THE PATCHING DEPTH IS 0 TO 2 IN.

**ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) ITEM 253 - PAVEMENT REPAIR**

THESE ITEMS OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE.

PAVEMENT REPAIR SHALL BE PERFORMED AFTER PAVEMENT PLANING AND BEFORE PLACEMENT OF THE INTERMEDIATE AND/OR SURFACE COURSE. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH AN AVERAGE DEPTH OF 4" AND AN AVERAGE WIDTH OF 2 FT FOR ESTIMATING PURPOSES. PERFORM PAVEMENT REPAIRS THAT ARE 2 FEET WIDE WITH AN AVERAGE DEPTH OF 4".

REPLACEMENT MATERIAL SHALL BE ITEM 301, OR ITEM 442 19MM MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 ASPHALT CONCRETE CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 3" AND 12" WITH A MAXIMUM PAVEMENT LIFT OF 6". ITEM 442 19MM CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 1.5" AND 3". ITEM 301 SHALL USE PG64-22 ASPHALT BINDER AND ITEM 442 19MM SHALL USE PG64-28 BINDER.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) IS TO BE A MAXIMUM OF 4" DEEP AND ITEM 253 PAVEMENT REPAIR IS FOR DEPTHS GREATER THAN 4". PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) OR ITEM 253 - PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

IR 71 ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE)	5355 CY
IR 71 ITEM 253 - PAVEMENT REPAIR	268 CY

FOR THE PURPOSES OF ESTIMATING ONLY, APPROXIMATE DISTRIBUTION IS AS FOLLOWS:  
MAINLINE 1-71 - 80% LONGITUDINAL, EVENLY DISTRIBUTED OVER PROJECT RAMPS - 90% TRANSVERSE, EVENLY DISTRIBUTED OVER ALL RAMPS, WITH EMPHASIS ON THE SR 303 RAMPS.

**ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN**

MAINLINE:  
TAPER THE PLANING FROM 1.75" AT THE CROWN TO 1.50" AT THE EDGES OF THE INSIDE AND OUTSIDE LANES. THE PAVEMENT SLOPE SHALL BE 0.010 MINIMUM AND 0.016 PREFERRED, CONTINUOUS BETWEEN THE CROWN AND THE PROPOSED EDGELINE/SHOULDER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CROWN IN CONFORMANCE WITH THE ABOVE GUIDELINES.

RAMPS:  
THE INTENT OF THE PLANING IS TO MILL 1.75 INCHES AT THE SAME EXISTING CROSS SLOPE AS THE RAMP LANES AND SHOULDERS.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPERELEVATED CURVES. THE SUPERELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER. IF THERE IS NO INFORMATION IN THE PLANS TO CHANGE THE SUPERELEVATION, THE INTENT IS TO MAINTAIN THE EXISTING SUPERELEVATION. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE TO ALL CATCH BASINS AND INLETS.

THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE MORE THAN FOURTEEN (14) CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE 14 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE OF \$8000 PER DAY.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT PLANING, ASPHALT CONCRETE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN.

**ITEM 421 - MICROSURFACING, SURFACE COURSE, AS PER PLAN**

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

OMIT ITEM 421 ON STRUCTURES WITH CONCRETE WEARING SURFACE.

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

PERFORM MICROSURFACING AFTER TREATING THE MAINLINE LANES WITH PLANING AND PAVING.

CALCULATED  
KCK  
CHECKED  
KRB

GENERAL NOTES

MED-71-15.78

9  
34

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**ITEM 614 - REPLACEMENT SIGN**

FLAT SHEET 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.

THIS ITEM IS TO BE CONSIDERED INCIDENTAL TO MAINTAINING TRAFFIC ON THE PROJECT AND WILL BE PAID FOR UNDER THE LUMP SUM CONTRACT BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC. IT SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED SIGN, AND PROVIDING AND MAINTAINING THE REPLACEMENT SIGN IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL SIGN.

**ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC**

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

THIS ITEM IS TO BE CONSIDERED INCIDENTAL TO MAINTAINING TRAFFIC ON THE PROJECT AND WILL BE PAID FOR UNDER THE LUMP SUM CONTRACT BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

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

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

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

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

DURING A TRAFFIC SIGNAL INSTALLATION.

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

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

THE OHIO STATE PATROL  
MEDINA POST  
3149 FRANTZ ROAD  
MEDINA, OHIO 44256  
PH: 330.725.4921  
FAX: 330.725.0568

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

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

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

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

**ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN**

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

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

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

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

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 2 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

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

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

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

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

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

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

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 14  
SIGN-MONTH

**ITEM 614 - WORKSITE TRAFFIC SUPERVISOR**

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

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

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

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

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS, AND BE ABLE TO BE ON SITE FOR ALL EMERGENCY TRAFFIC CONTROL NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF AND BE PREPARED TO EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TRAFFIC CONTROL DEVICES.
2. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TRAFFIC CONTROL MANAGEMENT IS DISCUSSED.
3. BE AVAILABLE FOR MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST OR WITHIN 36 HOURS.
4. BE AWARE OF, AND COORDINATE IF NECESSARY, ALL TRAFFIC CONTROL OPERATIONS, INCLUDING THOSE OF SUBCONTRACTORS AND SUPPLIERS.
5. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). A WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEO'S WHILE THEY ARE ON THE PROJECT.
6. COORDINATE MEETINGS WITH ODOT PERSONNEL, LEO'S AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS WORK ZONE TRAFFIC CONTROL.
7. ENSURE COMPLIANCE WITH THE CONTRACT DOCUMENTS FOR SIGNS, BARRICADES, TEMPORARY CONCRETE BARRIER, PAVEMENT MARKINGS, PORTABLE MESSAGE SIGNS, AND OTHER TRAFFIC CONTROL DEVICES ON A DAILY BASIS; AND FACILITATE ANY CORRECTIVE ACTION NECESSARY.
8. NOTIFY THE CONTRACTOR OF THE NEED FOR CLEANING AND MAINTENANCE OF ALL TRAFFIC CONTROL DEVICES, INCLUDING THE COVERING AND REMOVAL OF INAPPLICABLE SIGNS.
9. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TRAFFIC CONTROL DEVICES AND/OR TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, A WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:
  - A. INITIAL TRAFFIC CONTROL SETUP (DAY AND NIGHT REVIEW).
  - B. DAILY TRAFFIC CONTROL SETUP AND REMOVAL.
  - C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TRAFFIC CONTROL SETUP.
  - D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA.
  - E. REMOVAL OF TRAFFIC CONTROL DEVICES AT THE END OF A PHASE OR PROJECT.
  - F. ALL OTHER EMERGENCY TRAFFIC CONTROL NEEDS.
10. COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (CA-D-8) AFTER EACH INSPECTION AS REQUIRED IN # 9 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORK DAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TRAFFIC CONTROL MAINTENANCE ITEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. ANY DEFICIENCIES OBSERVED SHALL BE NOTED, ALONG WITH RECOMMENDED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THIS DOCUMENT CAN BE FOUND IN THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION INSPECTION FORMS MANUAL DATED 10/15/06 OR CURRENT REVISION.
11. VERIFY THAT ALL FLAGGING OPERATIONS ARE BEING CONDUCTED PER THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
12. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND APPLICABLE STANDARDS AND SPECIFICATIONS INCLUDED IN THE CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

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

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

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

ITEM 614 - WORKSITE TRAFFIC SUPERVISOR 7 MONTHS

**ITEM 614 - LANE DROP-OFFS**

MAINTAIN LANE DROP OFFS AS PER STANDARD CONSTRUCTION DRAWING MT-101.90.

**ITEM 614 - CONSTRUCTION SCHEME**

PRIOR TO BEGINNING WORK, SUBMIT A MAINTENANCE OF TRAFFIC PLAN TO THE ENGINEER FOR APPROVAL PRIOR TO IMPLEMENTING ANY LANE CLOSURES ON INTERSTATE ROUTE 71. NO LANE CLOSURES ON INTERSTATE ROUTE 71 ARE PERMITTED PRIOR TO THE APPROVAL OF THIS PLAN. INCLUDE IN THIS PLAN, AT A MINIMUM, THE FOLLOWING:

1. A PLAN FOR THE SEQUENCE OF CONSTRUCTION FOR MILLING, PAVEMENT REPAIRS, AND PAVING OPERATIONS FOR EACH LANE BY DIRECTION AND FOR ALL RAMPS.
2. A PLAN FOR THE SCHEDULE OF LANE CLOSURES AND RAMP CLOSURES, SHOWING THE MAXIMUM LENGTH OF DURATION OF THESE CLOSURES, AS WELL AS PROPOSED DETOUR ROUTES FOR ALL RAMP CLOSURES.

**ITEM 614 - LIMIT OF TRAFFIC ON PLANED SURFACE**

TRAFFIC IS PERMITTED TO RUN ON THE PLANED SURFACE FOR A MAXIMUM OF 14 CONSECUTIVE DAYS. FOR EVERY DAY PAST THE 14 CONSECUTIVE DAYS THAT TRAFFIC IS FORCED TO RUN ON THE MILLED SURFACE, A DISINCENTIVE FEE OF \$8000 PER DAY WILL BE ASSESSED TO THE CONTRACTOR.

**ITEM 614 - 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	COUNTY, ROUTE, SECTION	DIRECTION
20484	MED-71-15.78 TO 22.40	NB & SB
20485	MED-71-22.40 TO 26.68	NB & SB

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRE-CONSTRUCTION) POSTED SPEED LIMIT OF =55 MPH, 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 SPECIFICATION (SS) 808, AND TRAFFIC SCD MT-104.10.]

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.

**ITEM 614 - WORK ZONE SPEED ZONES (WZSZs) (CONT)**

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.

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 614, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY....16 SIGN MONTHS ASSUMING 4 DSL SIGN ASSEMBLY(IES) FOR 4 MONTH(S) EACH.

**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.

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CALCULATED  
KCK  
CHECKED  
KRB

GENERAL NOTES

MED-71-15.78

**ITEM 614 - MAINTAINING TRAFFIC**

**DETOUR LIMITATION:**  
 TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED THREE (3) CONSECUTIVE NIGHTS. THROUGH TRAFFIC WILL BE DETOURED AS SHOWN ON THIS SHEET.

THE CONTRACTOR SHALL NOTIFY THE ODOT DISTRICT THREE ROADWAY SERVICES MANAGER, IN WRITING, A MINIMUM OF FOURTEEN (14) DAYS IN ADVANCE OF THE DATE THE DETOUR IS NEEDED. THE CONTRACTOR WILL INSTALL, MAINTAIN, AND SUBSEQUENTLY REMOVE THE DETOUR SIGNING.

THE CONTRACTOR SHALL ALSO NOTIFY, IN WRITING, THE FOLLOWING AGENCIES AT LEAST TEN (10) DAYS PRIOR TO THE TIME WHEN THE IR 71 RAMP DETOUR WILL BE IMPLEMENTED:

- MEDINA COUNTY ENGINEER
- THE CITY OF BRUNSWICK
- TOWNSHIP TRUSTEES (TWP. ROADS ONLY)
- LOCAL POLICE, FIRE, AND AMBULANCE DEPARTMENT(S)
- LOCAL SCHOOL DISTRICT(S)
- MEDINA COUNTY SHERIFF'S OFFICE

THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE GATES AND BARRICADES AT THE APPROXIMATE WORK LIMITS OF THE PROJECT, AND THE ADVANCE WARNING SIGNS AS SHOWN ON STANDARD CONSTRUCTION DRAWING MT-98.29.

**INTERIM COMPLETION DATE AND HOURS RESTRICTION:**  
 THE THREE (3) CONSECUTIVE NIGHTS SHALL BE CONSIDERED AN INTERIM COMPLETION DATE FOR THE PROJECT. RAMP WORK IS PERMITTED ONLY BETWEEN THE HOURS OF 9PM AND 6AM. FOR EACH MINUTE OUTSIDE OF THE ALLOTTED TIMEFRAME THAT THE ROADWAY IS CLOSED TO TRAFFIC, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$75 PER MINUTE. IN ADDITION, FOR EACH NIGHT PAST THE THREE (3) CONSECUTIVE NIGHTS THAT THE RAMP IS CLOSED TO TRAFFIC, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$75 PER MINUTE.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATION, 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.

**DETOUR SIGNING**

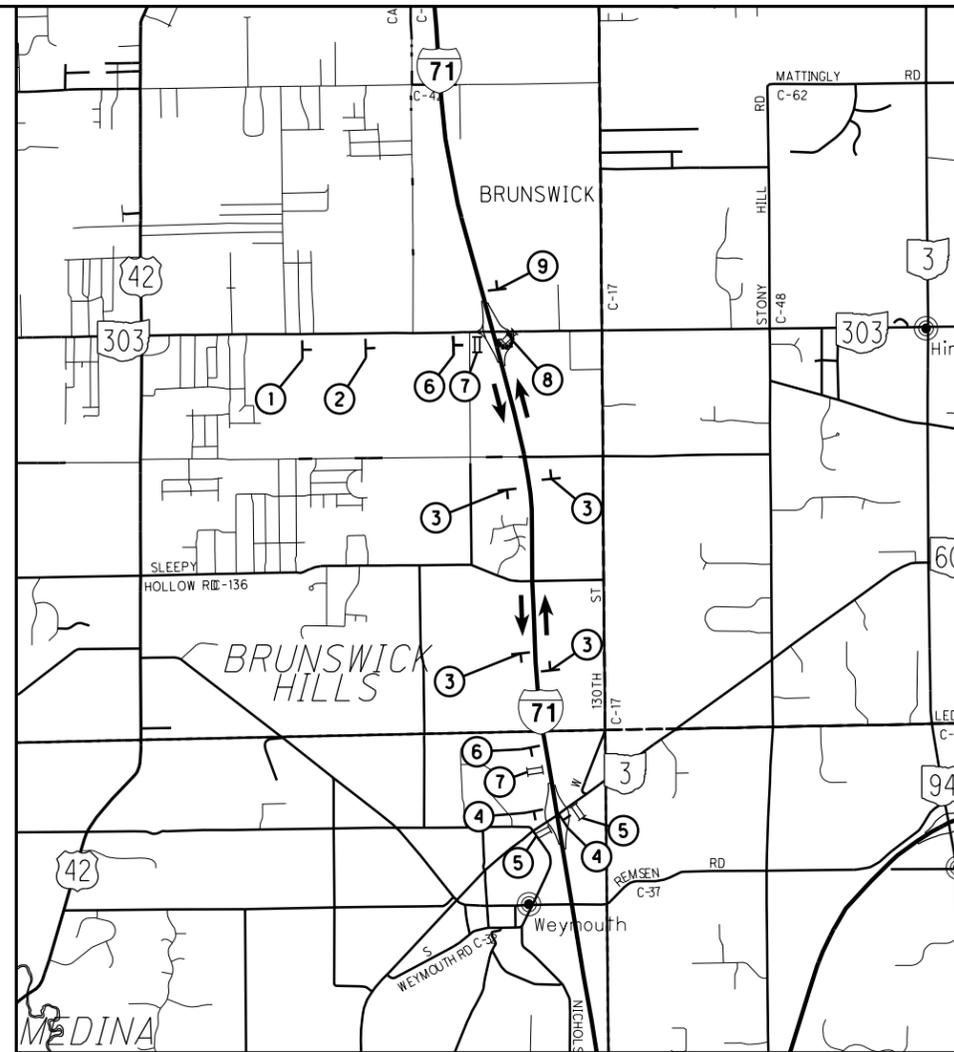
THE FOLLOWING QUANTITY IS INCLUDED FOR THE CONTRACTOR TO PROVIDE THE DETOUR SIGNING AS SHOWN AS PER 614.06 (B), INCLUDING ONE PORTABLE CHANGEABLE MESSAGE SIGN TO BE USED IN CONJUNCTION WITH THE DETOUR:

ITEM 614, DETOUR SIGNING - LUMP

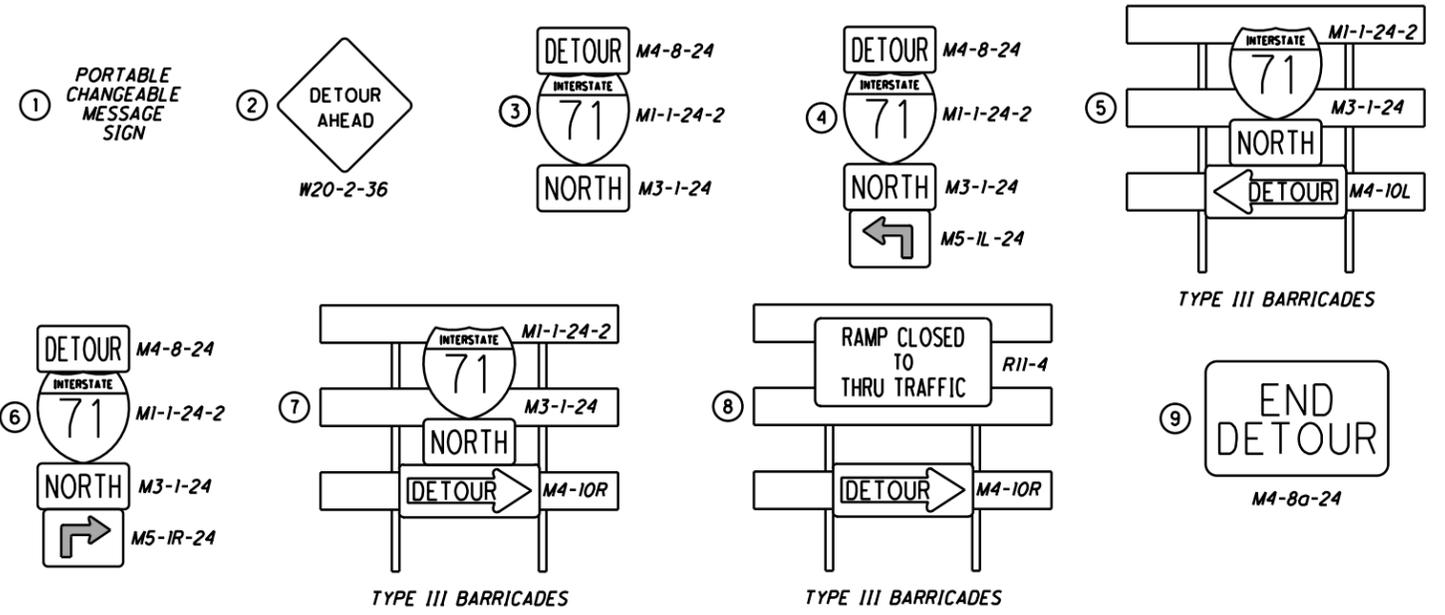
THIS ITEM PERTAINS ONLY TO DETOUR SIGNING AS SHOWN ON THIS SHEET. PAYMENT FOR ALL OTHER DETOURS NOT SHOWN ON THIS PAGE PROPOSED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER WILL BE MADE AS PART OF THE LUMP SUM CONTRACT BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

**NOTICE OF CLOSURE SIGNS**

THESE SIGNS SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD CLOSURE. THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. THEY SHOULD BE ERECTED AT THE POINT OF CLOSURE. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC, AND IT SHALL INCLUDE FURNISHING, ERECTING, MAINTAINING AND REMOVING THE SIGNS AND SUPPORTS.



SR 303 EASTBOUND TO I-71 NORTHBOUND RAMP DETOUR



CALCULATED KCK CHECKED KRB	<b>DETOUR DETAILS</b>
<b>MED-71-15.78</b>	
13 34	

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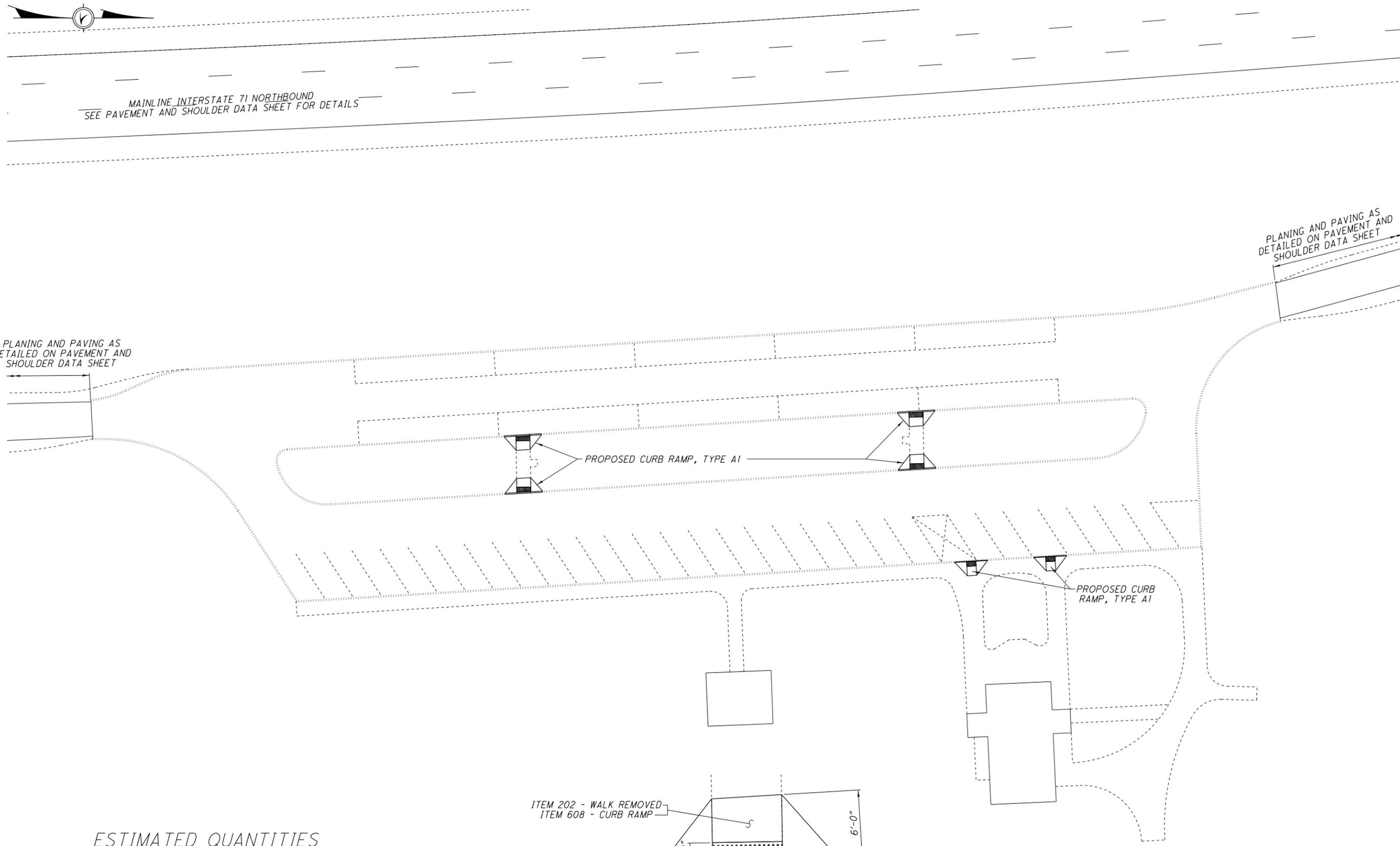








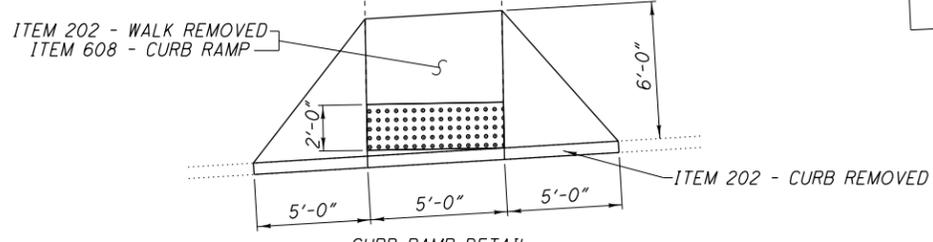




*ESTIMATED QUANTITIES*

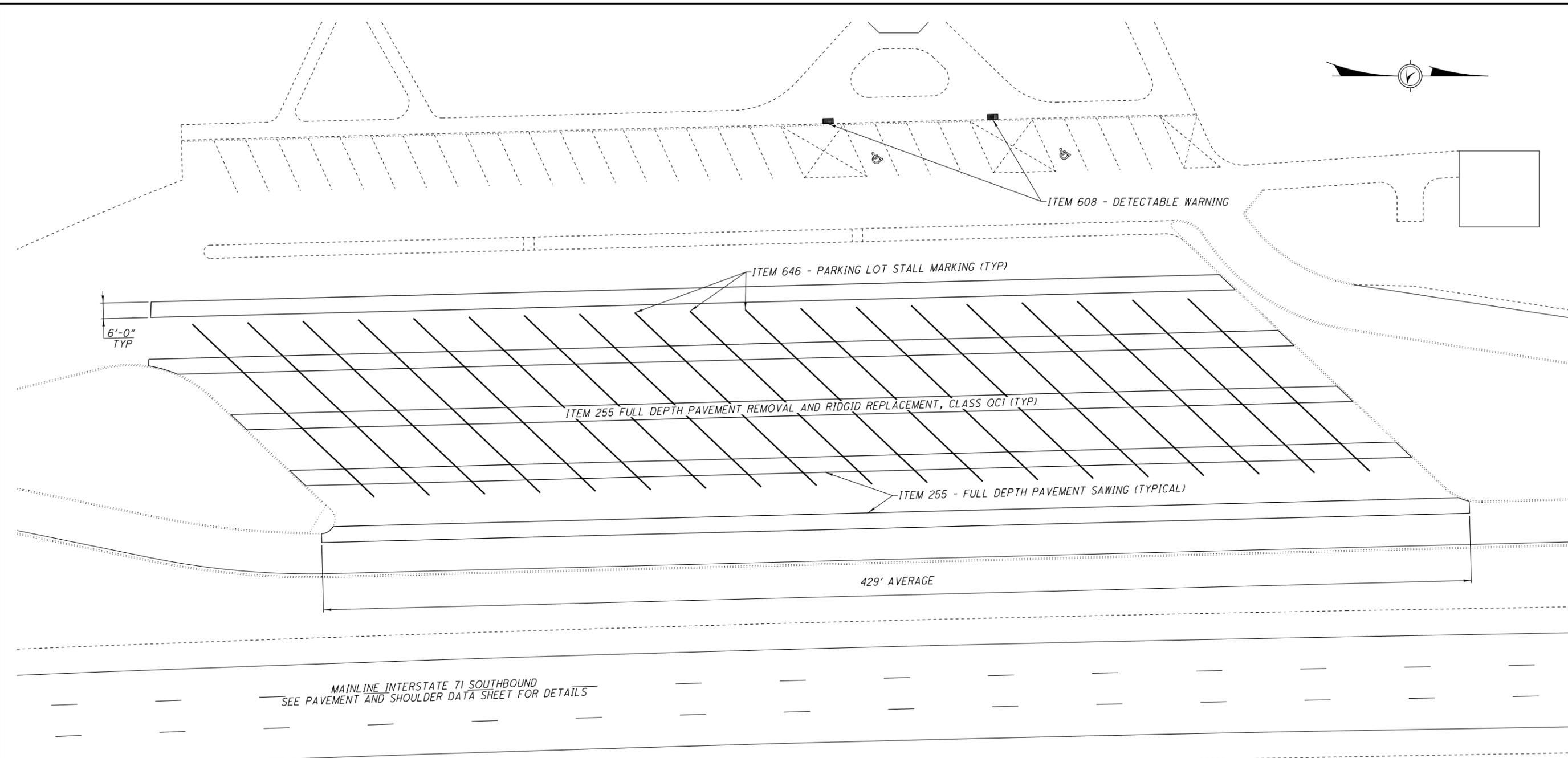
ITEM	QUANTITY	UNIT	DESCRIPTION
202	90	FT	CURB REMOVED
202	240	SF	WALK REMOVED
608	444	SF	CURB RAMP

ALL QUANTITIES CARRIED TO GENERAL SUMMARY



APPLICABLE TO ALL PROPOSED CURB RAMPS  
SEE SCD BP-7.1 FOR DETAILS  
OF A TYPE A1 CURB RAMP  
NOT SHOWN HERE

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NOTES

PLAN VIEW

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS OCI (9")  
 THE LOCATION AND EXTENT OF THE REPAIRS ARE TO BE FIELD VERIFIED BY THE ENGINEER PRIOR TO PERFORMING ANY WORK. THE INTENT IS TO REMOVE ALL UNSOUND CONCRETE IN THE AREAS OF THE FIVE LARGE CRACKS LOCATED IN THE TRUCK PARKING AREA OF THE REST AREA. FOR ESTIMATION PURPOSES, EACH REPAIR HAS BEEN CALCULATED AT SIX (6) FEET WIDE BY THE ENTIRE LENGTH OF THE PARKING AREA. AN EXTRA QUANTITY OF 150 SQUARE YARDS HAS BEEN ADDED TO THE TOTAL QUANTITY FOR MISCELLANEOUS PAVEMENT REPAIRS AS DEEMED NECESSARY BY THE ENGINEER. THE REPAIR JOINTS ARE TO BE CONSIDERED LONGITUDINAL JOINTS AND TIED PER THE LONGITUDINAL JOINT NOTE ON SCD BP-2.5.

MAINTENANCE OF TRAFFIC  
 PLACE SIGNING INDICATING THE CLOSURE OF THE REST AREA TO ALL TRAFFIC PRIOR TO BEGINNING WORK ON TRUCK PARKING AREA OF THE REST AREA AND LEAVE IT IN PLACE FOR THE DURATION OF THE WORK IN THE REST AREA. REMOVE THE MOT UPON COMPLETION AND ACCEPTANCE OF WORK IN THE REST AREA. PROVIDE BARRELS OR BARRIER AT THE ENTRANCE TO THE REST AREA WHEN THE REST AREA IS CLOSED. USE A PORTABLE CHANGEABLE MESSAGE SIGN INDICATING THE CLOSURE OF THE REST AREA TO TRAFFIC AND THE DISTANCE TO THE NEXT REST AREA. PRIOR TO IMPLEMENTATION, DESIGN AND SUBMIT IN WRITING A MAINTENANCE OF TRAFFIC PLAN COMPLIANT WITH SCD MT-98.29 REFLECTING THE ABOVE REQUIREMENTS TO ODOT DISTRICT THREE ROADWAY SERVICES FOR REVIEW AND APPROVAL. DO NOT IMPLEMENT THE MAINTENANCE OF TRAFFIC PLAN PRIOR TO RECEIVING APPROVAL FROM ODOT DISTRICT THREE ROADWAY SERVICES. INFORM THE ODOT DISTRICT THREE PUBLIC INFORMATION OFFICER OF THE CLOSURE AS INDICATED IN THE GENERAL NOTES OF THIS PLAN. ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NEEDED TO COMPLETE THE ABOVE WORK WILL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR 614 - MAINTAINING TRAFFIC.

ITEM 608 - DETECTABLE WARNING  
 REMOVE THE EXISTING DETECTABLE WARNING/TRUNCATED DOMES IN THE SPECIFIED LOCATIONS AND REPLACE WITH DETECTABLE WARNING DEVICES COMPLIANT WITH CURRENT ADA STANDARDS. THE REMOVAL ITEM IS TO BE CONSIDERED INCIDENTAL TO THE INSTALLATION OF THE NEW DETECTABLE WARNING DEVICES.

ITEM 646 - PARKING LOT STALL MARKING  
 REPLACE ALL PAVEMENT MARKINGS IN THE TRUCK PARKING AREA IN KIND AND IN THE SAME LOCATIONS USING ITEM 646 PARKING LOT STALL MARKING. REMOVE THE EXISTING MARKINGS ENTIRELY PRIOR TO PLACEMENT OF THE NEW MARKINGS.

NOTE:  
 ITEM 255 SHALL HAVE A PROPOSED THICKNESS OF 9".  
 THE EXISTING PAVEMENT BUILDUP IS 9" OF REINFORCED CONCRETE PAVEMENT OVER 6" OF AGGREGATE BASE.

ESTIMATED QUANTITIES

ITEM	QUANTITY	UNIT	DESCRIPTION
255	1574	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT
255	4350	FT	FULL DEPTH PAVEMENT SAWING
608	16	SF	DETECTABLE WARNING
646	1830	FT	PARKING LOT STALL MARKING

ALL QUANTITIES CARRIED TO GENERAL SUMMARY  
 (646 PARKING LOT STALL MARKING CROSS REFERENCED ON PAVEMENT MARKING SUBSUMMARY)

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STRUCTURE NAME	SFN	202	202	253	254	254	254	257	407	407	409	512	512	512	512	516	519	609	897	806
		98200	32000	02001	01000	01000	01010	10001	20000	13900	30000	74000	10100	10300	10400	31000	11101	14000	01020	00100
		REMOVAL MISC.: EXISTING JOINT SEALER	CURB REMOVED	PAVEMENT REPAIR, AS PER PLAN	PAVEMENT PLANING, ASPHALT CONCRETE (0.00" TO 1.50")	PAVEMENT PLANING, ASPHALT CONCRETE (3.00")	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE (0.00" TO 1.50")	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT, AS PER PLAN	NON-TRACKING TACK COAT	TACK COAT, 702.13	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	SEALING CONCRETE BRIDGE DECKS WITH HMMW RESIN	TREATING OF CONCRETE BRIDGE DECK WITH SRS	JOINT SEALER	PATCHING CONCRETE STRUCTURE, AS PER PLAN	CURB, TYPE 2-A	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS B	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A
		FT	FT	CY	SY	SY	SY	GAL	GAL	FT	SY	SY	SY	SY	FT	SF	FT	SY	CY	
MED - 71 - 1685 R	5203619	126		3	747		192	1191	100	26	118	477	477	1178		126			1565	74
MED - 71 - 1685 L	5203589	126			747		192	1191	100	26	118	477	477	1178		126			1565	74
MED - 71 - 1867 R	5203724			5								406	406	1312						
MED - 71 - 1867 L	5203694											434	434	1401						
MED - 71 - 1917 R	5203783											252	252	745						
MED - 71 - 1917 L	5203759											210	210	619						
MED - 71 - 1991 R	5203848											464	464	1470						
MED - 71 - 1991 L	5203813	121			800		192	1484	107	26	121	464	464	1470		121			1654	78
MED - 71 - 2087 E	5203902					14			1			255	255	376						2
MED - 71 - 2088 R	5203961		11									548	548		1550		15	11		
MED - 71 - 2088 L	5203937											548	548		1550					
MED - 71 - 2092 W	5203996					14			1			160	160		245					2
MED - 71 - 2400 R	5204143											403	403		1897					
MED - 71 - 2400 L	5204135											403	403		1274					
<b>TOTALS</b>		<b>373</b>	<b>11</b>	<b>8</b>	<b>2294</b>	<b>28</b>	<b>576</b>	<b>3866</b>	<b>309</b>	<b>78</b>	<b>357</b>	<b>5501</b>	<b>5501</b>	<b>9749</b>	<b>6516</b>	<b>373</b>	<b>15</b>	<b>11</b>	<b>4784</b>	<b>230</b>

ALL QUANTITIES CARRIED TO GENERAL SUMMARY

SEE NOTE	COUNTY, ROUTE, BRIDGE NUMBER, AND SFN	LOCATION	STRUCTURE TYPE	LENGTH (BRIDGE DECK)	WIDTH	BRIDGE DECK AREA	SKEW	EXISTING WEARING SURFACE	EXISTING PAVEMENT WIDTH	ROADWAY DATA		
										EXISTING APPROACH SLAB WIDTH	EXISTING APPROACH SLAB LENGTH	EXISTING APPROACH SLAB LENGTH
				FT	FT	SY			FT	FT	FT	
**	MED-71-1685R 5203619	OVER STATE ROUTE 18	THREE SPAN CONTINUOUS STEEL BEAM	176.67	63.00	1237	17°30'26"	MONOLITHIC CONCRETE	56.00	60.00	60.00	25.00
**	MED-71-1685L 5203589	OVER STATE ROUTE 18	THREE SPAN CONTINUOUS STEEL BEAM	176.67	63.00	1237	17°30'26"	MONOLITHIC CONCRETE	56.00	60.00	60.00	25.00
+	MED-71-1827 5203643	GRANGER ROAD OVER INTERSTATE ROUTE 71	TWO SPAN CONTINUOUS STEEL BEAM	287.00	35.00	1116	13°00'00"	MONOLITHIC CONCRETE	24.00	32.00	32.00	20.00
+++	MED-71-1867R 5203724	OVER INTERSTATE ROUTE 271	THREE SPAN CONTINUOUS STEEL BEAM	196.42	63.00	1375	30°22'59"	MONOLITHIC CONCRETE	60.00	60.00	60.00	25.00
*	MED-71-1867L 5203694	OVER INTERSTATE ROUTE 271	THREE SPAN CONTINUOUS STEEL BEAM	210.08	63.00	1471	30°38'15"	MONOLITHIC CONCRETE	60.00	60.00	60.00	25.00
*	MED-71-1917R 5203783	OVER WILBUR ROAD	THREE SPAN CONTINUOUS STEEL BEAM	111.62	63.00	781	6°12'41"	MONOLITHIC CONCRETE	56.00	60.00	60.00	25.00
*	MED-71-1917L 5203759	OVER WILBUR ROAD	THREE SPAN CONTINUOUS STEEL BEAM	92.83	63.00	650	6°15'16"	MONOLITHIC CONCRETE	56.00	60.00	60.00	25.00
*	MED-71-1991R 5203848	OVER ROCKY RIVER	THREE SPAN CONTINUOUS STEEL BEAM	220.50	63.00	1544	6°30'00"	MONOLITHIC CONCRETE	60.00	60.00	60.00	25.00
**	MED-71-1991L 5203813	OVER ROCKY RIVER	THREE SPAN CONTINUOUS STEEL BEAM	220.50	63.00	1544	6°30'00"	MONOLITHIC CONCRETE	60.00	60.00	60.00	25.00
+	MED-71-2034 5203872	REMSEN ROAD OVER INTERSTATE ROUTE 71	FOUR SPAN CONTINUOUS STEEL BEAM	286.00	31.00	985	9°00'00"	MONOLITHIC CONCRETE	28.00	28.00	28.00	15.00
***	MED-71-2087E 5203902	RAMP OVER PLUM CREEK	THREE SPAN CONTINUOUS CONCRETE SLAB	112.75	33.00	413	13°11'33"	MONOLITHIC CONCRETE	30.00	30.00	30.00	15.00
+++	MED-71-2088R 5203961	OVER STATE ROUTE 3 AND PLUM CREEK	FOUR SPAN CONTINUOUS STEEL BEAM	232.50	63.00	1628	26°16'52"	MONOLITHIC CONCRETE	56.00	60.00	60.00	25.00
*	MED-71-2088L 5203937	OVER STATE ROUTE 3 AND PLUM CREEK	FOUR SPAN CONTINUOUS STEEL BEAM	232.50	63.00	1628	26°16'52"	MONOLITHIC CONCRETE	56.00	60.00	60.00	25.00
***	MED-71-2092W 5203996	RAMP OVER PLUM CREEK	THREE SPAN CONTINUOUS CONCRETE SLAB	73.50	33.00	270	00°00'00"	MONOLITHIC CONCRETE	30.00	30.00	30.00	15.00
+	MED-71-2240 5204054	SLEEPY HOLLOW ROAD OVER INTERSTATE ROUTE 71	FOUR SPAN CONTINUOUS STEEL BEAM	282.00	31.00	971	00°00'00"	MONOLITHIC CONCRETE	28.00	28.00	28.00	25.00
+	MED-71-2321 5204119	LAUREL ROAD OVER INTERSTATE ROUTE 71	FOUR SPAN CONTINUOUS STEEL BEAM	298.00	30.90	1023	10°00'00"	SUPER-PLASTICIZED DENSE CONCRETE	26.00	27.90	27.90	25.00
*	MED-71-2400R 5204143	OVER STATE ROUTE 303	FOUR SPAN CONTINUOUS STEEL BEAM	191.08	90.83	1929	14°16'00"	MONOLITHIC CONCRETE	83.83	87.83	87.83	25.00
*	MED-71-2400L 5204135	OVER STATE ROUTE 303	FOUR SPAN CONTINUOUS STEEL BEAM	191.08	67.00	1423	14°16'00"	MONOLITHIC CONCRETE	60.00	64.00	64.00	25.00
+	MED-71-2563 5204178	GRAFTON ROAD OVER INTERSTATE ROUTE 71	FOUR SPAN CONTINUOUS STEEL BEAM	281.00	41.00	1280	03°00'00"	MICRO-SILICA MODIFIED CONCRETE	27.00	38.00	38.00	25.00
++	MED-71-2614 5204194	OVER HEALY CREEK	REINFORCED CONCRETE PIPE CULVERT	10.00	254.00	N/A CULVERT	00°00'00"	ASPHALT	65.00	N/A CULVERT	N/A CULVERT	N/A CULVERT
+	CUY-71-0.00 1803549	BOSTON ROAD OVER INTERSTATE ROUTE 71	FOUR SPAN CONTINUOUS STEEL BEAM	284.00	40.30	1272	08°00'00"	MICRO-SILICA MODIFIED CONCRETE	30.00	30.00	30.00	25.00

\*

SEAL PARAPETS AND DECK AS DETAILED ON INDIVIDUAL STRUCTURE DETAIL SHEETS. SUSPEND PAVING AT REAR APPROACH SLAB AND RESUME AFTER FORWARD APPROACH SLAB. SEE PAVEMENT AND SHOULDER DATA SHEET FOR PAVING QUANTITIES.

\*\*

SEAL PARAPETS AND DECK AS DETAILED ON INDIVIDUAL STRUCTURE DETAIL SHEETS. PERFORM APPROACH PROFILE CORRECTION AS DETAILED ON STRUCTURE DETAIL SHEETS AND STRUCTURE NOTES. ALL PAVING QUANTITIES NEEDED IN PROFILE CORRECTION ARE INCLUDED IN STRUCTURE WORK. SUSPEND MAINLINE PAVING AT BEGINNING OF REAR APPROACH PROFILE CORRECTION AND RESUME AFTER FORWARD APPROACH PROFILE CORRECTION. PERFORM ASPHALT REPAIRS AS SHOWN ON STRUCTURE DETAIL SHEETS.

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SEAL PARAPETS AND DECK AS DETAILED ON INDIVIDUAL STRUCTURE DETAIL SHEETS. PERFORM PRESSURE RELIEF JOINT REPAIR AS DETAILED ON STRUCTURE DETAIL SHEETS.

+

NO STRUCTURE WORK. MAINTAIN EXISTING VERTICAL CLEARANCE.

++

NO STRUCTURE WORK. PLANE AND PAVE SAME AS ROADWAY.

+++

SEAL PARAPETS AND DECK AS DETAILED ON INDIVIDUAL STRUCTURE DETAIL SHEETS. PERFORM CONCRETE OR ASPHALT REPAIRS AS SHOWN ON STRUCTURE DETAIL SHEETS.

1

1

24

34

**MED-71-15.78**

**PID No. 87714**

**STRUCTURE TREATMENT**

ALL STRUCTURES WITHIN THE PROJECT LIMITS

DESIGNED

KCK

CHECKED

KCK

REVISED

---

DRAWN

KCK

REVIEWED

DJV

DATE

11/2016

STRUCTURE FILE NUMBER

VARIOUS

DESIGN AGENCY

ODOT DISTRICT THREE

OFFICE

OF PLANNING AND ENGINEERING

**EXISTING STRUCTURE VERIFICATION**

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURES HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURES 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 STRUCTURES. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED IN THE FIELD.

**DESIGN SPECIFICATIONS**

DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002, INCLUDING THE 2003-2007 INTERIM SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL.

**DECK PROTECTION METHOD**

STRUCTURE NUMBER:	METHOD:
MED-71-1685 R	TREATING CONCRETE BRIDGE DECKS WITH HMWM RESIN
MED-71-1685 L	TREATING CONCRETE BRIDGE DECKS WITH HMWM RESIN
MED-71-1867 R	TREATING CONCRETE BRIDGE DECKS WITH HMWM RESIN
MED-71-1867 L	TREATING CONCRETE BRIDGE DECKS WITH HMWM RESIN
MED-71-1917 R	TREATING CONCRETE BRIDGE DECKS WITH HMWM RESIN
MED-71-1917 L	TREATING CONCRETE BRIDGE DECKS WITH HMWM RESIN
MED-71-1991 R	TREATING CONCRETE BRIDGE DECKS WITH HMWM RESIN
MED-71-1991 L	TREATING CONCRETE BRIDGE DECKS WITH HMWM RESIN
MED-71-2087 E	TREATING CONCRETE BRIDGE DECKS WITH HMWM RESIN
MED-71-2088 R	TREATING CONCRETE BRIDGE DECKS WITH SRS
MED-71-2088 L	TREATING CONCRETE BRIDGE DECKS WITH SRS
MED-71-2092 W	TREATING CONCRETE BRIDGE DECKS WITH SRS
MED-71-2400 R	TREATING CONCRETE BRIDGE DECKS WITH SRS
MED-71-2400 L	TREATING CONCRETE BRIDGE DECKS WITH SRS

**EXISTING PLANS**

THE FOLLOWING EXISTING PLANS MAY BE INSPECTED AT THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT THREE OFFICE LOCATED AT 906 CLARK AVENUE, ASHLAND, OHIO 44805.

STRUCTURE NUMBER:	EXISTING PLAN NAME:	DATE:
MED-71-1685 R AND L	MED-71-15.78	1999
MED-71-1867 R AND L	MED-71-15.78	1999
MED-71-1917 R AND L	MED-71-15.78	1999
MED-71-1991 R AND L	MED-71-15.78	1999
MED-71-2087 E	MED-71-15.78	1999
MED-71-2088 R AND L	MED-71-15.78	1999
MED-71-2092 W	MED-71-15.78	1999
MED-71-2400 R AND L	MED-71-15.78	1999

**IN-STREAM WORK RESTRICTION**

THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO AVOID CONSTRUCTION IN AND/OR LIMIT DEMOLITION DEBRIS FROM ENTERING STREAMS OR WETLANDS. ANY MATERIAL THAT DOES FALL INTO STREAMS OR WETLANDS SHALL BE REMOVED AS SOON AS POSSIBLE.

ALL PROJECTS INVOLVING JURISDICTIONAL WATERS OF THE UNITED STATES (STREAMS, RIVERS, NON-ISOLATED WETLANDS) AND/OR ISOLATED WETLANDS ARE SUBJECT TO REGULATION UNDER SECTIONS 404 AND 401 OF THE CLEAN WATER ACT, AND POSSIBLY OHIO EPA ISOLATED WETLAND LAW. IT IS ANTICIPATED THAT NO IN-STREAM WORK, OR WORK UNDER THE STREAM'S ORDINARY HIGH WATER MARK (OHWM) WILL BE NEEDED. THEREFORE NO WATERWAY PERMITS HAVE BEEN GRANTED AND NO IN-STREAM WORK IS ALLOWED.

SHOULD WORK (EITHER TEMPORARY OR PERMANENT) IN THE STREAM BE NEEDED; IT WILL REQUIRE A PERMIT AND AUTHORIZATION BY THE UNITED STATES ARMY CORPS OF ENGINEERS (USACE). THE CONTRACTOR SHALL NOT UTILIZE FILLS BELOW OHWM UNTIL SUCH ACTIVITY IS AUTHORIZED BY THE USACE. DETAILS OF THIS REQUIREMENT ARE DESCRIBED IN ODOT'S SUPPLEMENTAL SPECIFICATION 832.09.

USACE DEFINITION OF OHWM - THE ORDINARY HIGH WATER MARK IS THE LINE ON THE SHORES ESTABLISHED BY THE FLUCTUATIONS OF WATER AND INDICATED BY PHYSICAL CHARACTERISTICS SUCH AS A CLEAR, NATURAL LINE IMPRESSED ON THE BANK; SHELIVING; CHANGES IN THE CHARACTER OF THE SOIL; DESTRUCTION OF TERRESTRIAL VEGETATION; THE PRESENCE OF LITTER AND DEBRIS; OR THE APPROPRIATE MEANS THAT CONSIDER THE CHARACTERISTICS OF THE SURROUNDING AREAS.

**ITEM 614 - MAINTAINING TRAFFIC FOR ALL STRUCTURES**

THROUGH TRAFFIC ON THESE STRUCTURES IN ALL LANES AND RAMPS SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT THESE STRUCTURES MAY HAVE A SINGLE OR TWO LANE CLOSURE USING BARRELS AS SHOWN ON STANDARD DRAWINGS MT-95.30, MT-98.10, MT-98.20, AND/OR MT-98.28.

WHEN POSSIBLE, LANE CLOSURES FOR STRUCTURE WORK SHALL BE CONCURRENT WITH LANE CLOSURES FOR ROADWAY WORK.

LANE CLOSURES SHALL FOLLOW THE TIME RESTRICTIONS STATED IN THE WORKING HOURS RESTRICTION NOTE SHOWN IN THESE PLANS.

THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE AS SET FORTH IN THESE PLANS FOR ANY LANE CLOSURE VIOLATIONS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 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 ON THE GENERAL SUMMARY IN THESE PLANS.

**ITEM 202 - REMOVAL MISC.: JOINT SEALER**

THIS ITEM SHALL BE USED TO REMOVE THE EXISTING JOINT SEALER LOCATED BETWEEN THE APPROACH SLAB AND THE DECK OR BACKWALL.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER FOOT FOR THE ABOVE ITEM, WHICH WILL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

**ITEM 253 - PAVEMENT REPAIR, AS PER PLAN**

USE THIS ITEM TO REPAIR EXISTING ASPHALT CONCRETE PATCHES AS SHOWN ON THESE PLANS. REMOVE ALL EXISTING ASPHALT WITHIN THE PATCH TO A DEPTH SUFFICIENT TO REMOVE ALL LOOSE, RAVELED, AND DELAMINATED MATERIAL TO THE SATISFACTION OF THE ENGINEER. REPLACE AND COMPACT THE PATCHES USING THE SAME ASPHALT MATERIAL AND SPECIFICATIONS AS USED IN THE SURROUNDING SURFACE COURSE PAVEMENT IN LIFTS NO GREATER THAN THREE INCHES.

**ITEM 512 - TREATING OF CONCRETE BRIDGE DECKS WITH SRS**

THIS ITEM IS TO INCLUDE THE REMOVAL OF ALL COATINGS FROM THE EXISTING BRIDGE DECKS, FROM DECK END TO DECK END AND TOE-TO-TOE OF PARAPETS. THIS ITEM WILL INCLUDE THE REMOVAL OF EXISTING PAVEMENT MARKINGS PRIOR TO TREATING THE BRIDGE DECKS WITH SRS AS PER C&MS 512.06.

DO NOT BEGIN THE PROCESS OF AN INDIVIDUAL APPLICATION OF SRS UNLESS ALL ASPECTS OF AN INDIVIDUAL APPLICATION CAN BE COMPLETED, INCLUDING CLEANING THE DECK, MATERIAL APPLICATION, AND WATER FLUSHING, WITHOUT RAINFALL.

PRIOR TO APPLYING ANY SRS TO THE BRIDGE DECKS, ENSURE THAT THE DECK IS CLEAN AND CLEAR OF ANY FOREIGN MATERIAL. THIS WORK MAY BE COMPLETED WITH ANY APPROVED METHOD, TO THE SATISFACTION OF THE ENGINEER AS PER C&MS 512.05.B. NOTE THAT ANY METHOD OF CLEANING AND DEBRIS REMOVAL, UNDER NO CIRCUMSTANCES, SHALL CAUSE HAZARD TO THE MOTORING PUBLIC, NOR SHALL ANY DEBRIS BE PERMITTED TO ENTER ANY WATERWAY. USE PROPER PROTECTION METHODS FOR ANY DRAINS, SCUPPERS, CATCH BASINS, ETC. TO PREVENT DEBRIS OR ABRASIVE CLEANING MATERIALS FROM ENTERING THE SAME.

SUBMIT TO THE ENGINEER, PRIOR TO BEGINNING WORK, A DETAILED PLAN FOR PRODUCT ACCEPTANCE, PROCEDURES, TIME FRAMES (MATERIAL HANDLING, CURING, TESTING, ETC.), AND ANY OTHER INFORMATION THE ENGINEER DEEMS NECESSARY, INCLUDING, BUT NOT LIMITED TO, A PLAN DETAILING ADHERENCE AND COOPERATION WITH ALL MANUFACTURER'S RECOMMENDATIONS.

ALLOW SUFFICIENT TIME FOR THE LAST-PLACED APPLICATION OF SRS TO CURE PRIOR TO OPENING THE LANE(S) TO TRAFFIC AS PER C&MS 512.05.F. TRAFFIC MAY BE OPENED BETWEEN APPLICATIONS OF SRS. TRAFFIC MAY ALSO BE OPENED BETWEEN THE COMPLETION OF SRS APPLICATION AND DECK FLUSHING. ENSURE THE DECK IS CLEAN AND CLEAR OF ALL DEBRIS AND FOREIGN MATERIAL AFTER ALLOWING TRAFFIC ON A CLEANED OR TREATED SURFACE AND PRIOR TO APPLYING SEALING MATERIAL.

FLUSH THE SURFACE OF THE COMPLETED AND CURED TREATMENT WITH COPIOUS AMOUNTS OF FRESH WATER PER THE MANUFACTURER'S RECOMMENDATIONS. CONTAIN ALL RUNOFF PER OHIO EPA REQUIREMENTS AND REQUIREMENTS OF OTHER APPLICABLE JURISDICTIONS. ALLOW SUFFICIENT TIME FOR THE DECK TO DRY PRIOR TO OPENING THE ROADWAY TO TRAFFIC.

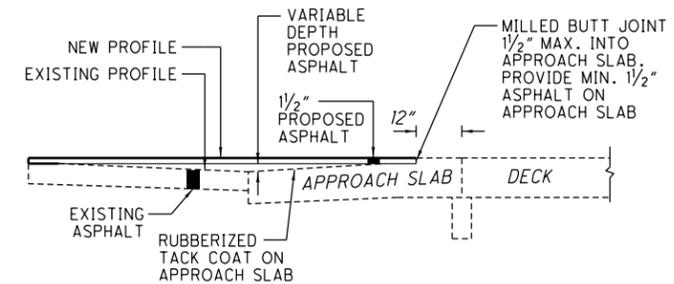
**EXISTING ODOT PROVAL REPORTS**

EXISTING PROVAL REPORTS PERFORMED BY ODOT FOR ALL STRUCTURES RECEIVING PROFILE CORRECTION, AND THAT PROVAL EVALUATION HAS BEEN COMPLETED ON, HAVE BEEN MADE AVAILABLE AS REFERENCE FILES.

**PROFILE CORRECTION AT STRUCTURES**

THE CONTRACTOR MUST PROFILE THE PAVEMENT IN EACH LANE PER THE "SURFACE SMOOTHNESS FOR BRIDGES AND APPROACHES" NOTE IN THIS PLAN. SUBMIT A PROFILE CORRECTION PLAN REFLECTING REQUIREMENTS FOR A 70 MPH SPEED ZONE TO THE ENGINEER FOR APPROVAL PRIOR TO CONDUCTING THE PROFILE CORRECTION WORK.

CORRECT THE PAVEMENT PROFILE BY CONSTRUCTING A SMOOTH TRANSITIONING PAVEMENT, AT A MINIMUM OF 1/2" THICK, FOR A DISTANCE OF 100 LINEAR FEET BEGINNING AT THE APPROACH SLAB, 12" FROM THE DECK END.



**ITEM 257 DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT, AS PER PLAN**

ANY CORRECTIVE WORK REQUIRED FOR SURFACE SMOOTHNESS OF THE BRIDGE DECK WILL BE INCLUDED UNDER ITEM 257.

**ITEM 409 - SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS, AS PER PLAN**

THIS ITEM SHALL BE USED AT LOCATIONS INDICATED IN THE PLAN AND CONSISTS OF SAW CUTTING AND SEALING THE FINISHED SURFACE OF THE ASPHALT CONCRETE PAVEMENT.

PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS, NECESSARY TO COMPLETE THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE ABOVE ITEM.

**ITEM 897 PAVEMENT PLANING, ASPHALT CONCRETE, CLASS B**

ANY CORRECTIVE WORK REQUIRED FOR SURFACE SMOOTHNESS OF THE APPROACH SLABS AND APPROACH PAVEMENT WILL BE INCLUDED UNDER ITEM 897 PAVEMENT PLANING, ASPHALT CONCRETE, CLASS B.

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DESIGN AGENCY	ODOT DISTRICT THREE OFFICE
DATE	11/2016
REVIEWED	DJW
DRAWN	KCK
CHECKED	KRB
REVISIONS	---
STRUCTURE NOTES	GENERAL STRUCTURE NOTES FOR ALL STRUCTURES ON PROJECT
PID No.	87714
Page	1 / 2
Sheet No.	25 / 34

**SURFACE SMOOTHNESS FOR BRIDGES AND APPROACHES**

CONDUCT THE FOLLOWING WORK UPON COMPLETION OF THE PROFILE CORRECTION AT STRUCTURES WORK FOR STRUCTURES MED-71-1685 R AND L AND MED-71-1991 L.

1.0 DESCRIPTION: THE SURFACE SMOOTHNESS REQUIREMENTS OF C&MS 451.13 ARE MODIFIED AS FOLLOWS FOR BRIDGE ENCOUNTERS DEFINED AS 25 FEET (7.6 M) OF ENTRY PAVEMENT, ENTRY APPROACH SLAB, BRIDGE DECK, EXIT APPROACH SLAB AND 25 FEET (7.6 M) OF EXIT PAVEMENT INCLUDING ALL JOINTS AND PAVEMENT TRANSITIONS WITHIN THIS LENGTH OF ROADWAY.

2.0 MATERIALS AND EQUIPMENT: PROVIDE SMOOTHNESS MEASURING EQUIPMENT CONFORMING TO SUPPLEMENT 1058. FURNISH THE DEPARTMENT'S APPROVAL LETTER OF THE PROFILER AND THE OPERATOR TO THE ENGINEER PRIOR TO COMMENCING WORK. THE ENGINEER WILL VERIFY THE SMOOTHNESS MEASURING EQUIPMENT CONFORMS TO SUPPLEMENT 1058. THE ENGINEER WILL VERIFY THE PROFILE OPERATOR'S CERTIFICATION AGAINST THE OPERATOR LIST POSTED ON THE OFFICE OF TECHNICAL SERVICES WEBSITE. FURNISH EQUIPMENT MEETING THE REQUIREMENTS OF C&MS 257.02 FOR PERFORMING CORRECTIVE DIAMOND GRINDING. THE ENGINEER WILL COMPLETE THE SMOOTHNESS PROFILER VERIFICATION REPORT IN SUPPLEMENT 1058.

3.0 SMOOTHNESS MEASUREMENT: COLLECT SURFACE SMOOTHNESS MEASUREMENTS FOR BOTH WHEELPATHS IN EACH PROPOSED TRAVEL LANE DURING ONE CONTINUOUS PASS. THE WHEELPATHS ARE LOCATED PARALLEL TO THE CENTERLINE OR BASELINE OF THE ROADWAY OR RAMP AND APPROXIMATELY 3.0 FEET (1.0 M) INSIDE ALL LANE EDGES, MEASURED TRANSVERSELY. START THE PROFILE MEASUREMENT APPROXIMATELY 250 FEET (76 M) BEFORE THE APPROACH SLAB/PAVEMENT INTERFACE AT THE ENTRY END AND CONTINUE TO APPROXIMATELY 250 FEET (76 M) AFTER THE APPROACH SLAB/PAVEMENT INTERFACE AT THE EXIT END. ENSURE THE PROFILER WILL MEET THE SURFACE SMOOTHNESS REQUIREMENTS PER 451.13 FOR THE BRIDGE ENCOUNTER.

NOTIFY THE ENGINEER A MINIMUM OF 24 HOURS PRIOR TO SURFACE SMOOTHNESS MEASUREMENTS. DO NOT PERFORM ANY MEASUREMENTS UNTIL ALL FINAL WEARING COURSES ARE IN PLACE WITHIN THE BRIDGE ENCOUNTER LANES BEING MEASURED AND ALL CONCRETE SURFACES HAVE REACHED SPECIFIED CURING AND LOADING REQUIREMENTS. REMOVE ALL DIRT AND DEBRIS FROM THE SURFACE OF THE TRAVEL LANES PRIOR TO PERFORMING THE SURFACE SMOOTHNESS MEASUREMENTS. PROVIDE TEMPORARY PAVEMENT MARKINGS FOR ALL TRAVEL LANES THAT ARE OF SUFFICIENT SIZE TO BE VISIBLE DURING SURFACE SMOOTHNESS MEASUREMENTS. ENSURE THE PATH OF THE PROFILER IS PARALLEL TO THE LANE EDGES AT ALL TIMES DURING DATA COLLECTION.

DEVELOP AN INTERNATIONAL ROUGHNESS INDEX (IRI) ACCORDING TO ASTM E 1926 FOR THE BRIDGE ENCOUNTER USING A CONTINUOUS 25 FOOT (7.6 M) BASE LENGTH ANALYSIS FOR EACH WHEELPATH AND CALCULATE THE MEAN IRI (MRI) FOR EACH TRAVEL LANE. THE MRI IS THE AVERAGE OF THE IRI VALUES FOR THE RIGHT AND LEFT WHEELPATHS IN EACH TRAVEL LANE. SUBMIT TWO COPIES OF THE SUMMARY REPORT FROM PROVAL CONFORMING TO SUPPLEMENT 1112 AND TWO ELECTRONIC COPIES OF ALL BRIDGE ENCOUNTER PROFILES IN PROVAL COMPATIBLE FORMAT TO THE ENGINEER OF WHICH ONE COPY OF THE SUMMARY REPORT AND ONE ELECTRONIC COPY OF THE PROFILES WILL BE SUBMITTED TO THE OFFICE OF TECHNICAL SERVICES.

PROVIDE NECESSARY TRAFFIC CONTROL AND SURVEY STATIONING FOR ALL SURFACE SMOOTHNESS MEASUREMENTS.

4.0 MANDATORY CORRECTIVE WORK: FOR BRIDGE ENCOUNTERS EXCEEDING 265 FEET (80 M) IN LENGTH, CORRECTIVE WORK IS REQUIRED FOR EACH TRAVEL LANE WITH AN MRI ABOVE 130 INCHES PER MILE (2.08 M/KM). PERFORM CORRECTIVE ACTION TO REDUCE THE MRI FOR EACH CORRECTED LANE TO 100 INCHES PER MILE (1.58 M/KM) OR LESS. THE MRI THRESHOLD DOES NOT APPLY TO BRIDGE ENCOUNTERS LESS THAN 265 FEET (80 M) IN LENGTH.

CORRECTIVE WORK IS REQUIRED WHERE THE IRI IN ANY 25 FOOT (7.6 M) SEGMENT OF THE BRIDGE ENCOUNTER EXCEEDS 250 INCHES PER MILE (3.94 M/KM), EXCEPT IN SEGMENTS THAT INCLUDE A STEEL ARMORED EXPANSION JOINT SYSTEM, WHERE THE LIMIT WOULD BE 350 INCHES PER MILE (5.52 M/KM). PERFORM CORRECTIVE ACTION TO REDUCE THE IRI FOR EACH CORRECTED LANE TO 250 INCHES PER MILE (3.16 M/KM) OR LESS, EXCEPT IN SEGMENTS THAT INCLUDE A STEEL ARMORED EXPANSION JOINT SYSTEM, REDUCE THE IRI FOR EACH CORRECTED LANE TO 350 INCHES PER MILE (4.74 M/KM), OR LESS. DO NOT PERFORM CORRECTIVE DIAMOND GRINDING WITHIN 1.5 FEET (0.45 M) OF A STEEL ARMORED EXPANSION JOINT SYSTEM INSTALLED PRIOR TO THE CORRECTIVE WORK. DO NOT EXCEED 3/8" INCH (9.5 MM) ON THE BRIDGE DECK AND 1/2" INCH (13 MM) ON THE APPROACH SLAB OF MATERIAL REMOVED BY CORRECTIVE DIAMOND GRINDING WITHOUT APPROVAL OF THE ENGINEER.

IF CORRECTIVE WORK IS REQUIRED, DEVELOP A CORRECTIVE WORK PLAN. AT LEAST 7 DAYS BEFORE BEGINNING CORRECTIVE WORK, SUBMIT ONE COPY OF THE FOLLOWING INFORMATION TO THE ENGINEER: (1) CORRECTIVE WORK PLAN; (2) ALL IRI AND MRI ANALYSES; AND (3) ALL COLLECTED ROAD PROFILES IN PROVAL COMPATIBLE FORMAT AND ONE COPY OF THE INFORMATION WILL BE SENT TO THE OFFICE OF TECHNICAL SERVICES; ATTN.: INFRASTRUCTURE MANAGEMENT SECTION, 1980 W. BROAD ST., COLUMBUS, OH 43223. DO NOT BEGIN CORRECTIVE WORK UNTIL RECEIVING THE ENGINEER'S ACCEPTANCE OF THE CORRECTIVE WORK PLAN. UPON COMPLETION OF THE CORRECTIVE WORK, RE-MEASURE SURFACE SMOOTHNESS ACCORDING TO THESE SPECIFICATIONS. FEATHER AREAS ADJACENT TO GROUND AREAS TO PROVIDE A SMOOTH SURFACE. RE-GROOVE DIAMOND GROUND SURFACES TO MATCH THE EXISTING TRANSVERSE GROOVE PATTERN IF THE EXISTING GROOVES ARE LESS THAN 0.08 INCHES (2 MM) DEEP. IF ANY RE-GROOVING IS REQUIRED, SAW GROOVES APPROXIMATELY 0.15 INCHES (4 MM) DEEP AND 0.10 INCHES (3 MM) WIDE. ANY RE-GROOVING WILL BE INCLUDED WITH ITEM 257.

DESIGN AGENCY  
ODOT DISTRICT THREE OFFICE  
OF PLANNING AND ENGINEERING

DATE  
11/2016  
STRUCTURE FILE NUMBER  
VARIOUS

REVIEWED  
DJV  
DRAWN  
KCK  
KCK  
REVISED  
---

DESIGNED  
KCK  
CHECKED  
KRB

**STRUCTURE NOTES**  
GENERAL STRUCTURE NOTES  
FOR ALL STRUCTURES ON PROJECT

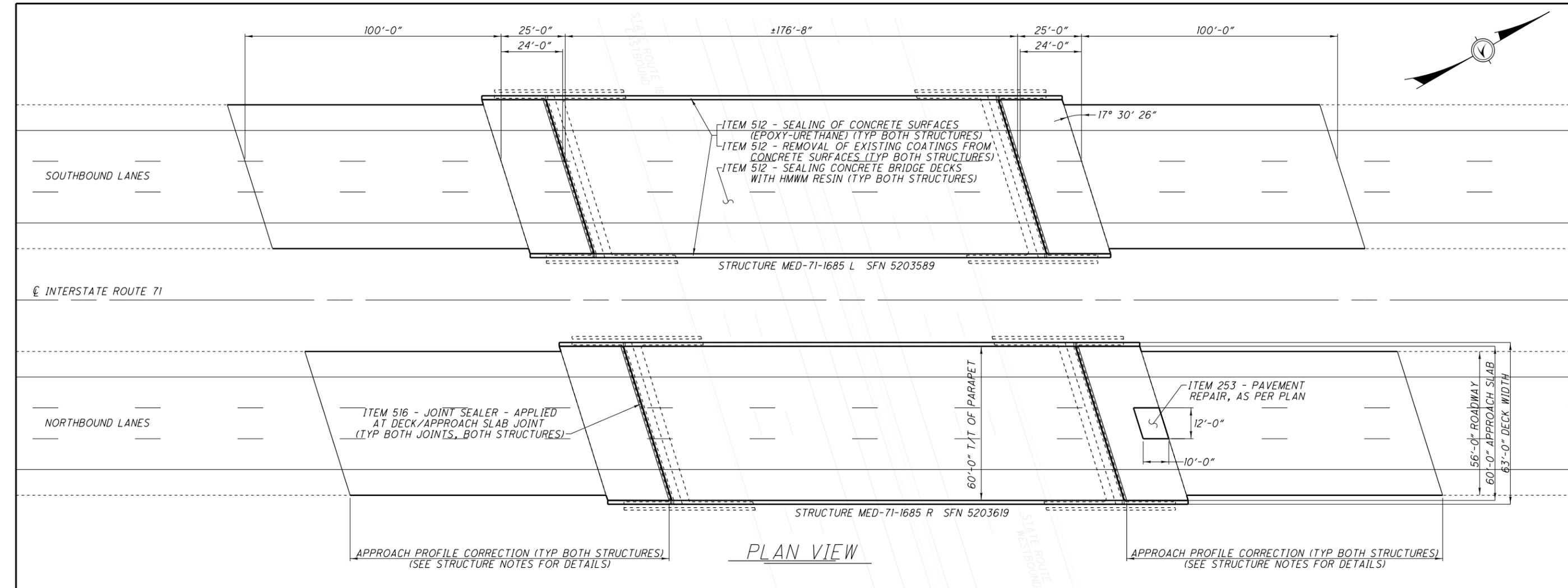
**MED-71-15.78**  
PID No. 87714

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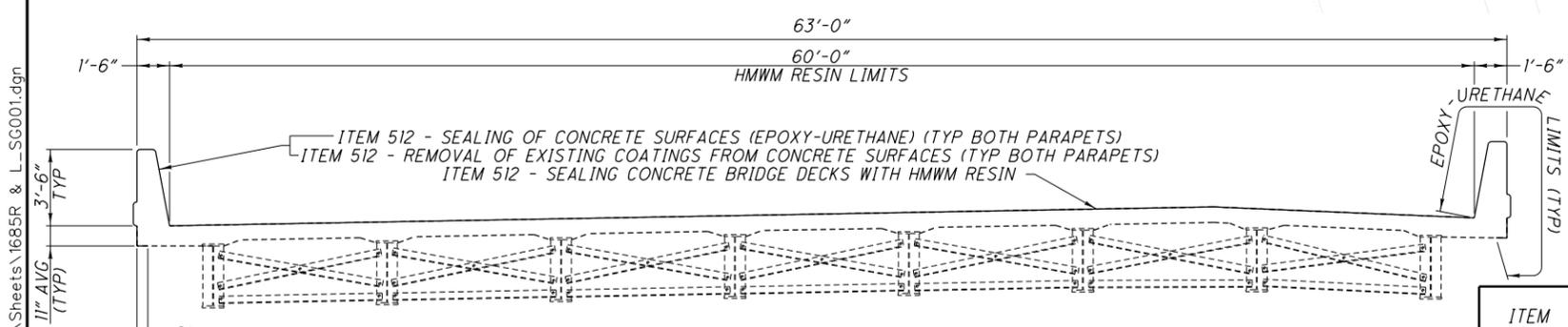
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PLAN VIEW



TRANSVERSE SECTION  
SOUTHBOUND SHOWN, NORTHBOUND SIMILAR

NOTES

ALL DIMENSIONS SHOWN ON ONE STRUCTURE BUT OMITTED ON THE OTHER PERTAIN TO BOTH, EVEN THOUGH NOT EXPLICITLY SHOWN.

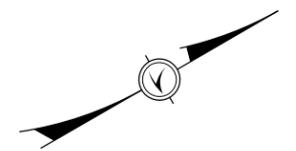
APPROACH PROFILE CORRECTION  
SEE STRUCTURE NOTES FOR DETAILS INCLUDING PERTINENT NOTES AND REPRESENTATIVE CROSS SECTIONS.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN  
THIS ITEM CONSISTS OF REMOVAL OF THE EXISTING ASPHALT CONCRETE PATCH IN THE SHOWN AREA AND REPLACEMENT WITH A NEW ASPHALT CONCRETE PATCH AS PER C&MS 253 USING THE SAME ASPHALT TYPE AS THE SURROUNDING PAVEMENT.

ESTIMATED QUANTITIES

ITEM	QUANTITY		UNIT	DESCRIPTION
	MED-71-1685L	MED-71-1685R		
202	126	126	FT	REMOVAL, MISC.: EXISTING JOINT SEALER
253		3	CY	PAVEMENT REPAIR, AS PER PLAN
254	747	747	SY	PAVEMENT PLANING, ASPHALT CONCRETE (0.00" TO 1.50")
254	192	192	SY	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE (0.00" TO 1.50")
257	1191	1191	SY	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT, AS PER PLAN
407	26	26	GAL	TACK COAT, 702.13
407	100	100	GAL	NON-TRACKING TACK COAT
409	118	118	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS
512	477	477	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES
512	477	477	SY	SEALING CONCRETE SURFACES (EPOXY-URETHANE)
512	1178	1178	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN
516	126	126	FT	JOINT SEALER
806	74	74	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A
897	1565	1565	SY	PAVEMENT PLANING, ASPHALT CONCRETE, TYPE B

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY



DESIGN AGENCY: ODOT DISTRICT THREE OFFICE OF PLANNING AND ENGINEERING

DATE: 11/2016  
STRUCTURE FILE NUMBER: 5203619/5203589

REVIEWED: DJV  
DRAWN: KCK  
CHECKED: KRB

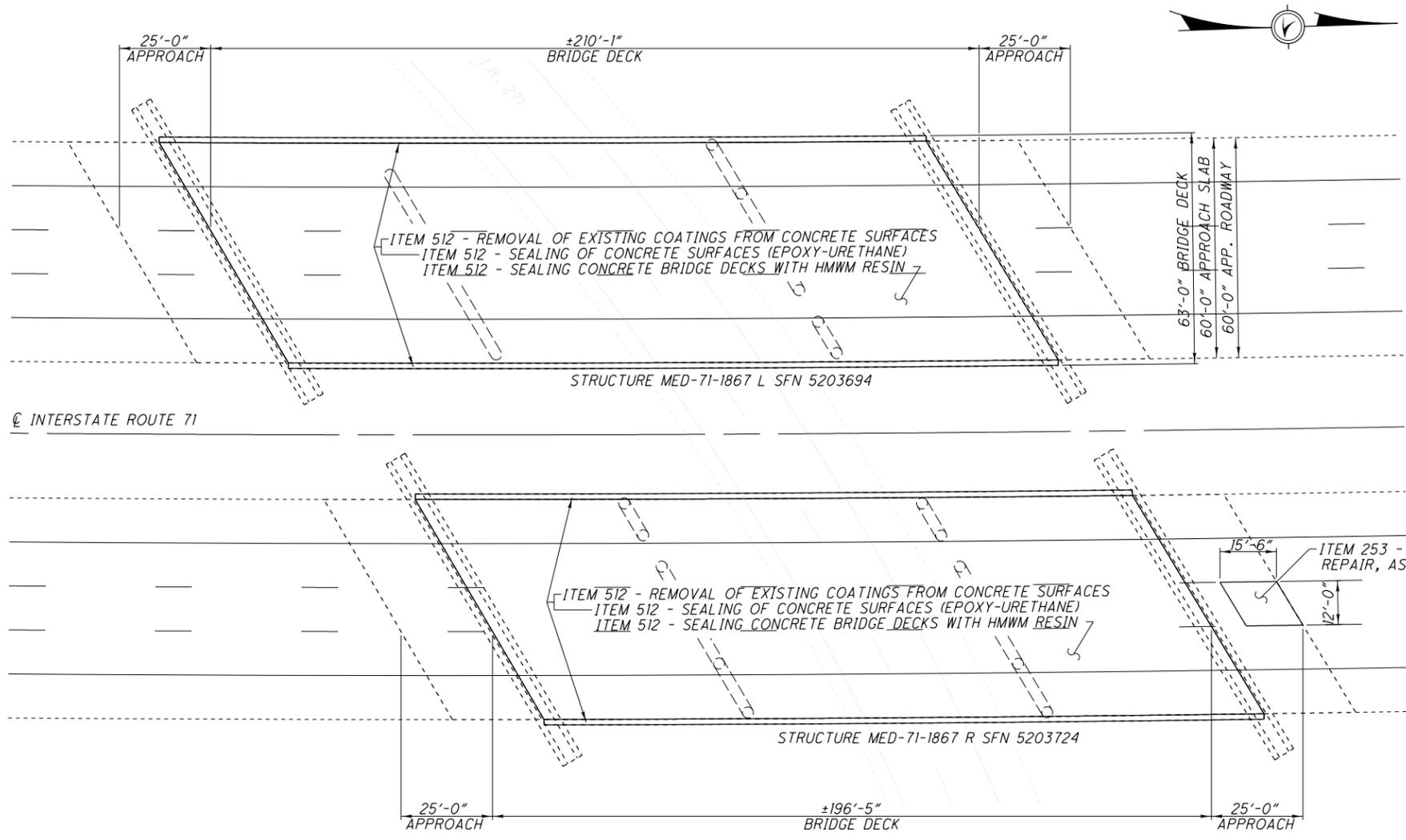
DESIGNED: KCK  
REVISER: ---

STRUCTURE DETAILS  
STRUCTURE MED-71-1685 R&L  
OVER STATE ROUTE 18

MED-71-15.78  
PID No. 87714

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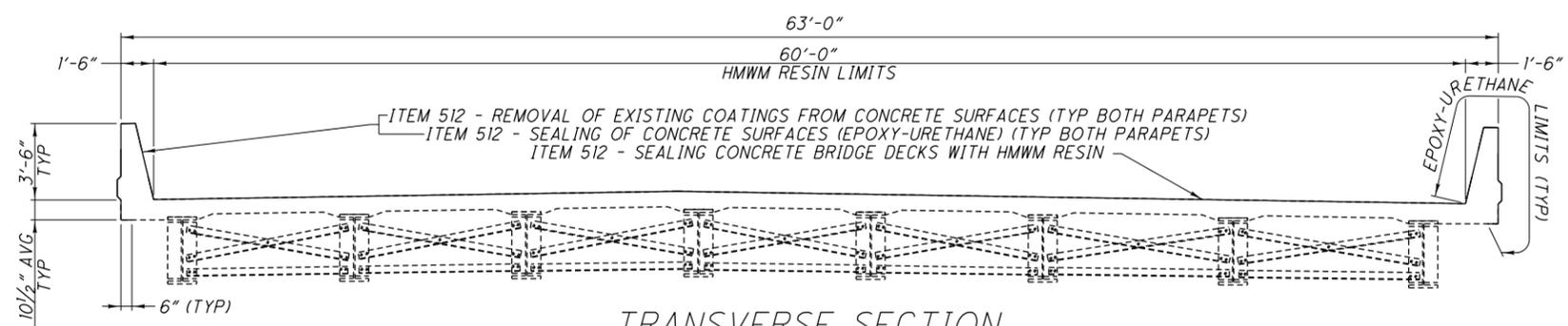


ITEM 512 - REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES  
 ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)  
 ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN

ITEM 512 - REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES  
 ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)  
 ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN

PLAN VIEW



ITEM 512 - REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES (TYP BOTH PARAPETS)  
 ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) (TYP BOTH PARAPETS)  
 ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN

EPOXY-URETHANE LIMITS (TYP)

TRANSVERSE SECTION

SOUTHBOUND SHOWN, NORTHBOUND SIMILAR

NOTES

ALL DIMENSIONS SHOWN ON ONE STRUCTURE BUT OMITTED ON THE OTHER STRUCTURE PERTAIN TO BOTH STRUCTURES, EVEN THOUGH NOT EXPLICITLY SHOWN ON THIS PLAN.

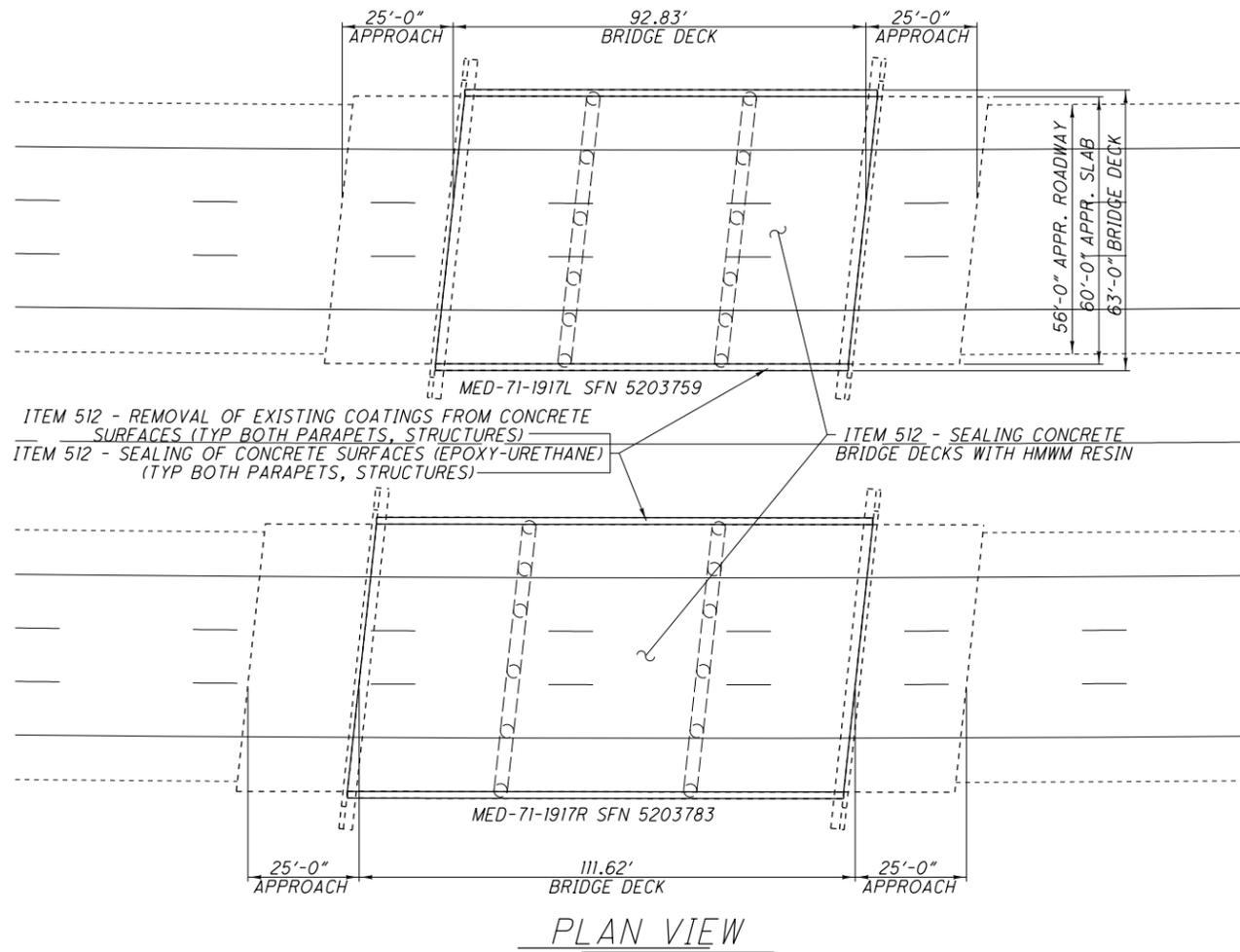
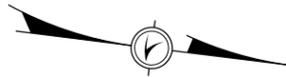
ITEM 253 - PAVEMENT REPAIR, AS PER PLAN  
 THIS ITEM CONSISTS OF REMOVAL OF THE EXISTING ASPHALT CONCRETE PATCH IN THE SHOWN AREA AND REPLACEMENT WITH A NEW ASPHALT CONCRETE PATCH AS PER C&MS 253 USING THE SAME ASPHALT TYPE AS THE SURROUNDING PAVEMENT.

ESTIMATED QUANTITIES

ITEM	QUANTITY		UNIT	DESCRIPTION
	MED-71-1867L	MED-71-1867R		
253		5	CY	PAVEMENT REPAIR, AS PER PLAN
512	434	406	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES
512	434	406	SY	SEALING CONCRETE SURFACES (EPOXY-URETHANE)
512	1401	1312	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY

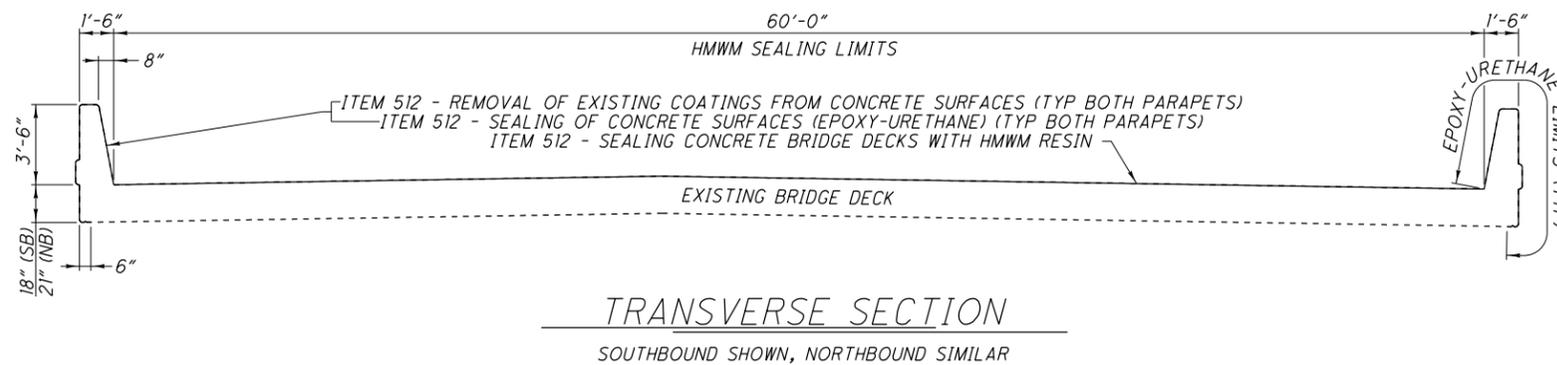
DESIGNED KCK KRB	DRAWN KCK REVISED ---	REVIEWED DJV STRUCTURE FILE NUMBER 5203724/5203694	DATE 11/2016	DESIGN AGENCY ODOT DISTRICT THREE OFFICE OF PLANNING AND ENGINEERING
<b>STRUCTURE DETAILS</b> STRUCTURE MED-71-1867 R&L OVER INTERSTATE ROUTE 271				
<b>MED-71-15.78</b> PID No. 87714				
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28 34				



ITEM 512 - REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES (TYP BOTH PARAPETS, STRUCTURES)  
 ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) (TYP BOTH PARAPETS, STRUCTURES)  
 ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN

NOTES

ALL DIMENSIONS SHOWN ON ONE STRUCTURE BUT OMITTED ON THE OTHER STRUCTURE PERTAIN TO BOTH STRUCTURES, EVEN THOUGH NOT EXPLICITLY SHOWN ON THIS PLAN



ESTIMATED QUANTITIES

ITEM	QUANTITY		UNIT	DESCRIPTION
	MED-71-1917L	MED-71-1917R		
512	210	252	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES
512	210	252	SY	SEALING CONCRETE SURFACES (EPOXY-URETHANE)
512	619	745	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY

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DESIGN AGENCY  
ODOT DISTRICT THREE OFFICE  
OF PLANNING AND ENGINEERING

DESIGNED  
KCK  
CHECKED  
KRB

DRAWN  
KCK  
REVISED  
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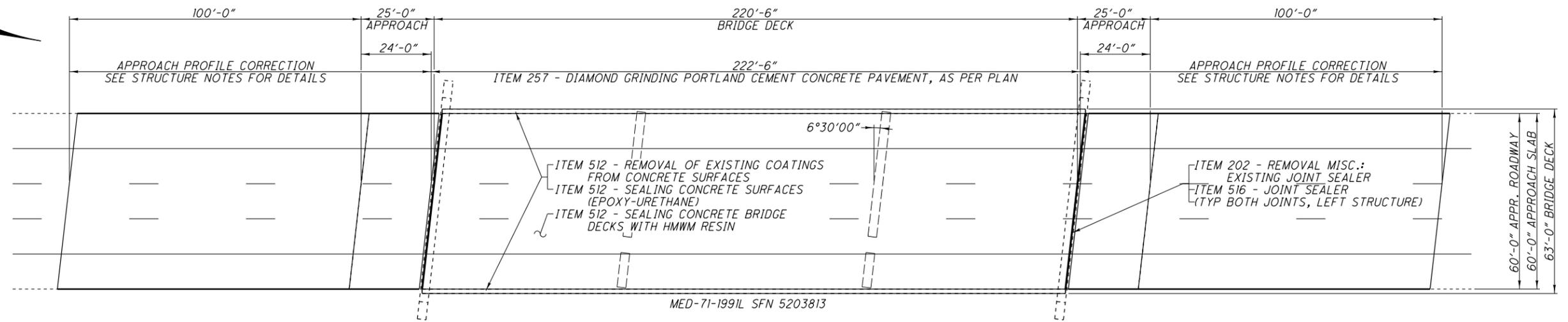
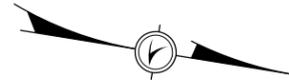
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STRUCTURE FILE NUMBER  
5203783/5203759

DATE  
11/2016

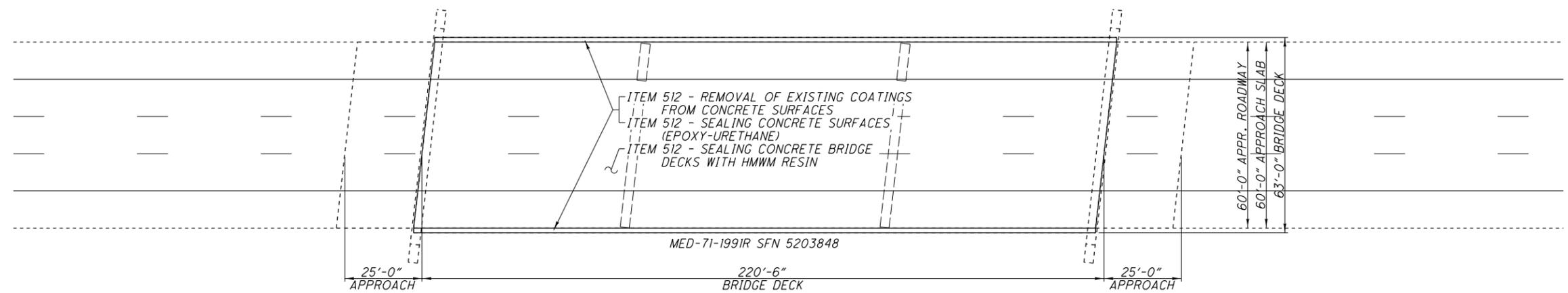
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STRUCTURE MED-71-1917 R&L  
OVER WILBUR ROAD

MED-71-15.78  
PID No. 87714

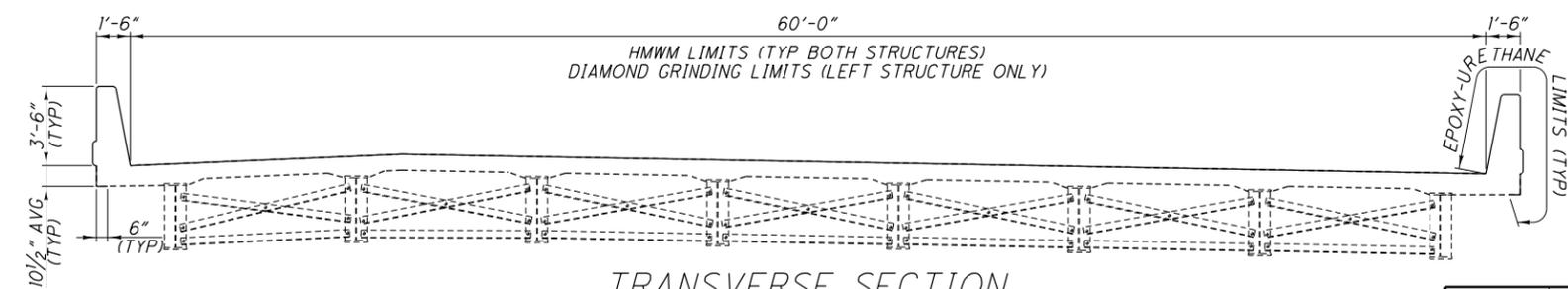
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INTERSTATE ROUTE 71



PLAN VIEW



TRANSVERSE SECTION  
RIGHT STRUCTURE SHOWN, LEFT SIMILAR

NOTES

APPROACH PROFILE CORRECTION  
SEE STRUCTURE NOTES (SHEETS 23 AND 24) FOR DETAILS INCLUDING  
PERTINENT NOTES AND REPRESENTATIVE CROSS SECTIONS.

ESTIMATED QUANTITIES

ITEM	QUANTITY		UNIT	DESCRIPTION
	MED-71-1991L	MED-71-1991R		
202	121		FT	REMOVAL MISC.: EXISTING JOINT SEALER
254	800		SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.50" TO 0.00")
254	192		SY	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE (0.00" TO 1.50"
257	1484		SY	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT, AS PER PLAN
407	26		GAL	TACK COAT, 702.13
407	107		GAL	NON-TRACKING TACK COAT
409	121		FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS
512	464	464	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES
512	464	464	SY	SEALING CONCRETE SURFACES (EPOXY-URETHANE)
512	1470	1470	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN
516	121		FT	JOINT SEALER
806	78		CY	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A
897	1654		SY	PAVEMENT PLANING, ASPHALT CONCRETE, TYPE B

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY

DESIGN AGENCY  
ODOT DISTRICT THREE OFFICE  
OF PLANNING AND ENGINEERING

REVIEWED  
DATE  
11/2016  
DUJ  
STRUCTURE FILE NUMBER  
5203848/5203813

DRAWN  
KCK  
REVISED  
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DESIGNED  
KCK  
CHECKED  
KRB

STRUCTURE DETAILS  
STRUCTURE MED-71-1991 R&L  
OVER ROCKY RIVER

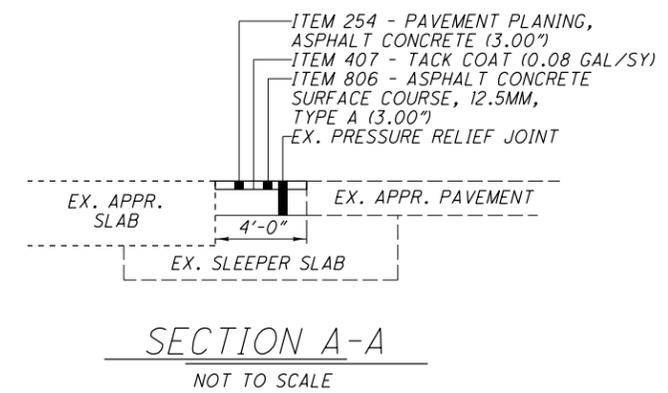
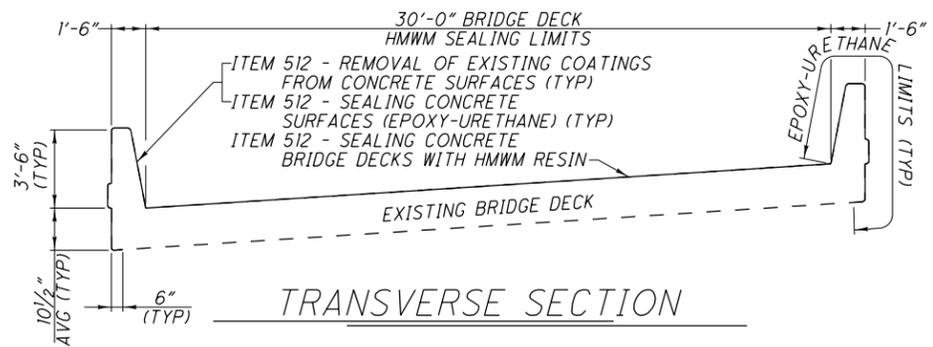
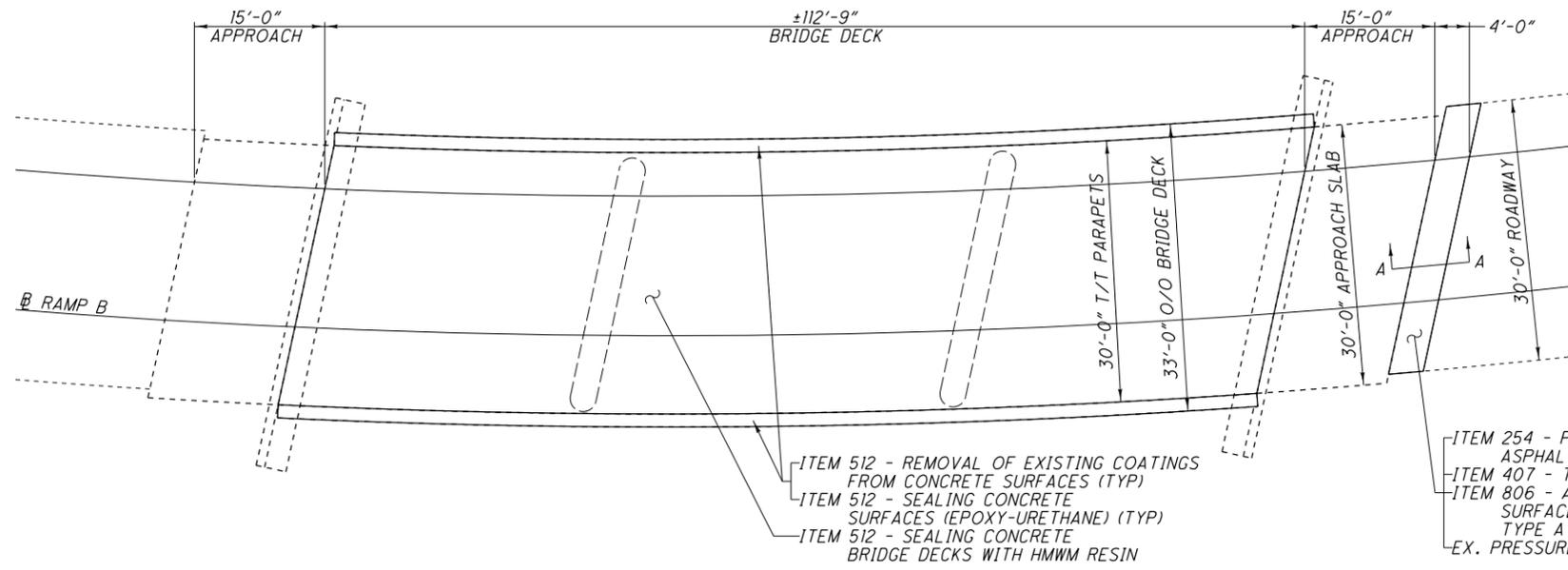
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SECTION A-A  
NOT TO SCALE

ESTIMATED QUANTITIES

ITEM	QUANTITY	UNIT	DESCRIPTION
512	255	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES
512	255	SY	SEALING CONCRETE SURFACES (EPOXY-URETHANE)
512	376	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN
254	14	SY	PAVEMENT PLANING, ASPHALT CONCRETE (3.00")
407	1	GAL	TACK COAT
806	2	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY

DESIGN AGENCY  
ODOT DISTRICT THREE OFFICE  
OF PLANNING AND ENGINEERING

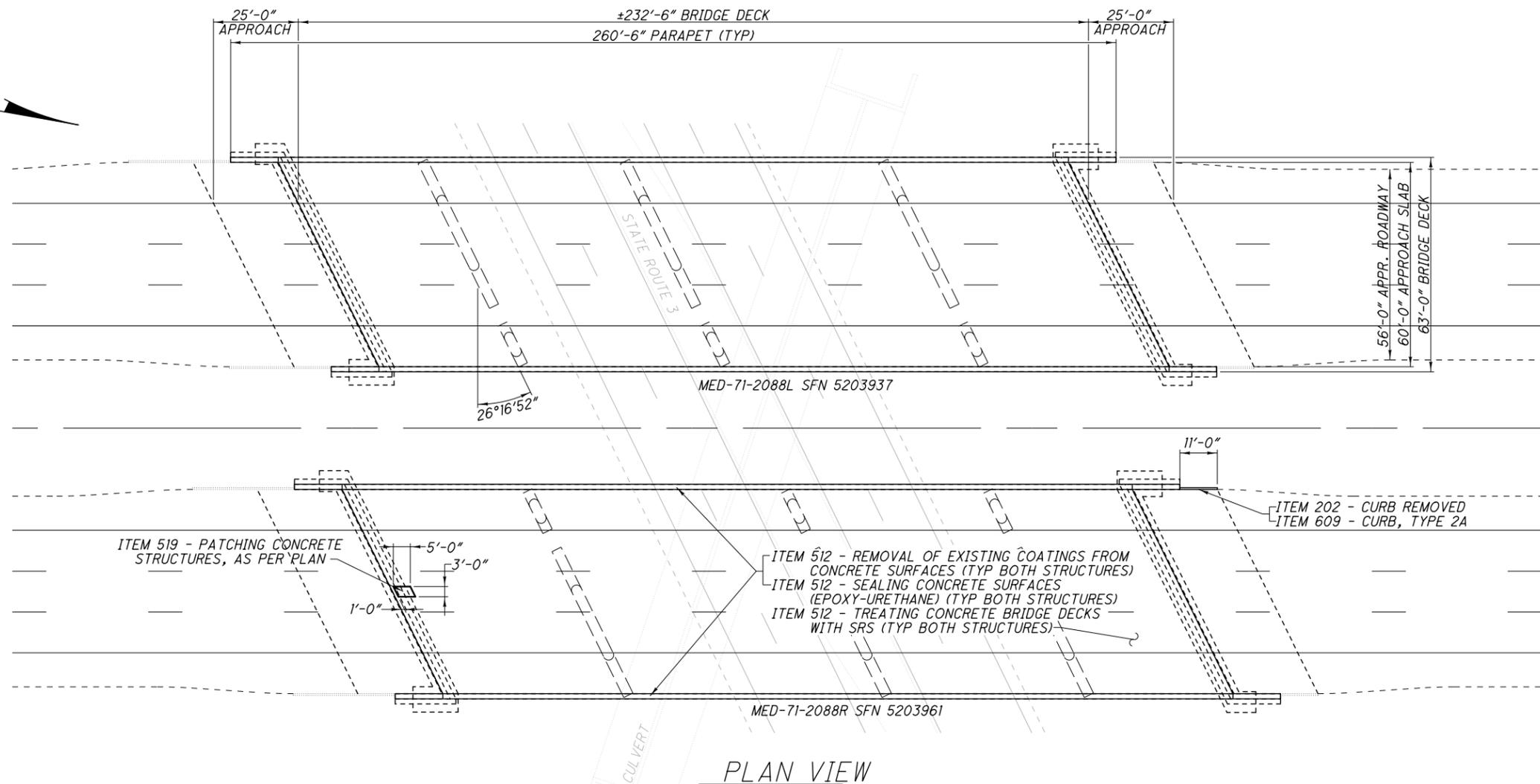
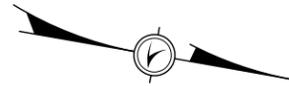
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DATE 11/2016  
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STRUCTURE FILE NUMBER 5203902

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KCK  
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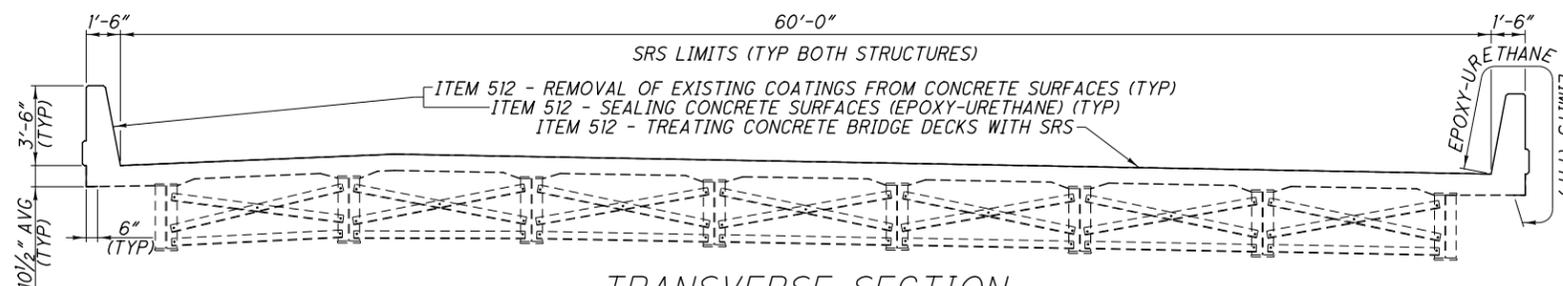
DESIGNED  
KCK  
CHECKED KRB

STRUCTURE DETAILS  
STRUCTURE MED-71-2087 E  
ON RAMP B OVER PLUM CREEK

MED-71-15.78  
PID No. 87714



PLAN VIEW



TRANSVERSE SECTION

RIGHT STRUCTURE SHOWN, LEFT SIMILAR SHOWN FOR REPRESENTATION ONLY; NOT TO SCALE

NOTES

ALL DIMENSIONS SHOWN ON ONE STRUCTURE BUT OMITTED ON THE OTHER APPLY TO BOTH STRUCTURES EVEN THOUGH NOT EXPRESSLY SHOWN ON THIS SHEET.

ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN  
 USE CLASS QC FS CONCRETE, 701.05 WITH SUFFICIENT CURING SPEED TO ALLOW TRAFFIC TO BE RUN OVER THE PATCHED SURFACE IN ACCORDANCE WITH LANE CLOSURE RESTRICTIONS LISTED IN THE GENERAL NOTES. CARE IS TO BE TAKEN TO NOT DAMAGE THE EXISTING REINFORCING STEEL IN THE BRIDGE DECK. REPAIR OR REPLACE ANY REINFORCING STEEL DAMAGED BY THIS WORK AT NO COST TO THE DEPARTMENT TO THE SATISFACTION OF THE ENGINEER. COAT ANY EXPOSED OR NEW REINFORCING WITH AN APPROVED EPOXY COATING MATERIAL PRIOR TO PLACING NEW CONCRETE IN THE REPAIR. PERFORM THIS REPAIR PRIOR TO SEALING THE DECK WITH SRS. ALLOW THE REPAIR SUFFICIENT TIME TO CURE PRIOR TO SEALING THE DECK.

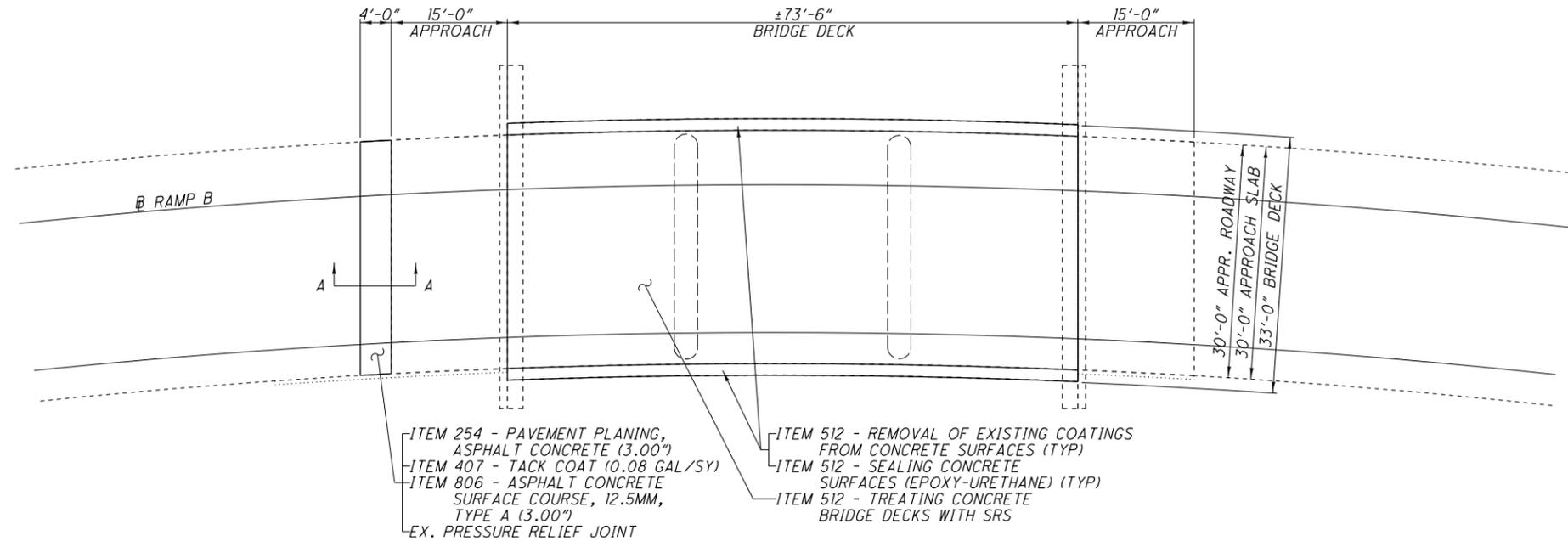
ITEM 609 - CURB, TYPE 2A  
 USE EXISTING ANCHOR DOWELS TO SECURE NEW CURB TO EXISTING APPROACH SLAB. REPAIR ANY DAMAGE CAUSED TO THE ANCHOR DOWELS IN THE PROCESS OF REMOVING THE EXISTING CURB PRIOR TO PLACING THE NEW CURB.

ESTIMATED QUANTITIES

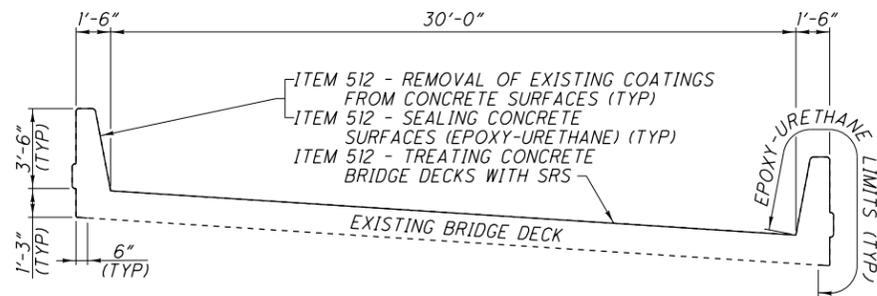
ITEM	QUANTITY		UNIT	DESCRIPTION
	MED-71-2088L	MED-71-2088R		
202		11	FT	CURB REMOVED
512	548	548	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES
512	548	548	SY	SEALING CONCRETE SURFACES (EPOXY-URETHANE)
512	1550	1550	SY	TREATING CONCRETE BRIDGE DECKS WITH SRS
519		15	SF	PATCHING CONCRETE STRUCTURES, AS PER PLAN
609		11	FT	CURB, TYPE 2A

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY

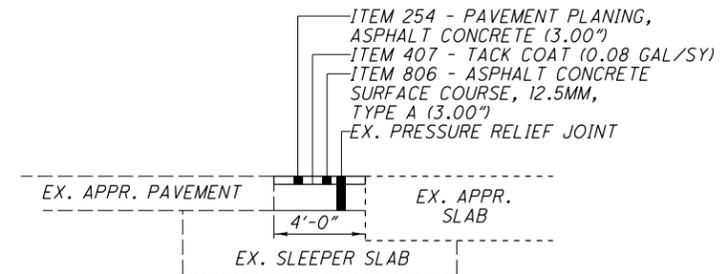
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PLAN VIEW



TRANSVERSE SECTION



SECTION A-A

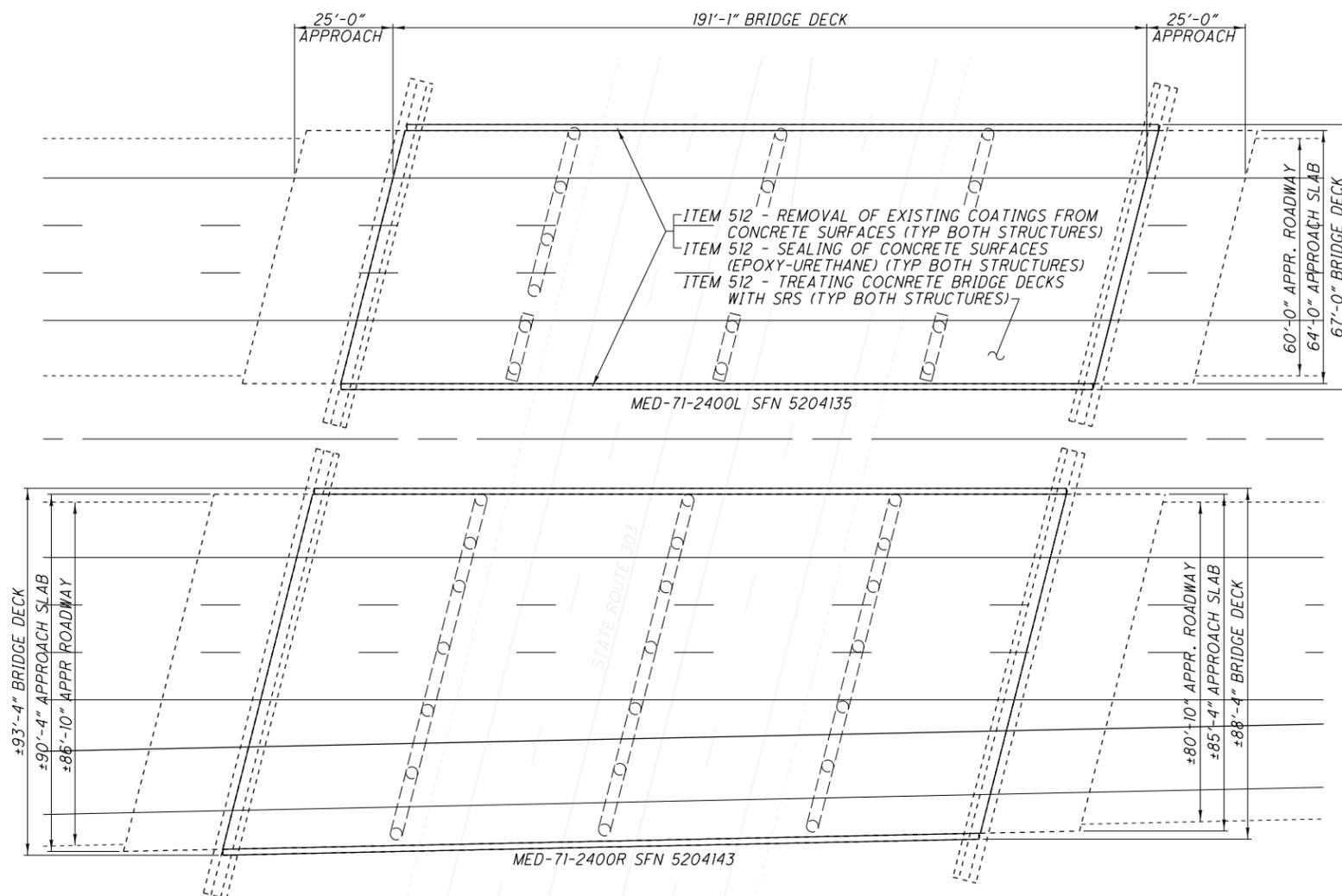
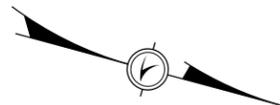
NOT TO SCALE

ESTIMATED QUANTITIES

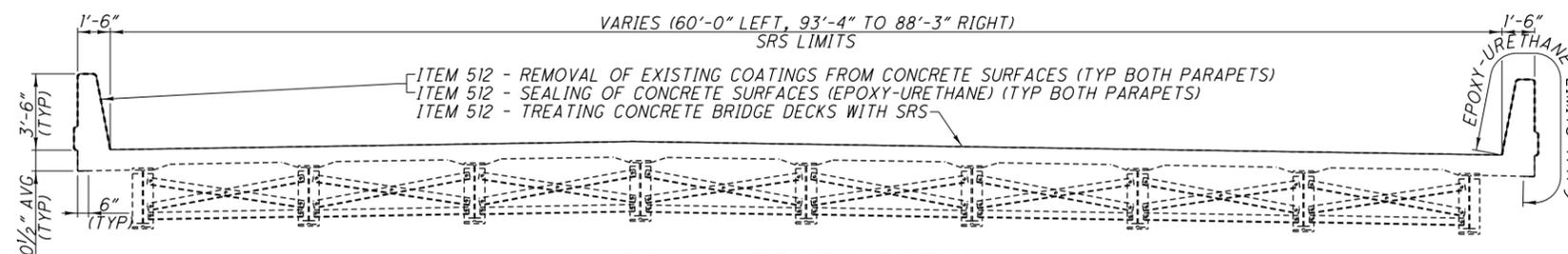
ITEM	QUANTITY	UNIT	DESCRIPTION
512	160	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES
512	160	SY	SEALING CONCRETE SURFACES (EPOXY-URETHANE)
512	245	SY	TREATING CONCRETE BRIDGE DECKS WITH SRS
254	14	SY	PAVEMENT PLANING, ASPHALT CONCRETE (3.00")
407	1	GAL	TACK COAT
806	2	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY

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PLAN VIEW



TRANSVERSE SECTION

RIGHT SHOWN, LEFT SIMILAR

NOTES

ALL DIMENSIONS SHOWN ON ONE STRUCTURE BUT OMITTED ON THE OTHER PERTAIN TO BOTH EVEN THOUGH NOT EXPLICITLY SHOWN ON THIS SHEET.

ESTIMATED QUANTITIES

ITEM	QUANTITY		UNIT	DESCRIPTION
	MED-71-2400L	MED-71-2400R		
512	403	403	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES
512	403	403	SY	SEALING CONCRETE SURFACES (EPOXY-URETHANE)
512	1274	1897	SY	TREATING CONCRETE BRIDGE DECKS WITH SRS

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY

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DESIGN AGENCY  
ODOT DISTRICT THREE OFFICE  
OF PLANNING AND ENGINEERING

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KCK  
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REVIEWED  
DJV  
STRUCTURE FILE NUMBER  
5204143/5204135

DATE  
11/2016

STRUCTURE DETAILS  
STRUCTURE MED-71-2400 R&L  
OVER STATE ROUTE 303

MED-71-15.78  
PID No. 87714