

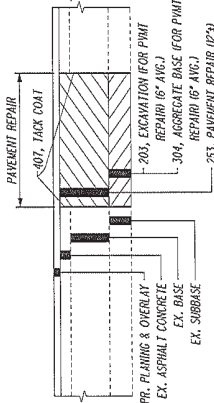
EXISTING
 (A) EXISTING ASPHALT PAVEMENT
 (B) EXISTING 9"± CONCRETE BASE
 (C) EXISTING ASPHALT SHOULDER
 (D) EXISTING GUARDRAIL

PROPOSED
 1 NOT USED
 2 NOT USED
 3 254, 1/2" PAVEMENT PLACING, ASPHALT CONCRETE
 4 NOT USED
 5 NOT USED
 6 407, TACK COAT
 7 407, TACK COAT FOR INTERMEDIATE COURSE
 8 422, SINGLE CHIP SEAL
 9 448, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG10-22, AS PER PLAN
 10 448, 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22
 11 606, GUARDRAIL, TYPE MGS WITH LONG POSTS
 12 NOT USED
 13 617, COMPACTED AGGREGATE, AS PER PLAN
 14 NOT USED

ITEM 304 - AGGREGATE BASE (FOR PAVEMENT REPAIR)
THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED AND SHALL BE USED AS DIRECTED BY THE ENGINEER TO BACKFILL AREAS WHICH WERE EXCAVATED UNDER ITEM 203 EXCAVATION (FOR PAVEMENT REPAIR). THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:
304, AGGREGATE BASE (FOR PAVEMENT REPAIR) 1210 CU YD

ITEM 203 - EXCAVATION (FOR PAVEMENT REPAIR)
THIS ITEM OF WORK SHALL CONSIST OF REMOVING AND DISPOSING OF ALL UNSUITABLE MATERIAL BY EXCAVATING THE EXISTING SUBGRADE AND SUBBASE TO AN AVERAGE DEPTH OF 6 INCHES OR AS DIRECTED BY THE ENGINEER. EXACT LIMITS OF REMOVAL SHALL BE DETERMINED BY THE ENGINEER. ALL EQUIPMENT, LABOR, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203 EXCAVATION (FOR PAVEMENT REPAIR). THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:
203, EXCAVATION (FOR PAVEMENT REPAIR) 1210 CU YD

ITEM 253 - PAVEMENT REPAIR
A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THIS ITEM SHALL CONSIST OF CUTTING AND REMOVING DETERIORATED PAVEMENT FULL DEPTH AND PLACING 12" 301 ASPHALT CONCRETE BASE, PG64-22. BE THE MAXIMUM COMPACTED DEPTH OF ANY ONE LAYER SHALL BE 6 INCHES. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF MAINLINE PAVEMENT PLACING. ALSO, THIS ITEM SHALL COMMENCE WITHIN 7 DAYS OF THE COMPLETION OF MAINLINE PAVEMENT PLACING. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REMOVED AND REPLACED TO THE LIMITS DESIGNATED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:
253, PAVEMENT REPAIR 7256 SQ YD



ITEM 448 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22, AS PER PLAN
ITEM 448 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 (DRIVEWAYS), AS PER PLAN
703.05 DO NOT USE ANY FINE OR COARSE AGGREGATE WITH A "SR" OR "SH" DESIGNATION ACCORDING TO THE OFFICE OF MATERIALS MANAGEMENT (OMM) IN ANY JOB MIX FORMULA (JMF) FOR THIS ITEM.

ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN
IN LOW SHOULDER AREAS EXCEEDING 1" AND ADJACENT TO THE SAFETY EDGE, OR AS DIRECTED BY THE ENGINEER, RECYCLED ASPHALT PAVEMENT (RAP) SHALL BE USED IN AREAS ADJACENT TO THE PAVED BERM. THE RAP SHALL HAVE A MINIMUM PG CONTENT OF 4.5% AND MEET THE FOLLOWING GRADATION. ONCE THE STOCKPILE MEETS THE GRADATION, THE PG CONTENT OF THE RAP SHALL BE DETERMINED PER 441.03. THE RAP ANALYSIS MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL 2 WEEKS PRIOR TO USE. METHOD OF MEASUREMENT SHALL BE AS PER 617.06. PLACEMENT AND COMPACTION SHALL MEET THE REQUIREMENTS OF ITEM 617. ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 617 COMPACTED AGGREGATE, AS PER PLAN.

MODIFIED GRADATION SHALL APPLY:

SIEVE	TOTAL PERCENT PASSING
1- 1/2"	100
3/4"	50-100
NO. 4	35-70
NO. 30	9-33
NO. 200	0-13

BARRIER REFLECTORS
THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS DIRECTED BY THE ENGINEER FOR INSTALLING/REPLACING BARRIER REFLECTORS ON ALL EXISTING BARRIER RUNS WITHIN THE PROJECT LIMITS NOT OTHERWISE ACCOUNTED FOR.
202, REMOVAL MISC. BARRIER REFLECTOR 4 EACH
626, BARRIER REFLECTOR, TYPE B2 12 EACH

ITEM 448 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 (DRIVEWAYS), AS PER PLAN
THIS ITEM OF WORK SHALL CONSIST OF PAVING ALL EXISTING DRIVEWAYS THAT DO NOT HAVE A CURB CUT OR ARE NOT PAVED AS AN INTERSECTION AS SHOWN ON THE ASPHALT CONCRETE PLAN SHEET. DRIVEWAYS ARE TO BE PAVED A DISTANCE OF 10 FT. FROM THE EDGE OF PAVED SHOULDER UNLESS OTHERWISE DIRECTED BY THE ENGINEER. DRIVEWAYS SHALL BE PAVED AFTER COMPLETION OF THE SURFACE COURSE. ASPHALT CONCRETE AVERAGE THICKNESSES SHALL BE 2 IN. FOR AGGREGATE DRIVEWAYS (UNIMPROVED) AND 1 IN. FOR IMPROVED DRIVEWAYS. AGGREGATE DRIVEWAYS SHALL BE GRADED PRIOR TO PAVING SUCH THAT SURFACE DRAINAGE DOES NOT ENROACH UPON THE PAVED SHOULDER. THE MAXIMUM PAVED WIDTH SHALL NOT EXCEED THAT ALLOWED FOR THROAT AND RADIUS FOR UNCURBED DRIVEWAYS AS PER STANDARD DRIVE DESIGN MANUAL. ALL GRADING, TOOLS, EQUIPMENT, MATERIAL AND INCIDENTALS REQUIRED TO LAYOUT AND CONSTRUCT THE DRIVEWAYS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 (DRIVEWAYS), AS PER PLAN.

PAVEMENT MARKING DETAILS
THE PAVEMENT MARKING DETAIL SHEETS WILL BE SUPPLIED TO THE CONTRACTOR AT THE PRE-CONSTRUCTION MEETING.

ITEM 304 - AGGREGATE BASE, AS PER PLAN
GRANULATED SLAG (GS) SHALL NOT BE PERMITTED FOR THIS ITEM. ALL OTHER REQUIREMENTS OF SECTIONS 304 AND 703.17 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS SHALL STILL BE APPLICABLE.

ITEM 422 SINGLE CHIP SEAL TIME RESTRICTIONS
THE CONTRACTOR IS REQUIRED TO HAVE A ONE (1) DAY WAITING PERIOD BETWEEN THE TIME THE INTERLAYER CHIP SEAL IS PLACED AND THE OVERLYING ASPHALT CONCRETE COURSE IS PLACED. AFTER THE WAITING PERIOD, THE CONTRACTOR HAS A MAXIMUM OF FOUR (4) DAYS TO COVER UP THE CHIP SEAL.

SURVEYING POSITIONAL PARAMETERS
USE THE FOLLOWING VERTICAL POSITIONING AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

COUNTY: POR ROUTE: SR 14 SECTIONS: 15.25 & 17.32
PID#: 8296
SURVEY DATE: 12-2011

VERTICAL POSITIONING
ORTHOMETRIC HEIGHT DATUM: NAVD 88
GEOID: 2009
HORIZONTAL POSITIONING
REFERENCE FRAME: NAD 83 (ICRS96) (EPOCH: 2002.0000)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO NORTH ZONE (1340)
COMBINED SCALE FACTOR: 0.9999974003
ORIGIN OF SCALE (X,Y) - EASTING (X): 0, NORTING (Y): 0
UNITS ARE IN U.S. SURVEY FEET. USE THE FOLLOWING CONVERSION FACTOR: 1 METER = 3.28083333333 U.S. SURVEY FEET.

UTILITIES
THE CONTRACTOR SHALL USE THE FOLLOWING PROCEDURE AT EACH LOCATION WHERE WORK IS PERFORMED, IN ACCORDANCE WITH SECTIONS 605.07 AND 607.16 IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS:

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER, THE OHIO UTILITIES PROTECTION SERVICE (OUPS), THE OHIO & GAS PROCEDURES UNDERGROUND PROTECTION SERVICE (OGUPS), THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 4 HEAD-QUARTERS AND ALL NON REGISTERED UTILITY OWNERS AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN ALL AREAS.

OUPS 1-800-362-2764 (CONTACT LIMITED BASIS PARTICIPANTS DIRECTLY)
OGUPS 1-800-925-0988
ODOT 330-786-3445 KEN GREENE
THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

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

Dominion East Ohio Gas	AT&T
ATTN: Mary Long	The Ohio Bell Telephone Company
320 Springside Drive	ATTN: Cindy Zuchegno
Suite 320	50 W. Bowers St.
Akron, OH 44333	4th Floor
330-664-2409	Akron, OH 44308
888-504-0266 Fox	330-384-3561
Time Warner Cable	Ohio Edison
ATTN: Doug Lawrenz	ATTN: Jeff Knapp
4352 Youngstown Road SE	1910 W. Market Street
Warren, OH 44464	Building #1
330-369-1707 ext. 1719	Akron, OH 44313
	330-436-4051

PROFILE AND ALIGNMENT
PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

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.

PAVEMENT MARKING LANE WIDTHS
THE NORMAL LANE WIDTH FOR THE PAVEMENT MARKINGS ON THIS PROJECT SHALL BE AS FOLLOWS (AT LEAST 3 DAYS PRIOR TO PERFORMING THE WORK CONTACT THE TRAFFIC OFFICE AT 330-786-3417 TO CONFIRM THE WIDTHS):
ROUTE S.L.M. TO S.L.M. LANE WIDTH
S.R. 14 H.22 TO H.07 12'

CLEARING AND GRUBBING
ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

INTERSECTIONS SHALL BE RECURVED AT 2 FT. BEYOND THE EDGE LINE, UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR INDICATED IN THE PLAN. INTERSECTIONS SHALL BE PAVED AFTER COMPLETION OF THE SURFACE COURSE OR WITH THE MAINLINE PAVEMENT IF THIS CAN BE ACCOMPLISHED WITHOUT CHANGING THE VELOCITY AND DIRECTION OF THE PAVEMENT. PROVIDE A SMOOTH TRANSITION TO THE EXISTING PAVEMENT. ANY GRADING OR PRIME NECESSARY TO ACCOMPLISH THIS WORK SHALL BE INCLUDED IN THE COST OF THE PERTINENT RIDG. TECH.

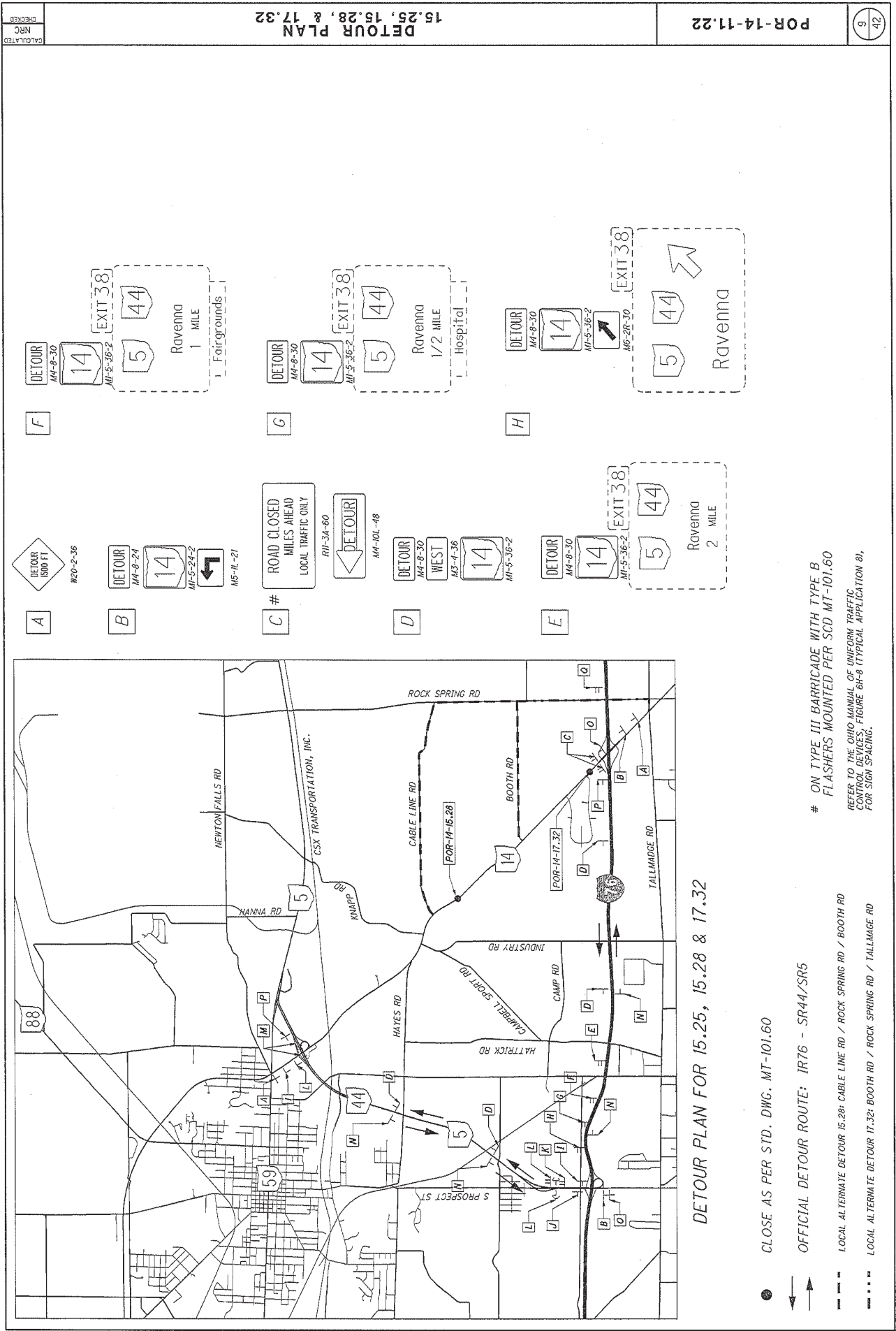
A SHALL CATEGORY 1 WETLANDS AREA IS PRESENT WITHIN THE RIGHT-OF-WAY (STA. 180+50.00) AT CULVERT STRUCTURE NO. POR-H-15-28. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PLACE ANY TEMPORARY OR PERMANENT FILLS OR STORE EQUIPMENT AND/OR MATERIALS WITHIN OR OTHERWISE IMPACT THE WETLANDS AREA AS SHOWN IN THE PLAN. TO PROTECT AND DELINEATE THE BOUNDARIES OF THE ABUTTING WETLANDS AREA, TEMPORARY CONSTRUCTION FENCE (30 LINEAR FEET) AND PERIMETER FILLER FABRIC FENCE (60 LINEAR FEET) SHALL BE INSTALLED ALONG THE PERIMETER OF THE CONSTRUCTION LIMITS AT CULVERT STRUCTURE NO. POR-H-15-28 WITHIN THE RIGHT-OF-WAY. THE TEMPORARY CONSTRUCTION FENCE AND PERIMETER FILLER FABRIC FENCE SHALL BE INSTALLED BY THE CONTRACTOR PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES INCLUDING ANY NECESSARY CLEARING AND GRUBBING ACTIVITIES. THE TEMPORARY CONSTRUCTION FENCE AND PERIMETER FILLER FABRIC FENCE SHALL BE MAINTAINED BY THE CONTRACTOR THROUGHOUT THE DURATION OF THE PROJECT WORK AT CULVERT STRUCTURE NO. POR-H-15-28.

SEEDING AND MULCHING THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS: POR-14-11.22 (RESURFACING) 659, SEEDING AND MULCHING 659, COMMERCIAL FERTILIZER 659, LIME 659, WATER 4300 SQ. YD. 0.58 TON 0.88 ACRES 23 M. GAL. POR-14-15.28 659, SOIL ANALYSIS TEST 659, TOPSOIL 659, SEEDING AND MULCHING 659, REPAIR SEEDING AND MULCHING 659, COMMERCIAL FERTILIZER 659, LIME 659, WATER 1 EACH 456 CU. YD. 405 SQ. YD. 206 SQ. YD. 0.58 TON 0.85 ACRES 22 M. GAL. POR-14-17.32 659, SOIL ANALYSIS TEST 659, TOPSOIL 659, SEEDING AND MULCHING 659, REPAIR SEEDING AND MULCHING 659, COMMERCIAL FERTILIZER 659, LIME 659, WATER 1 EACH 98 CU. YD. 880 SQ. YD. 44 SQ. YD. 0.12 TON 0.18 ACRES 5 M. GAL.

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

ALL MATERIALS UTILIZED IN OR ADJACENT TO STREAMS AND WETLANDS ON THIS PROJECT FOR PERMANENT FILL OR BANK PROTECTION SHALL CONSIST OF SUITABLE MATERIAL FREE FROM TOXIC CONTAMINANTS IN OTHER THAN TRACE QUANTITIES. BROKEN ASPHALT IS SPECIFICALLY EXCLUDED. CADMIUM, CHROMIUM, ARSENATE (ICCA), CREOSOTE, AND OTHER PRESSURE TREATED LUMBER SHALL NOT BE USED IN STRUCTURES THAT ARE PLACED IN STREAMS.

614 PORTABLE CHANGEABLE MESSAGE SIGN,
AS PER PLAN, 1 SIGN MONTH



DETOUR PLAN FOR 15.25, 15.28 & 17.32

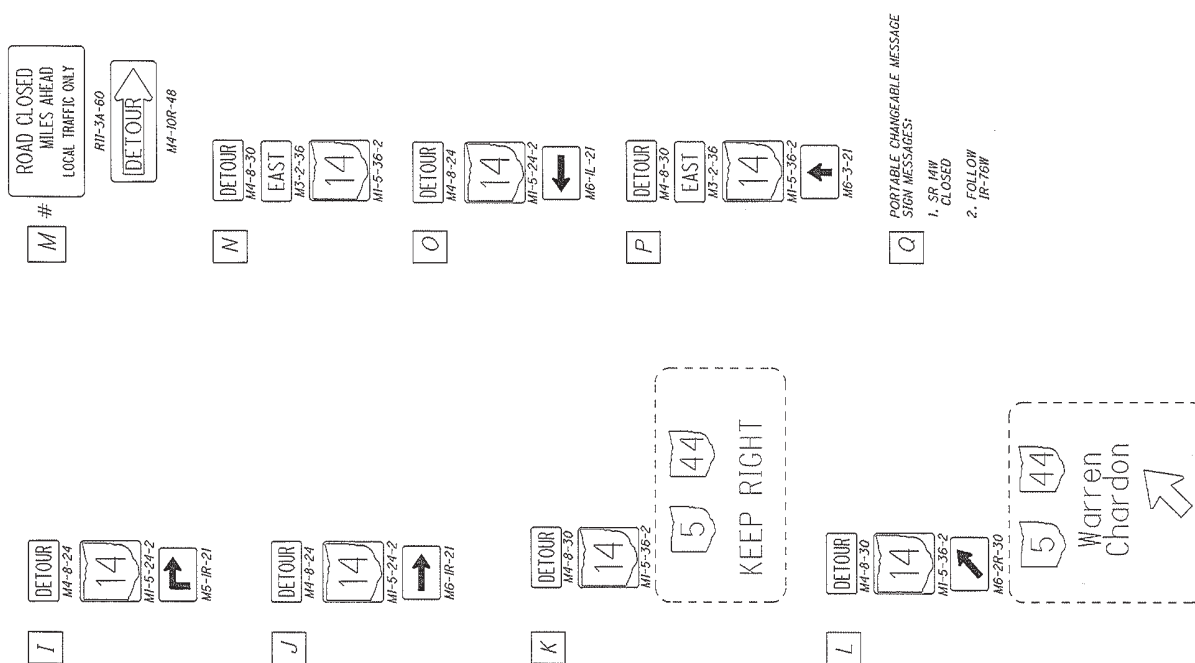
CLOSE AS PER STD. DWG. MT-101.60

OFFICIAL DETOUR ROUTE: IR76 - SR44/SR5

LOCAL ALTERNATE DETOUR 15.28: CABLE LINE RD / ROCK SPRING RD / BOOTH RD

LOCAL ALTERNATE DETOUR 17.32: BOOTH RD / ROCK SPRING RD / TALLDIDGE RD

ON TYPE III BARRICADE WITH TYPE B
FLASHERS MOUNTED PER SCD MT-101.60
REFER TO THE OHIO MANUAL OF UNIFORM TRAFFIC
CONTROL DEVICES, FIGURE 6H-8 (TYPICAL APPLICATION B),
FOR SIGN SPACING.



CALCULATED	NRC	CHECKED
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