

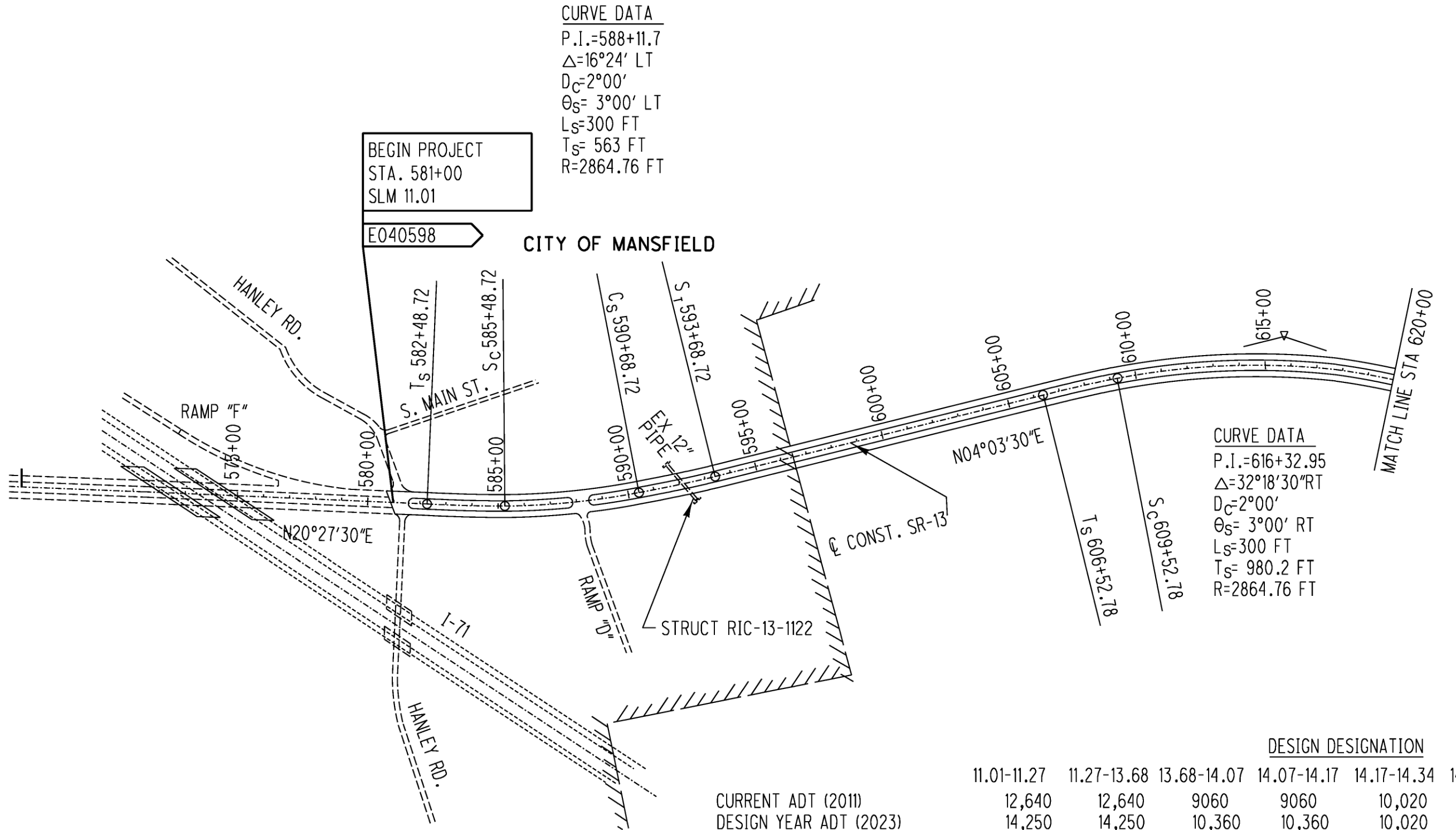
CALCULATED
 SCJ
 CHECKED
 ADB

PROJECT PLAN VIEW

RIC-13-11.01

CURVE DATA
 P.I.=588+11.7
 $\Delta=16^{\circ}24'$ LT
 $D_C=2^{\circ}00'$
 $\theta_S=3^{\circ}00'$ LT
 $L_S=300$ FT
 $T_S=563$ FT
 $R=2864.76$ FT

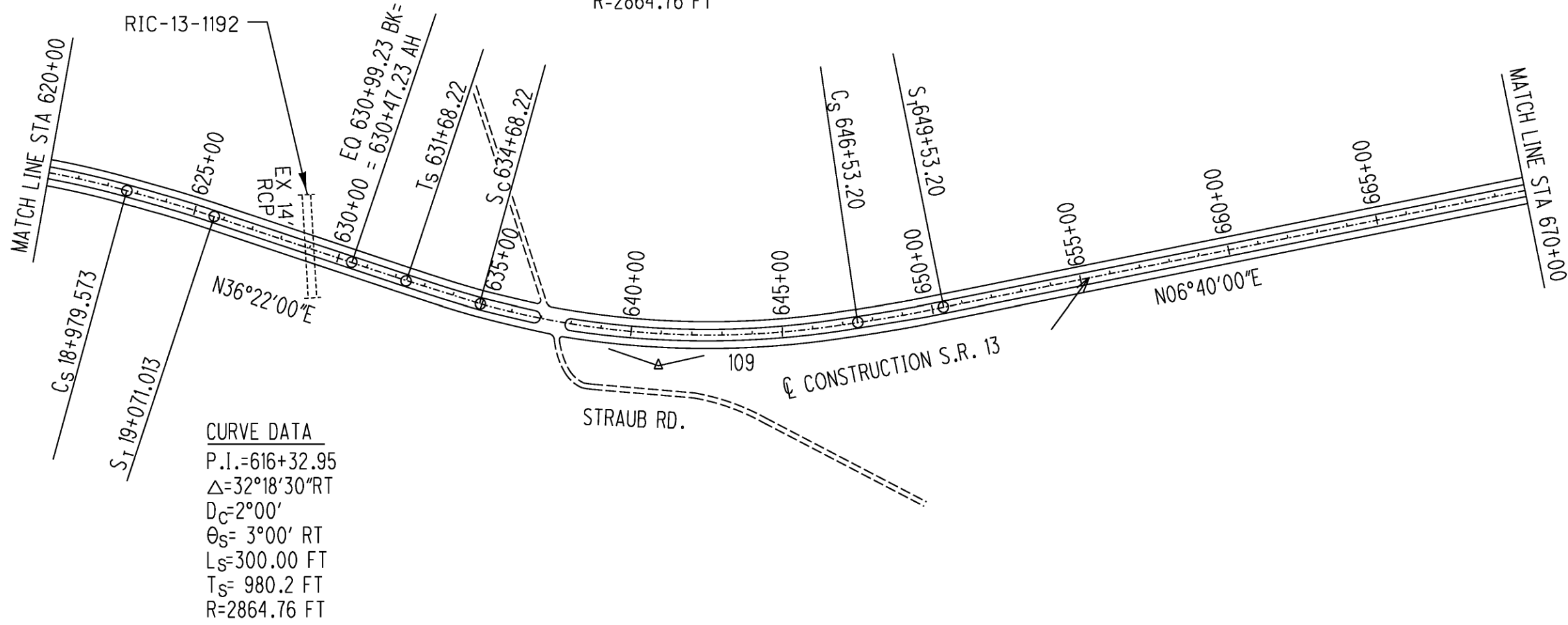
CURVE DATA
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 $D_C=2^{\circ}00'$
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 $L_S=300$ FT
 $T_S=980.2$ FT
 $R=2864.76$ FT

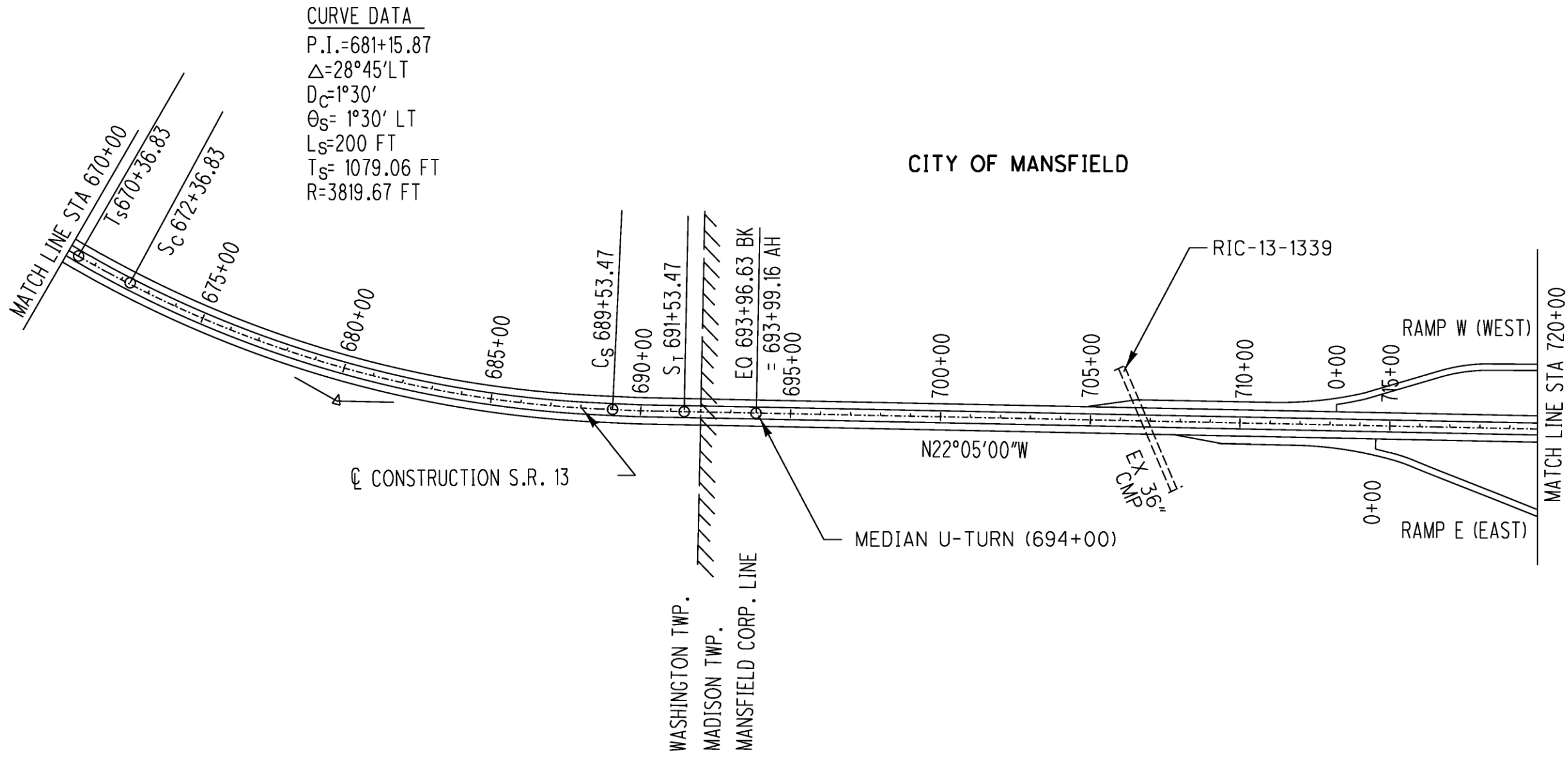


DESIGN DESIGNATION

	11.01-11.27	11.27-13.68	13.68-14.07	14.07-14.17	14.17-14.34	14.34-14.41
CURRENT ADT (2011)	12,640	12,640	9060	9060	10,020	10,020
DESIGN YEAR ADT (2023)	14,250	14,250	10,360	10,360	10,020	10,020
DESIGN HOURLY VOLUME (2023)	1425	1425	1036	1036	1002	1002
DIRECTIONAL DISTRIBUTION	58%	58%	62%	62%	62%	62%
TRUCKS (24 HOUR B&C)	6%	6%	7%	7%	8%	8%
TD	4%	4%	4%	4%	6%	6%
DESIGN SPEED	3R-PROJ	3R-PROJ	3R-PROJ	3R-PROJ	3R-PROJ	3R-PROJ
LEGAL SPEED (MPH)	50	55	55	-- 55 nb 35 sb --		35
DESIGN FUNCTIONAL CLASSIFICATION	----- PRINCIPAL ARTERIAL-OTHER (URBAN) -----					
NHS PROJECT	NO	NO	NO	NO	NO	NO
DESIGN EXCEPTION	NONE	NONE	NONE	NONE	NONE	NONE

DESIGN FILE: I:\projects\773148\13schrv.dgn
 WORKSTATION: sjuzwik DATE: 12/10/2010





LONGITUDINAL SCALE IN FEET

0 100 200 300

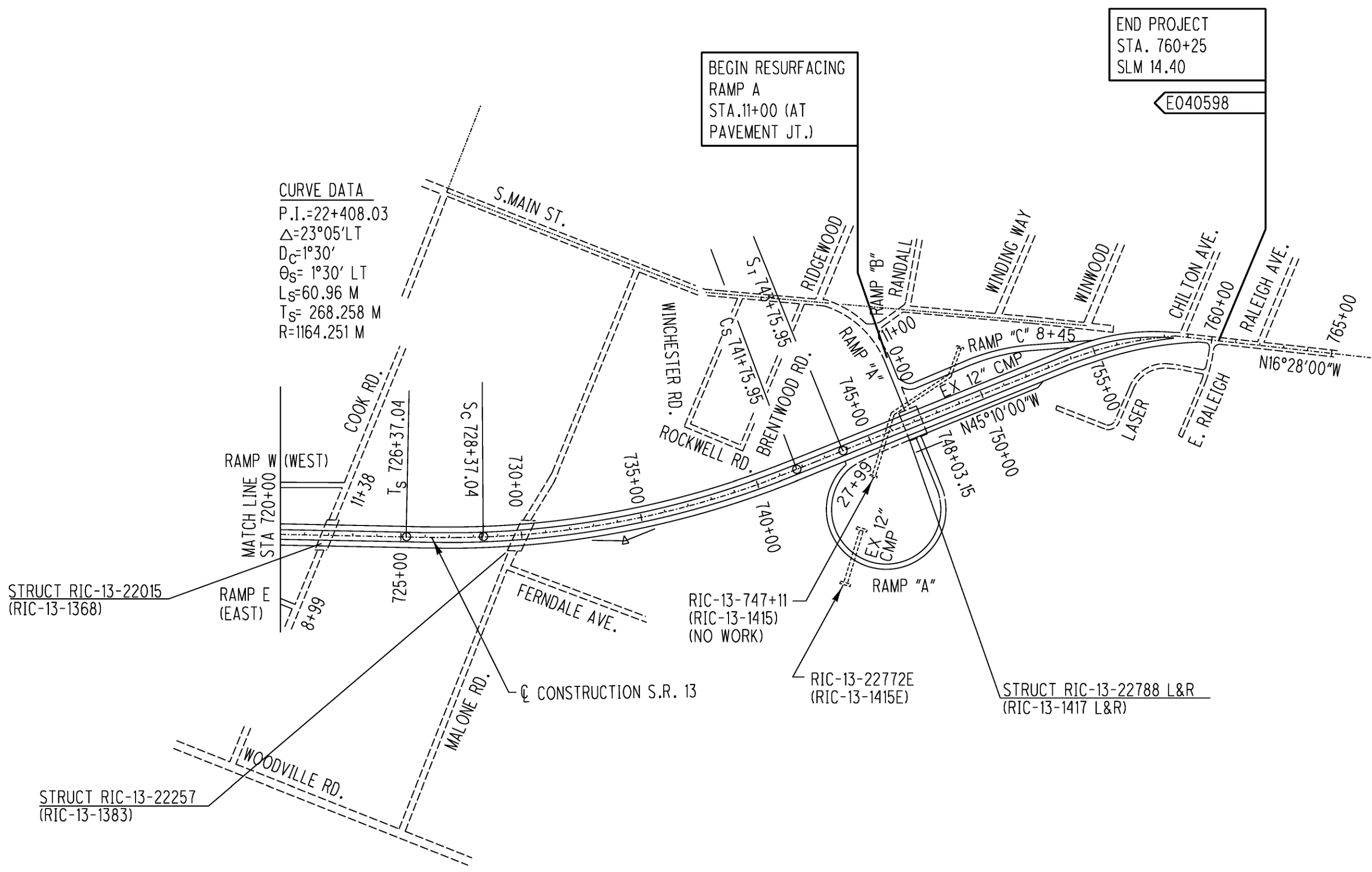
SCJ
 ADB



CALCULATED BY: SCJ
 CHECKED BY: ADB

PROJECT PLAN VIEW

RIC-13-11.01



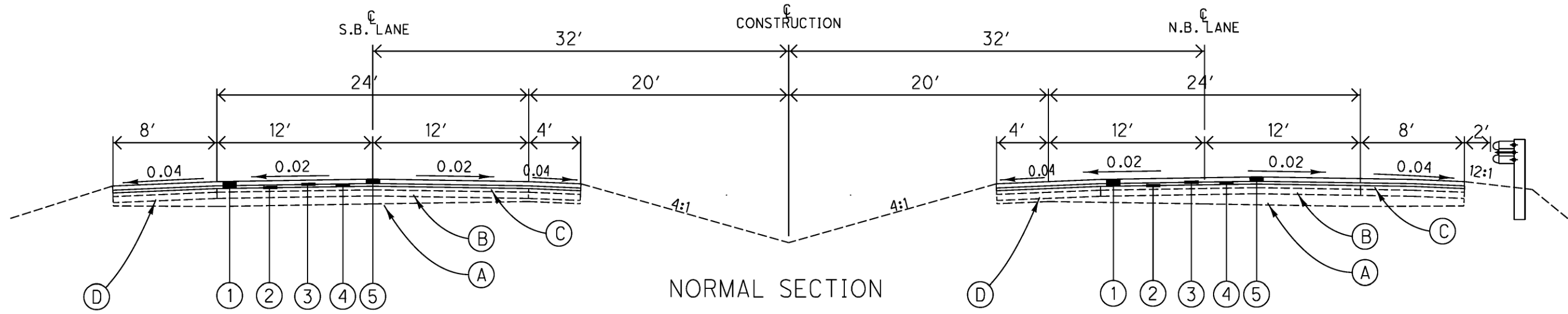
STRUCT RIC-13-22015
 (RIC-13-1368)

RIC-13-747+11
 (RIC-13-1415)
 (NO WORK)

RIC-13-22772E
 (RIC-13-1415E)

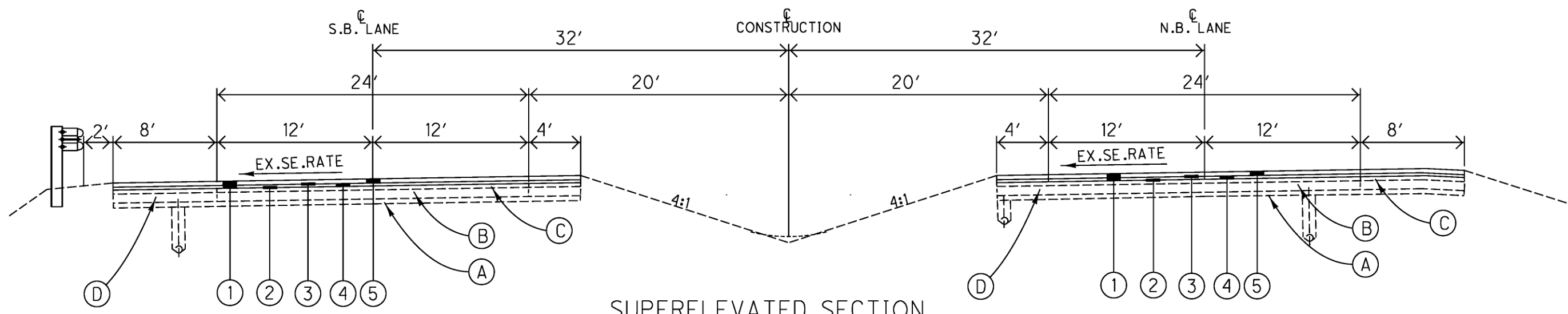
STRUCT RIC-13-22788 L&R
 (RIC-13-1417 L&R)

STRUCT RIC-13-22257
 (RIC-13-1383)



NORMAL SECTION

STA. 581+00 TO 581+76
 STA. 594+49 TO 605+74
 STA. 626+51 TO 631+00
 STA. 650+26 TO 669+75
 STA. 692+26 TO 692+91
 STA. 692+91 TO 725+75
 STA. 744+49 TO 747+18
 STA. 748+52 TO 751+74



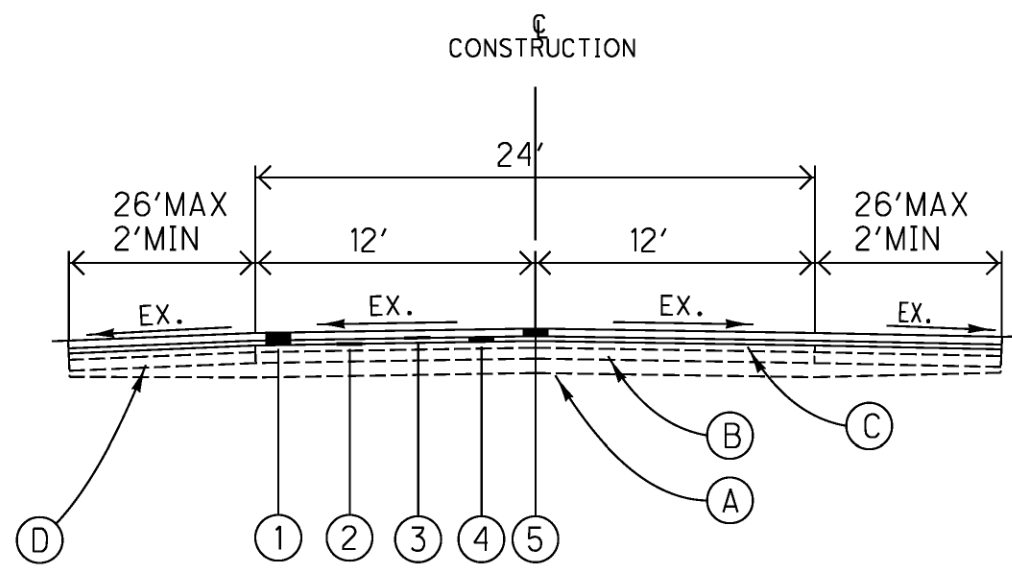
SUPERELEVATED SECTION

STA. 581+76 TO 594+49
 STA. 60+574 TO 626+51
 STA. 631+00 TO 650+26
 STA. 669+75 TO 692+26
 STA. 725+75 TO 744+49
 STA. 751+74 TO 758+40

LEGEND

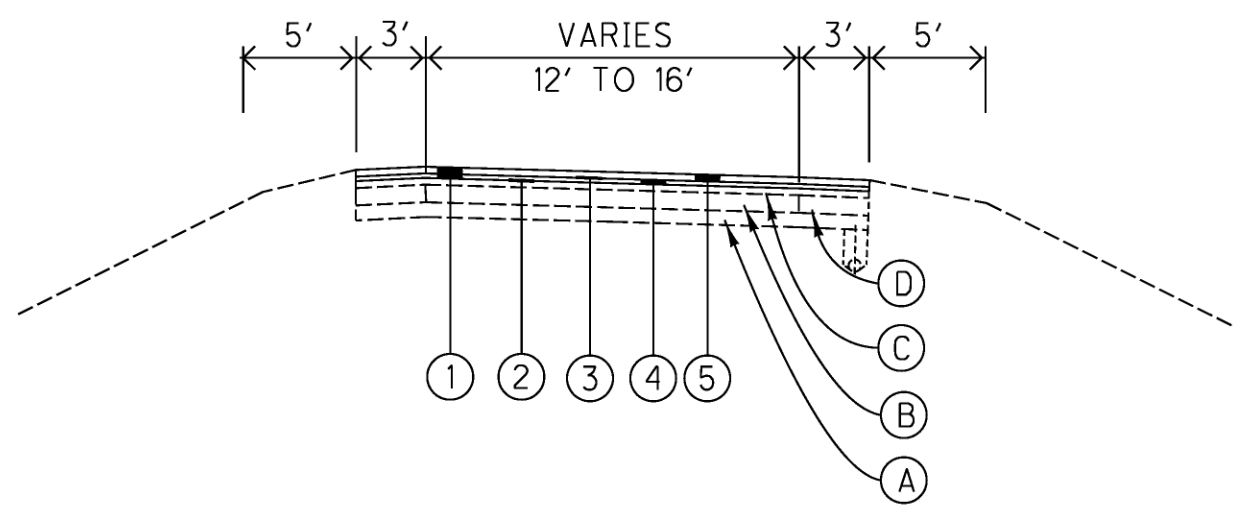
- | | |
|---|--|
| (A) EX. AGGREGATE BASE | (1) ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE (2") |
| (B) EX. 9" REINFORCED CONCRETE | (2) ITEM 407 TACK COAT, TRACKLESS TACK, SURFACE COURSE (SEE GENERAL NOTE) |
| (C) EX. ASPHALT CONCRETE (SEE CORING DATA) | (3) ITEM 407 TACK COAT, TRACKLESS TACK, INTERMEDIATE COURSE (SEE GENERAL NOTE) |
| (D) EX. ASPHALT CONCRETE, TYP (SEE CORING DATA) | (4) ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 9.5MM, TYPE A (446), AS PER PLAN (1.25") |
| | (5) ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 9.5MM, TYPE A (448), AS PER PLAN (0.75" AVG.) |

DESIGN FILE: i:\projects\77314\13typRv.dgn
 WORKSTATION: sjuzwik DATE: 12/13/2010



NORMAL SECTION

STA. 758+40 TO 760+25



RAMP TYPICALS

RAMPS "A", "C", "E", "W"

LEGEND

- | | |
|---|---|
| <ul style="list-style-type: none"> (A) EX. AGGREGATE BASE (B) EX. 9" REINFORCED CONCRETE (C) EX. ASPHALT CONCRETE (SEE CORING DATA) (D) EX. ASPHALT CONCRETE, TYP (SEE CORING DATA) | <ul style="list-style-type: none"> (1) ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE (2") (2) ITEM 407 TACK COAT, TRACKLESS TACK, SURFACE COURSE (SEE GENERAL NOTE) (3) ITEM 407 TACK COAT, TRACKLESS TACK, INTERMEDIATE COURSE (SEE GENERAL NOTE) (4) ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 9.5MM, TYPE A (446), AS PER PLAN (1.25") (5) ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 9.5MM, TYPE A (448), AS PER PLAN (0.75" AVG.) |
|---|---|

DESIGN FILE: I:\projects\77314\13typRv.dgn
 WORKSTATION: sjuzwik DATE: 12/13/2010

GENERAL ITEMS

PROGRESSION OF WORK

GUARDRAIL SHALL BE REMOVED PRIOR TO ANY EMBANKMENT WORK AT THE GUARDRAIL RUN. GUARDRAIL WORK SHALL BE DONE AFTER RESURFACING AND BERM WORK SO AS TO ESTABLISH PROPER GRADES FROM WHICH TO CONSTRUCT THE RAIL.

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. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

UTILITIES

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

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.

GAS
COLUMBIA GAS OF OHIO
1120 WEST 4TH STREET
MANSFIELD, OHIO 44906
419-528-1137

TELEPHONE
CENTURY LINK
175 ASHLAND ROAD
MANSFIELD, OHIO 44907
419-755-7956

WATER-SEWER
CITY ENGINEER
30 NORTH DIAMOND STREET
MANSFIELD, OHIO 44902
419-755-9626

WATER-SEWER
RIC. CO. SANITARY ENGINEER
50 PARK AVENUE EAST
MANSFIELD, OHIO 44902
419-774-3548

ODOT
906 NORTH CLARK STREET
ASHLAND, OHIO 44805
419-207-7045

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

ROADWAY ITEMS

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 AFTER THE INTERMEDIATE COURSE HAS BEEN COMPLETED AND BEFORE THE SURFACE COURSE IS PLACED. ALL LABOR AND EQUIPMENT NECESSARY TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER MILE FOR ITEM 209 LINEAR GRADING.

ITEM 626 - BARRIER REFLECTOR

A QUANTITY OF ITEM 626 BARRIER REFLECTOR IS SETUP TO BE PLACED AT EXISTING GUARDRAIL RUNS AND CONCRETE PARAPET WALLS. THE LOCATIONS AND QUANTITIES ARE ON SHEET 19.

ITEM 253. PAVEMENT REPAIR, MISC.: PARTIAL DEPTH

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING ASPHALT PAVEMENT OVERLAY OR PAVED BERM IN AREAS OF EXISTING PAVEMENT FAILURE. CORING HAS BEEN PERFORMED TO HELP DETERMINE THE THICKNESS OF ASPHALT CONCRETE THAT MAY BE ENCOUNTERED DURING THIS ITEM OF WORK. THE PAVEMENT CORING INFORMATION IS SHOWN ON PLAN SHEET 9.

REPAIRS ARE ESTIMATED TO BE MOSTLY TRANSVERSE REPAIRS AVERAGING 3 FT LONG X 12 FT WIDE.

PAVEMENT REPAIR SHALL BE PERFORMED BEFORE PAVEMENT PLANING AND BEFORE PLACEMENT OF THE INTERMEDIATE AND/OR SURFACE COURSE. THE REPAIR AREAS SHALL BE SAW CUT AND EXCAVATED TO PROVIDE STRAIGHT AND VERTICAL SURFACES AROUND THE PERIMETER OF THE REPAIR AREA. PAVEMENT PLANING MAY BE USED AS AN ALTERNATIVE TO SAW CUTTING AND EXCAVATING. THE PAVEMENT SHALL BE REMOVED WITHIN THE DESIGNATED AREAS BY METHODS WHICH WILL NOT DAMAGE ADJACENT PAVEMENT. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH A MAXIMUM DEPTH OF 5", BASED ON THE PAVEMENT DESIGN AND AN AVERAGE DEPTH OF 5". THE MATERIALS REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 105.16 AND 105.17.

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

REPLACEMENT MATERIAL SHALL BE ITEM 301. THE REPLACEMENT MATERIAL SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ALL EXISTING PAVEMENT AREAS WHICH WILL BE IN CONTACT WITH THE PAVEMENT REPAIR SHALL BE CLEANED AND COATED PER CMS 401.14, USING AN ASPHALT MATERIAL COMPLYING WITH 407.02. ITEM 407 TACK COAT, 702.13, SHALL BE USED ON EXPOSED CONCRETE SURFACE AFTER REMOVING ASPHALT. ALL COMPACTION SHALL BE ACHIEVED BY MECHANICAL METHODS TO THE SATISFACTION OF THE ENGINEER.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES ITEM 253 PAVEMENT REPAIR, MISC.: PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 253 PAVEMENT REPAIR, MISC.: PARTIAL DEPTH. THE FOLLOWING ESTIMATED QUANTITIES ARE CARRIED FROM HERE TO THE GENERAL SUMMARY:

ITEM 253 PAVEMENT REPAIR, MISC.: PARTIAL DEPTH 600 CU. YD.

ITEM 442. ASPHALT CONCRETE SURFACE COURSE, 9.5 MM. TYPE A (446). AS PER PLAN

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W8-1-36) SHALL BE ERCTED ON EACH SIDE OF TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN. THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

CARE SHALL BE TAKEN TO MATCH EXISTING PAVEMENT ELEVATIONS AT EXISTING PAVED BERMS, DRIVES, INTERSECTIONS, ETC.

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS.
MINIMUM TOTAL PG BINDER CONTENT IS 6.0 PERCENT.
USE A PG 64-22 BINDER.
MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT IS 20 PERCENT.
WHEN AN AGGREGATE SOURCE IS SPECIALLY DESIGNATED WITH AN SR ON THE AGGREGATE GRAVITY LIST DO NOT USE THE AGGREGATE EXCEPT AS ALLOWED FOR MEDIUM TRAFFIC IN THE GUIDELINES FOR MAINTAINING ADEQUATE PAVEMENT FRICTION IN SURFACE PAVEMENT.
QUALITY CONTROL: DO NOT PERFORM Nmax IN QUALITY CONTROL TESTING. DO NOT TAKE EXTRA ASPHALT BINDER SAMPLES AS OUTLINED IN CMS 442.05.

ITEM 442. ASPHALT CONCRETE INTERMEDIATE COURSE, 9.5MM. TYPE A (448). AS PER PLAN

THIS ITEM SHALL BE USED FOR CORRECTION OF CROWN, PROFILE AND ANY OTHER IRREGULARITIES.

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W8-1-36) SHALL BE ERCTED ON EACH SIDE OF TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN. THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS.
MINIMUM TOTAL PG BINDER CONTENT IS 6.0 PERCENT.
USE A PG 64-22 BINDER.
MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT IS 20 PERCENT.
QUALITY CONTROL: DO NOT PERFORM Nmax IN QUALITY CONTROL TESTING. DO NOT TAKE EXTRA ASPHALT BINDER SAMPLES AS OUTLINED IN CMS 442.05.

**ITEM 253. PAVEMENT REPAIR, AS PER PLAN
ITEM 252. FULL DEPTH PAVEMENT SAWING**

THESE ITEMS OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT WHICH IS ASPHALT AND CONCRETE, IN AREAS OF EXISTING PAVEMENT FAILURE. CORING HAS BEEN PERFORMED TO HELP DETERMINE THE COMPONENTS THAT MAY BE ENCOUNTERED DURING THIS ITEM OF WORK. THE PAVEMENT CORING INFORMATION IS SHOWN ON PLAN SHEET 9.

REPAIRS ARE ESTIMATED TO BE MOSTLY TRANSVERSE REPAIRS AVERAGING 3 FT LONG X 12 FT WIDE.

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. PAVEMENT REPAIR SHALL BE PERFORMED BEFORE PAVEMENT PLANING AND BEFORE PLACEMENT OF THE INTERMEDIATE AND/OR SURFACE COURSE. BOTH PARTIAL DEPTH AND FULL DEPTH PAVEMENT REPAIRS SHALL BE DONE AT THE SAME TIME IN ANY GIVEN MOT ZONE. THE REPAIR AREAS SHALL BE SAW CUT AND EXCAVATED TO PROVIDE STRAIGHT AND VERTICAL SURFACES AROUND THE PERIMETER OF THE REPAIR AREA. THE PAVEMENT SHALL BE REMOVED WITHIN THE DESIGNATED AREAS BY METHODS WHICH WILL NOT DAMAGE ADJACENT PAVEMENT. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL EXISTING PAVEMENT TO A DEPTH OF 14" OR 15", BASED ON THE PAVEMENT DESIGN AND AN AVERAGE DEPTH OF 14". THE MATERIALS REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 105.16 AND 105.17.

THE CONTRACTOR SHALL BE CAPABLE OF PERFORMING PAVEMENT REPAIRS 2 FEET WIDE. TYPICAL REPAIR IS 4 FEET WIDE.

REPLACEMENT MATERIAL SHALL BE ITEM 301. THE REPLACEMENT MATERIAL SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 ASPHALT CONCRETE, PG64-22 SHALL BE USED WITH A MAXIMUM PAVEMENT LIFT OF 6". ALL EXISTING PAVEMENT AREAS WHICH WILL BE IN CONTACT WITH THE PAVEMENT REPAIR SHALL BE CLEANED AND COATED PER CMS 401.14, USING AN ASPHALT MATERIAL COMPLYING WITH 407.02. ALL COMPACTION SHALL BE ACHIEVED BY MECHANICAL METHODS TO THE SATISFACTION OF THE ENGINEER.

AN AVERAGE DEPTH OF 2" OF ITEM 304 AGGREGATE BASE IS PROVIDED TO USE FOR LEVELING PURPOSES AFTER THE ASPHALT AND CONCRETE ARE REMOVED. THE AGGREGATE BASE AND THE SUB SURFACE SHALL BE COMPACTED BEFORE PLACING THE FULL DEPTH REPAIR ASPHALT CONCRETE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FULL DEPTH PAVEMENT SAWING WILL BE PAID SEPARATELY. FOR PAYMENT PURPOSES ITEM 253 PAVEMENT REPAIR, AS PER PLAN, PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 253, PAVEMENT REPAIR, AS PER PLAN. THE FOLLOWING ESTIMATED QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY:

ITEM 252 FULL DEPTH PAVEMENT SAWING 22000 FT
ITEM 252 PAVEMENT REPAIR, AS PER PLAN 1500 CU. YD.
ITEM 304 AGGREGATE BASE 250 CU. YD.

ITEM SPECIAL. BERM REPAIR, FLEXIBLE

THIS ITEM OF WORK SHALL BE PERFORMED AFTER THE ITEM 254 PAVEMENT PLANING. THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL AND REPLACEMENT OF THE ASPHALT CONCRETE PAVED SHOULDERS, IN AREAS OF EXISTING ASPHALT CONCRETE PAVEMENT FAILURE. THESE REPAIRS ARE ESTIMATED TO BE MOSTLY LONGITUDINAL REPAIRS, NOT TRANSVERSE REPAIRS.

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. THE REPAIR AREAS SHALL BE SAW CUT AND EXCAVATED TO PROVIDE STRAIGHT AND VERTICAL SURFACES AROUND THE PERIMETER OF THE REPAIR AREA. PAVEMENT PLANING MAY BE USED AS AN ALTERNATIVE TO SAW CUTTING AND EXCAVATING. THE PAVEMENT SHALL BE REMOVED WITHIN THE DESIGNATED AREAS BY METHODS WHICH WILL NOT DAMAGE ADJACENT PAVEMENT. THE MATERIALS REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 105.16 AND 105.17.

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

REPLACEMENT MATERIAL SHALL BE ITEM 301, AS PER PLAN OR ITEM 448 TYPE 2 MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 ASPHALT CONCRETE, PG64-22 SHALL BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 3" AND 12" WITH A MAXIMUM PAVEMENT LIFT OF 6". ITEM 448 TYPE 2 SHALL BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 0" AND 5" WITH A MAXIMUM PAVEMENT LIFT OF 3". THE CONTRACTOR HAS THE OPTION OF USING EITHER ITEM 301 OR ITEM 448 TYPE 2 MATERIAL WHEN THE PAVEMENT REPAIR IS BETWEEN 3" AND 5" DEEP. ITEM 448 TYPE 2 MATERIAL SHALL BE PG64-28 FOR HEAVY MIX DESIGN PAVEMENTS. ALL EXISTING PAVEMENT AREAS WHICH WILL BE IN CONTACT WITH THE PAVEMENT REPAIR SHALL BE CLEANED AND COATED PER CMS 401.14, USING AN ASPHALT MATERIAL COMPLYING WITH 407.02. ALL COMPACTION SHALL BE ACHIEVED BY MECHANICAL METHODS TO THE SATISFACTION OF THE ENGINEER.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM SPECIAL BERM REPAIR, FLEXIBLE. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM SPECIAL, BERM REPAIR, FLEXIBLE 500 CU. YD.

Revised 2-16-11

MODELNAME: Design

DESIGN FILE: i:\projects\77314\77314gn001-rev1.dgn
WORKSTATION: sjz\sjz

DATE: 2/16/2011

CALCULATED
SCJ
CHECKED
ADB

GENERAL NOTES

RIC-13-11.01

8
28

ITEM 254. PAVEMENT PLANING, ASPHALT CONCRETE

THE PAVEMENT SLOPE SHALL MATCH THE EXISTING.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPER-ELEVATED CURVES. THE SUPER-ELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE ACROSS THE SHOULDER IF IT CANNOT BE MAINTAINED INTO 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.

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 442 ITEM 442 ASPHALT CONCRETE USING FIBER SUPPLIED BY FORTA CORPORATION

General. This work consists of constructing a surface course and an intermediate course of aggregate, fiber and asphalt binder mixed in a central plant and spread and compacted on a prepared surface.

Include fibers in both the surface and intermediate course between stations 581+00 and 633+80 in the northbound lanes and shoulders.

Include fibers in the surface course between stations 707+45 and 760+25 in the southbound lanes and shoulders.

The requirements of 441 will apply; deviations from these are as shown.

Fibers. Use Forta-Fi fibers supplied by:

FORTA Corporation
Attn: Tracy Lang or Barb Orr
100 FORTA Drive
Grove City, PA 16127
(800) 245-0306
(724) 813-3008
www.fortacorp.com
www.forta-fi.com

PHYSICAL PROPERTIES

Materials...Polyolefin/Aramid
Length.....3/4"(19mm), 1-1/2"(38mm)
Form.....Twisted Fibrillated & Monofilament Fibers
Color.....Yellow, Black, Tan
Specific Gravity.....0.91/1.44
Acid/Alkali Resistance...Inert
Tensile Strength.....70,000 p.s.i./400,000 p.s.i.
Melt Temperature...212F / 800F (100C / 427C)

Furnish with the mix design submittal certified test data for the fibers to be used on the project.

Composition. Design the asphalt mix without the fiber in accordance with 441.02. Do not alter the final mix design for the addition of fiber at the plant. Use the fiber type specified at the rate of 1.0 pounds/ton (0.5 kg/metric ton) of total mix.

Mixing. Contact the District and Laboratory 48 hours before producing test asphalt. Prior to the start of full production, produce a test batch of fiber asphalt concrete to demonstrate to the Laboratory how the fibers will be introduced and mixed into the asphalt concrete. Achieve satisfactory results before beginning full production. Prior to the beginning of full production contact Brad Young, New Products Engineer at 614-351-2882 and provide a schedule of Paving. If during production an unsatisfactory mix is produced, cease production until a satisfactory test batch, as described above, is produced.

When a batch type plant is used, add fibers as per the manufacturer's recommendation to the heated aggregate prior to introduction of the asphalt binder. Mix the aggregate and fibers dry for a minimum of 10 seconds after introduction of the fibers. The Laboratory may increase this mixing time, if satisfactory results are not obtained.

When a drum mix type plant is used, contact Forta Corporation for assistance with quality control of fiber loading. Introduce the fibers into the aggregates by use of a fiber blower system.

Basis of Payment. All work shall be incidental to the cost of the applicable asphalt concrete pay item.

PAVEMENT CORING INFORMATION

BELOW IS PAVEMENT CORING INFORMATION TO HELP DETERMINE THE EXISTING PAVEMENT COMPOSITION.

ROUTE	COUNTY	SLM	DRIVING LANE	ASPHALT (IN.)	CONCRETE (IN.)	DIRECTION
13	RIC	11.26	D.L.-Outside	6.0	9.0	NB
13	RIC	11.26	D.L.-Shoulder	7.0	-	NB
13	RIC	11.26	P.L.-Outside	6.0	9.5	NB
13	RIC	11.26	P.L.-Shoulder	6.5	-	NB
13	RIC	11.55	D.L.-Outside	6.0	9.0	SB
13	RIC	11.55	D.L.-Shoulder	5.0	-	SB
13	RIC	12.40	D.L.-Outside	4.5	8.8	NB
13	RIC	12.40	D.L.-Shoulder	5.5	-	NB
13	RIC	12.40	P.L.-Outside	6.0	9.0	NB
13	RIC	12.40	P.L.-Shoulder	6.5	-	NB
13	RIC	12.40	D.L.-Outside	5.5	9.0	SB
13	RIC	12.40	D.L.-Shoulder	7.0	-	SB
13	RIC	13.27	D.L.-Outside	5.8	8.5	SB
13	RIC	13.27	D.L.-Shoulder	7.8	-	SB
13	RIC	13.27	P.L.-Outside	5.8	9.0	SB
13	RIC	13.27	P.L.-Shoulder	7.5	-	SB
13	RIC	13.28	D.L.-Outside	4.5	9.0	NB
13	RIC	13.28	D.L.-Shoulder	7.0	-	NB
13	RIC	13.28	P.L.-Outside	5.3	9.0	NB
13	RIC	13.28	P.L.-Shoulder	6.0	-	NB
13	RIC	14.05	D.L.-Outside	5.4	9.0	SB
13	RIC	14.05	D.L.-Shoulder	5.4	-	SB
13	RIC	14.06	D.L.-Outside	5.4	9.0	NB
13	RIC	14.06	D.L.-Shoulder	5.8	-	NB
13	RIC	14.06	P.L.-Outside	6.5	9.0	NB
13	RIC	14.06	P.L.-Shoulder	6.8	-	NB
13	RIC	14.06	P.L.-Outside	6.5	9.0	SB
13	RIC	14.06	P.L.-Shoulder	6.5	-	SB

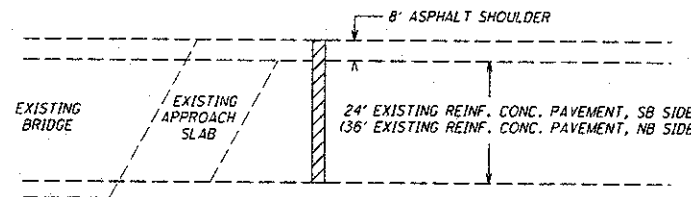
COORDINATION OF WORK BETWEEN CONTRACTORS

THE CONTRACTOR SHOULD BE AWARE THAT THERE MAY BE OTHER WORK BEING PERFORMED BY A SEPARATE CONTRACT. ?-?-? IS A SIGNAL PROJECT WITH PAVEMENT MARKINGS AND IS SCHEDULED TO BEGIN WORK ON ?-?-?. THERE WILL BE PORTABLE CONCRETE BARRIER ON THE SHOULDER THAT WILL INTERFERE WITH PAVING. THE CURRENT CONTRACT COMPLETION DATE IS ?-?-?. COORDINATION OF WORK IS THE RESPONSIBILITY OF THE CONTRACTOR.

ITEM 605 AGGREGATE DRAIN

AN ESTIMATED QUANTITY OF ITEM 608, AGGREGATE DRAIN HAS BEEN SET UP TO BE USED IN CONJUNCTION WITH THE ITEM SPECIAL PRESSURE RELIEF JOINT, TYPE C. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 608 AGGREGATE DRAIN 80 FT.



THE PRESSURE RELIEF JOINT WILL INCLUDE REPLACING THE ASPHALT ON THE 8" SHOULDER. THE AGGREGATE DRAIN IS TO BE CONSTRUCTED AS SHOWN ON STD. DWG. BP-2.4.

ITEM 604 - MONUMENT BOX ADJUSTED TO GRADE

THE MONUMENT BOX TO BE ADJUSTED MAY OR MAY NOT HAVE AN EXISTING ADJUSTABLE FRAME. THE WORK SHALL CONSIST OF ADJUSTING THE EXISTING MONUMENT BOX TO THE SATISFACTION OF THE ENGINEER. THE CONTRACTOR IS REMINDED TO FIELD CHECK ALL ADJUSTMENT TO GRADE ITEMS PRIOR TO BIDDING, AS NO ADDITIONAL COMPENSATION WILL BE GRANTED FOR LABOR AND MATERIALS REQUIRED TO SATISFACTORILY ADJUST CASTINGS WITHOUT ADJUSTABLE FRAMES.

ITEM 407 - TACK COAT, TRACKLESS TACK, INTERMEDIATE COURSE
ITEM 407 - TACK COAT, TRACKLESS TACK, SURFACE COURSE

DESCRIPTION: THIS WORK CONSISTS OF PREPARING AND TREATING A PAVED SURFACE WITH A SPECIALIZED ANIONIC TRACKLESS ASPHALT EMULSION. MEET ALL REQUIREMENTS OF CONSTRUCTION AND MATERIAL SPECIFICATIONS ITEM 407 TACK COAT EXCEPT AS NOTED BELOW.

MATERIAL: CONFORM TO THE FOLLOWING TYPICAL PHYSICAL PROPERTIES:

PARAMETER	TEST METHOD	MIN.	MAX.
SAYBOLT FUROL VISCOSITY, SFS @ 25°C	ASTM D88	15	100
STORAGE STABILITY, 24 HRS, %	ASTM D244	--	1
STORAGE STABILITY, 5 DAYS, %	ASTM D244	--	5
RESIDUE BY DISTILLATION, %	ASTM D244	50	--
OIL DISTILLATE, %	ASTM D244	--	1
SIEVE TEST, %	ASTM D244	--	0.3

TEST ON RESIDUE

PARAMETER	TEST METHOD	MIN.	MAX.
PENETRATION, @ 25°C	ASTM D5	--	20
SOFTENING POINT RANGE DEG C	ASTM D36	65	--
SOLUBILITY, %	ASTM D2042	97.5	--
ORIGINAL BINDER DSR @ 82°C			
G*/SIN Δ, 10 RAD/SEC	AASHTO TIII	1	--

NOTE: PRODUCT SHOULD NOT CONTAIN FILLER SUCH AS CLAY, ETC.

SUPPLY CERTIFIED TEST DATA FROM AN INDEPENDENT LABORATORY TO THE ENGINEER AND TO THE DISTRICT LABORATORY SHOWING THE MATERIAL SUPPLIED WAS TESTED FOR AND MEETS THE ABOVE PROPERTIES.

EQUIPMENT: ALL REQUIREMENTS OF 407.03 SHALL APPLY. SEE MANUFACTURER'S REPRESENTATIVE FOR CORRECT DISTRIBUTOR SETTINGS. THOROUGHLY CLEAN ALL EQUIPMENT IF CATIONIC EMULSION WAS PREVIOUSLY USED.

WEATHER LIMITATIONS: ALL REQUIREMENTS OF 407.04 APPLY.

PREPARATION OF SURFACE: ALL REQUIREMENTS OF 407.05 APPLY.

APPLICATION OF ASPHALT MATERIAL: UNIFORMLY APPLY THE ASPHALT MATERIAL WITH A DISTRIBUTOR. IF PRODUCT IS STORED FOR AN EXTENDED PERIOD OF TIME, PRIOR TO APPLICATION, AGITATE OR GENTLY CIRCULATE THE MATERIAL.

ALL NOZZLES AND SPRAY PATTERNS SHALL BE IDENTICAL TO ONE ANOTHER ALONG THE DISTRIBUTOR SPRAY BAR. THE ANGLE OF THE NOZZLE SHOULD BE PLACED AT A 15 TO 30 DEGREE ANGLE TO THE SPRAY BAR AXIS TO MAXIMIZE OVERLAP OR AS RECOMMENDED BY THE NOZZLE MANUFACTURER. CONTACT THE MANUFACTURER'S REPRESENTATIVE FOR REQUIRED SPRAY NOZZLE SIZE, AND DISTRIBUTOR AND NOZZLE SETTINGS.

APPLY AT A RATE OF 0.04 TO 0.08 GALLONS PER SQUARE YARD. RECOMMENDED APPLICATION TEMPERATURE IS 160°F TO 180°F. DO NOT EXCEED 180°F.

FOR IRREGULAR AREAS SUCH AS DRIVEWAYS AND INTERSECTIONS, APPLY THE ASPHALT MATERIAL USING A METHOD THE ENGINEER APPROVES. APPLY THE TACK COAT IN A MANNER THAT OFFERS THE LEAST INCONVENIENCE TO TRAFFIC AND THAT ALLOWS ONE-WAY TRAFFIC WITHOUT PICKUP OR TRACKING. ONLY APPLY THE TACK COAT TO AREAS THAT WILL BE COVERED BY A PAVEMENT COURSE DURING THE SAME DAY.

THE ENGINEER AND MANUFACTURER'S REPRESENTATIVE WILL APPROVE RATE OF APPLICATION, TEMPERATURE, DISTRIBUTOR SETTINGS, AND AREAS TO BE TREATED BEFORE APPLICATION OF THE TACK COAT. THE ENGINEER WILL DETERMINE THE ACTUAL APPLICATION IN GALLONS PER SQUARE YARD BY A CHECK ON THE PROJECT.

THE APPLICATION IS CONSIDERED SATISFACTORY WHEN THE MATERIAL IS APPLIED UNIFORMLY WITH NO VISIBLE EVIDENCE OF STREAKING OR RIDGING.

METHOD OF MEASUREMENT: ALL REQUIREMENTS OF 407.07 APPLY.

BASIS OF PAYMENT: ALL REQUIREMENTS OF 407.08 APPLY. THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT UNIT PRICE AS FOLLOWS:

ITEM	UNIT	DESCRIPTION
407	GALLON	TACK COAT, TRACKLESS TACK, INTERMEDIATE COURSE
407	GALLON	TACK COAT, TRACKLESS TACK, SURFACE COURSE

ITEM 617. COMPACTED AGGREGATE, AS PER PLAN

THIS ITEM OF WORK SHALL CONFORM TO ITEM 617 IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS BOOK WITH EXCEPTION OF 617.02 (MATERIALS).

THE MATERIAL ON THIS PROJECT SHALL BE ASPHALT CONCRETE GRINDINGS. THE GRINDINGS USED FOR THIS WORK ARE TO BE PLACED AND COMPACTED AS DESCRIBED IN 617.05 WITH SPECIAL CARE TO CREATE PROPER COMPACTION. 100% OF THIS MATERIAL SHALL PASS A 1.5 INCH SIEVE. THE CONTRACTOR SHALL TAKE SPECIAL CARE TO MEET THE TYPICAL SECTIONS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER.

PAYMENT FOR ALL THE ABOVE SHALL BE INCLUDED IN THE UNIT BID PRICE PER CU. YD. OF ITEM 617 COMPACTED AGGREGATE, AS PER PLAN.

DESIGN FILE: DGNFILESPECIFICATIONS.DWG DATE: 11/11/11 MODELNAME: SMOELNAME\$ WORKSTATION: TERMINAL\$

CALCULATED SCJ CHECKED ADB
GENERAL NOTES
RIC-13-11.01
9
28

SEQUENCE OF CONSTRUCTION (SR-13 MAINLINE)

LANE LINE OR WORKZONE LANE LINE MUST BE IN PLACE BEFORE ANY LANE IS OPENED TO TRAFFIC.

THE INTENT IS TO MINIMIZE TRAFFIC BACKUPS AND PERFORM THE WORK AS QUICKLY AS POSSIBLE. THE SEQUENCE OF CONSTRUCTION SHALL BE AS FOLLOWS:

PHASE 1:

1. CLOSE THE DRIVING LANE PER STD. DWG. MT-95.30.
2. SHIFT TRAFFIC TO PASSING LANE AND 4 FEET ONTO PASSING LANE SHOULDER. PROVIDE A MINIMUM 11 FOOT LANE.
3. PERFORM PAVEMENT REPAIRS UP TO THE EXISTING SURFACE IN THE DRIVING LANE.
4. MILL THE DRIVING LANE FROM 6 INCHES RIGHT OF THE LANE LINE JOINT 2 INCHES DEEP INCLUDING THE DRIVING LANE SHOULDER, TO COMPLY WITH STD. DWG. BP-3.1 (LAPPING LONGITUDINAL JOINTS), AND PERFORM FLEXIBLE BERM REPAIRS IN DRIVING LANE SHOULDER.
5. PLACE TACK COAT AND THE INTERMEDIATE COURSE IN THE DRIVING LANE AND THE DRIVING LANE SHOULDER. THE INTERMEDIATE COURSE MUST BE PLACED BEFORE THE DRIVING LANE IS OPENED TO TRAFFIC.

PHASE 2:

1. OPEN THE DRIVING LANE AND CLOSE THE PASSING LANE PER STD. DWG. MT-95.30 PROVIDE A MINIMUM 11 FOOT LANE, BY SHIFTING TRAFFIC IN THE DRIVING LANE 4 FEET ONTO THE DRIVING LANE SHOULDER.
2. PERFORM PAVEMENT REPAIRS IN THE PASSING LANE.
3. MILL THE PASSING LANE 2 INCHES DEEP AND PASSING LANE SHOULDER, AND PERFORM FLEXIBLE BERM REPAIRS IN PASSING LANE SHOULDER.
4. PLACE TACK COAT AND THE INTERMEDIATE COURSE ON THE PASSING LANE AND SIX INCHES ONTO THE PASSING LANE SHOULDER. THE INTERMEDIATE COURSE MUST BE PLACED BEFORE THE PASSING LANE IS OPENED TO TRAFFIC.

PHASE 3:

1. CLOSE THE PASSING LANE AND OPEN THE DRIVING LANE PER STD. DWG. MT-95.30 PROVIDE A MINIMUM 11 FOOT LANE, BY SHIFTING TRAFFIC IN THE DRIVING LANE 4 FEET ONTO THE DRIVING LANE SHOULDER.
2. PLACE TACK COAT AND SURFACE COURSE.
3. INSTALL REQUIRED WORK ZONE PAVEMENT MARKINGS AS PER CMS 614.11.
4. INSTALL ITEM 617 COMPACTED AGGREGATE PER CMS 617 AND PLAN REQUIREMENTS.

PHASE 4:

1. CLOSE THE DRIVING LANE PER STD. DWG. MT-95.30.
2. SHIFT TRAFFIC TO PASSING LANE AND 4 FEET ONTO PASSING LANE SHOULDER. PROVIDE A MINIMUM 11 FOOT LANE.
3. PLACE TACK COAT AND SURFACE COURSE.
4. INSTALL ITEM 617 COMPACTED AGGREGATE PER CMS 617 AND PLAN REQUIREMENTS.

PHASE 5:

1. PLACE FINAL PAVEMENT MARKINGS, RPM'S, BARRIER REFLECTORS, AND RUMBLE STRIPS.

HOLIDAY WORK RESTRICTIONS

THERE WILL BE WORK RESTRICTIONS FOR THE HOLIDAYS LISTED BELOW. ALL WORK ON SR-13, RAMPS, AND US ROUTE AND STATE ROUTE STRUCTURE WORK SHALL NOT BE UNDER CONSTRUCTION DURING THE FOLLOWING HOLIDAYS OR SPECIAL EVENTS: (LANE CLOSURES MAY NOT BE MAINTAINED; NO WORK IS PERMITTED ON THESE DAYS)

EASTER	FOURTH OF JULY
MOTHER'S DAY	LABOR DAY
MEMORIAL DAY	THANKSGIVING

THE PERIOD OF TIME THAT THE "NO WORK" APPLIES DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THE PERIOD OF TIME THAT "NO WORK" SHALL APPLY: (LANE CLOSURE CANNOT BE MAINTAINED; NO WORK IS PERMITTED ON THESE DAYS)

DAY OF THE WEEK

WEEKENDS	12:00N FRIDAY THRU 6:00AM MONDAY
MONDAY	12:00N FRIDAY THRU 6:00AM TUESDAY
TUESDAY	12:00N MONDAY THRU 6:00AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THRU 6:00AM THURSDAY
THURSDAY	12:00N WEDNESDAY THRU 6:00AM MONDAY
FRIDAY	12:00N THURSDAY THRU 6:00AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE OF \$2,500 PER EVENT.

SEQUENCE OF CONSTRUCTION (RAMPS C, E, AND W)

TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON THE RAMP.

RAMP LIMITS ARE FROM THE EDGE LINE OF THE INTERSECTING ROAD ALONG THE RAMP TO THE GORE AREA WHERE THE COMMON PAVEMENT BETWEEN THE RAMP AND THE MAINLINE ENDS. THE SEQUENCE OF CONSTRUCTION IS AS FOLLOWS:

WHILE MAINTAINING ONE LANE OF TRAFFIC ON HALF OF THE RAMP WIDTH:

1. MILL THE ASPHALT CONCRETE FOR THE FULL WIDTH OF THE RAMP, HALF THE WIDTH AT A TIME IN ORDER TO MAINTAIN TRAFFIC.
2. PERFORM THE PARTIAL AND FULL DEPTH PAVEMENT REPAIRS HALF THE WIDTH AT A TIME IN ORDER TO MAINTAIN TRAFFIC.
3. TACK COAT AND PLACE THE 442 INTERMEDIATE COURSE HALF THE WIDTH AT A TIME IN ORDER TO MAINTAIN TRAFFIC.
4. PLACE TACK COAT AND THE 442 SURFACE COURSE HALF THE WIDTH AT A TIME IN ORDER TO MAINTAIN TRAFFIC.

RAMP WORK LIMITATIONS (RAMP A)

WORK ON RAMP A SHALL BE DONE AFTER JUNE 15, 2011 WHEN SCHOOL IS NOT IN SESSION. THE CONTRACTOR MAY CLOSE THE RAMP TO TRUCKS FROM 10 PM TO 6 AM. CLOSURE BY THE CONTRACTOR OF RAMP A TO TRUCKS IS LIMITED TO FOUR (4) CONSECUTIVE CALENDAR DAYS DURING WHICH ALL OF THE PROPOSED WORK ON THIS RAMP SHALL BE COMPLETED, INCLUDING THE PAVEMENT MARKINGS. THE PAVEMENT AND PAVEMENT MARKINGS AT THE GORE AREA AND ACCELERATION LANE ARE NOT INCLUDED IN THIS LIMIT.

THE WEEK PRECEDING CLOSURE OF RAMP A TO TRUCKS, NOTICE SHALL BE PROVIDED AT THE ENTRY GORE OF RAMP A ON SOUTH MAIN STREET WITH A PORTABLE MESSAGE BOARD. DURING THE ACTUAL CLOSURE HOURS OF RAMP A TO TRUCKS, NOTICE SHALL BE PROVIDED AT THE NORTHEAST QUADRANT OF COOK ROAD AND SOUTH MAIN STREET WITH A PORTABLE MESSAGE BOARD. ALSO, LAW ENFORCEMENT OFFICER WITH PATROL CAR SHALL BE PROVIDED AT THE ENTRY GORE OF RAMP A ON SOUTH MAIN ST. DURING THE HOURS OF CLOSURE.

FAILURE OF THE CONTRACTOR TO MEET THESE REQUIREMENTS WILL RESULT IN THE CONTRACTOR BEING ASSESSED A DISINCENTIVE OF \$2,500 PER CALENDAR DAY.

ALTERNATE METHODS

THE CONTRACTOR MAY SUBMIT ALTERNATE METHODS FOR THE MAINTENANCE OF TRAFFIC, PROVIDED THE INTENT OF THE ABOVE PROVISIONS IS FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO THE TRAVELING PUBLIC RESULTS THEREFROM. NO ALTERNATE PLAN SHALL BE PUT INTO EFFECT UNTIL THE APPROVAL HAS BEEN GRANTED, IN WRITING, BY THE ENGINEER.

MAINTENANCE OF TRAFFIC SCHEME

THE CONTRACTOR SHALL SCHEDULE THEIR WORK AND METHODS IN ORDER TO MEET THE INTENT OF THE PLANS. THE PAVEMENT SURFACES TO BE USED BY THE TRAVELING PUBLIC SHALL BE ABLE TO DRAIN FREELY. ALL COSTS TO MAINTAIN THE ROADWAY AS PER THE CONSTRUCTION AND MATERIALS SPECIFICATIONS AND THE PLANS SHALL BE INCLUDED IN ITEM 614 LUMP SUM MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

WORK OPERATIONS

IN ADDITION TO THE REQUIREMENTS OF SECTION 614 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS THE FOLLOWING SHALL APPLY:

THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAVEL WHERE PRACTICAL. A FLAGGER SHALL BE USED WHERE THE CONTRACTOR'S EQUIPMENT MUST MERGE WITH THE TRAFFIC STREAM. THE CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE EQUIPPED WITH AT LEAST ONE AMBER FLASHING LIGHT. AMBER LIGHT SHALL BE VISIBLE TO ALL DIRECTIONS OF TRAFFIC A MINIMUM OF 0.25 MILE.

THE CONTRACTOR SHALL ARRANGE CONSTRUCTION OPERATIONS SO AS TO PREVENT ANY INTERFERENCE TO THE CONTINUOUS FLOW OF TRAFFIC. ALL VEHICLES, EQUIPMENT, WORKERS AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO THE CLOSED LANES UNLESS OTHERWISE APPROVED BY THE ENGINEER.

THE CONTRACTOR IS ALLOWED TO WORK AT NIGHT. FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHT TIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE HIGHWAY. TO INSURE THE ADEQUACY OF THE FLOODLIGHTING PLACEMENT PRIOR TO COMMENCING ANY WORK, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

EQUIPMENT MAY BE PARKED IN AREAS ALONG THE HIGHWAY A MIN. OF 6 FT BEHIND GUARDRAIL OR 30 FT FROM THE NEAREST EDGE OF PAVEMENT WHEN VARIOUS OPERATIONS ARE SCHEDULED TO CONTINUE THE NEXT WORKNIGHT. ON WEEKENDS OR AT OTHER TIMES OF SUSPENSION OF WORK, THE EQUIPMENT SHALL BE STORED AT A STORAGE AREA OUTSIDE OF THE ROADWAY RIGHT-OF-WAY. THE LOCATION SHALL HAVE PRIOR APPROVAL OF THE ENGINEER. ADEQUATE BARRICADES AND LIGHTS SHALL BE PLACED ON THE PAVEMENT SIDE OF THE EQUIPMENT TO IDENTIFY THE LIMITS OF THE EQUIPMENT. ALL OTHER EQUIPMENT, INCLUDING PRIVATE VEHICLES, SHALL BE STORED AT THE APPROVED CONTRACTOR'S STORAGE AREA.

WHEN WORKING IN THE VICINITY OF THE INTERCHANGE RAMPS, THE CONTRACTOR SHALL EXERCISE CARE TO MAKE SURE PLACEMENT OF EQUIPMENT, WORKERS, AND MATERIALS MINIMIZES INTERSECTION SIGHT DISTANCE RESTRICTIONS. EQUIPMENT NOT BEING USED ACTIVELY SHALL BE REMOVED FROM THE INTERSECTION.

Revised 2-16-11

ITEM 614. MAINTAINING TRAFFIC: GENERAL

THE PROJECT IS GENERALLY ONE "MAINLINE" SEGMENT. THE SEGMENT IS ON SR-13 FROM HANLEY ROAD TO RALEIGH STREET (EAST). THE SEQUENCE OF CONSTRUCTION NOTES CORRESPOND TO THIS SEGMENT.

TRAFFIC IS NOT TO DRIVE ON THE MILLED SURFACES OF THE ROADWAY SEGMENT, EXCEPT FOR THE RAMPS AT COOK ROAD AND MAIN STREET.

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

THE CONTRACTOR IS REQUIRED TO MAINTAIN ALL PAVEMENT THROUGHOUT THE PROJECT UNDER ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC DURING THE PERIOD FROM THE START OF WORK TO THE COMPLETION OF ALL WORK.

ALL ADVANCE WARNING SIGNS FOR ANY CONDITION WHICH RESTRICTS TRAFFIC SHALL BE ERECTED BEFORE ANY SUCH RESTRICTION IS PUT INTO EFFECT. ALL SUCH SIGNS SHALL BE COVERED OR REMOVED FROM THE VIEW OF TRAFFIC WHEN THEY ARE NOT APPLICABLE, WITH THE APPROVAL OF THE ENGINEER.

IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL AS SET FORTH IN THESE PLANS OR WITH PROVISIONS OF THE OMUTCD, AND SUCH FAILURE RESULTS IN A CONDITION AT THE WORK SITE WHICH IS UNSAFE FOR TRAFFIC, THE ENGINEER SHALL SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS.

ALL MAINTENANCE OF TRAFFIC SIGNS ARE PAID UNDER ITEM 614 MAINTAINING TRAFFIC.

ITEM 614. REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 10 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614. WORK ZONE MARKING SIGN

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR TEMPORARY WORK ZONE MARKING SIGNS PER THE REQUIREMENTS OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS, 614.04.

WORK ZONE MARKING SIGN: (W8-H12A-36) NO EDGE LINE = 13 EACH

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.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 2 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

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 (LEO'S) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED. THE LEO'S 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.

LEO'S 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:

STATE HIGHWAY PATROL
2221 SOUTH MAIN STREET
MANSFIELD, OHIO 44907
419 756-2222

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
96 HOURS

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

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

ITEM 614. ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO CONSTRUCT A TEMPORARY ASPHALT WEDGE FROM THE EXISTING PAVEMENT TO THE PLANED SURFACE AT BUTT JOINTS AND OTHER LOCATIONS THAT RESULT IN A DROP-OFF IN EXCESS OF 1.5 INCHES, AS DIRECTED BY THE ENGINEER. THIS QUANTITY SHALL ALSO BE USED AT PLANED SURFACES WHERE A TEMPORARY ASPHALT WEDGE IS NEEDED AROUND CASTINGS, AS DIRECTED BY THE ENGINEER. BEFORE THE ASPHALT CONCRETE RESURFACING IS PLACED, THE TEMPORARY WEDGE SHALL BE REMOVED AND THE COST SHALL BE CONSIDERED INCIDENTAL TO ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 75 CU YD

BUTT JOINTS

BUTT JOINTS SHALL NOT BE CUT AND LEFT OPEN TO TRAFFIC. THEY SHALL BE FILLED IN WITH A TEMPORARY ASPHALT CONCRETE WEDGE USING ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

CONSTRUCTION "BUMP" (W8-1-36) AND "ADVISORY SPEED" (W13-1-24) SIGNS SHALL BE ERECTED AND MAINTAINED DURING THE PERIOD THE BUTT JOINT IS LEFT OPEN. THESE SIGNS SHALL BE PAID FOR UNDER THE LUMP SUM ITEM FOR ITEM 614 MAINTAINING TRAFFIC.

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, ON SITE, FOR THE DURATION OF THE PROJECT. THE SIGN 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 WEBSITE 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 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 AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) ----- OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS 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, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE YELLOW RETROREFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM 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 -- 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 REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA 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.)

ITEM 614. PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN CONTINUED

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 120 DAYS

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.

WORKSITE TRAFFIC SUPERVISOR (CONTINUED)

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 3 MONTHS

SHEET NUMBER										ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	REF. SHEET
11	12	16	17	19											
										TRAFFIC CONTROL					
			525							621	00100	525	EACH	RPM	
			525							621	54000	525	EACH	RAISED PAVEMENT MARKER REMOVED	
					267					626	00100	267	EACH	BARRIER REFLECTOR	
			15.25							644	00100	15.25	MILE	EDGE LINE	
			6.78							644	00200	6.78	MILE	LANE LINE	
			0.01							644	00300	0.01	MILE	CENTER LINE	
			1,415							644	00400	1,415	FT	CHANNELIZING LINE	
			156							644	00500	156	FT	STOP LINE	
			138							644	00600	138	FT	CROSSWALK LINE	
			180							644	00700	180	FT	TRANSVERSE/DIAGONAL LINE	
			8							644	01300	8	EACH	LANE ARROW	
										STRUCTURES					
														FOR STRUCTURES OVER 20 FT SPAN SEE SHEETS 21 TO 28	21
										MAINTENANCE OF TRAFFIC					
	96									614	11110	96	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
		3								614	11500	3	MONTH	WORKSITE TRAFFIC SUPERVISOR	12
	13									614	12460	13	EACH	WORK ZONE MARKING SIGN	
	2									614	12500	2	EACH	REPLACEMENT SIGN	
	10									614	12600	10	EACH	REPLACEMENT DRUM	
	75									614	13000	75	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	12
		120								614	18401	120	DAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	12
			13.40							614	20100	13.40	MILE	WORK ZONE LANE LINE, CLASS I, 642 PAINT	
			6.70							614	20550	6.70	MILE	WORK ZONE LANE LINE, CLASS III, 642 PAINT	
			0.02							614	21100	0.02	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	
			0.01							614	21550	0.01	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
			13.48							614	22100	13.48	MILE	WORK ZONE EDGE LINE, CLASS I, 642 PAINT	
			6.76							614	22350	6.76	MILE	WORK ZONE EDGE LINE, CLASS III, 642 PAINT	
			2,830							614	23200	2,830	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT	
			1,415							614	23680	1,415	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT	
			360							614	25210	360	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS II, 642 PAINT	
			180							614	25620	180	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT	
			282							614	26200	282	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
			141							614	26610	141	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
										614	11000	LUMP		MAINTAINING TRAFFIC	
										619	16010	3	MONTH	FIELD OFFICE, TYPE B	
										624	10000	LUMP		MOBILIZATION	

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GENERAL SUMMARY

RIC-13-11.01

10/29/09 2:54 PM

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COUNTY / LOCATION		ROUTE	LOG POINT TO LOG POINT	LENGTH		WIDTH FEET AVG.	TYPICAL Sheet	PAVEMENT AREA	254	407	407	442	442	SPECIAL	618	604	638	AGGREGATE SHOULDER PROPOSED WIDTH	AGGREGATE SHOULDER AREA	209	408	617	617									
			STRAIGHT LINE MILEAGE	MILE	FEET			SQ YD	SQ.YD	PATCHING PLANNED SURFACE	TACK COAT, TRACKLESS TACK INTERM. COURSE @ 0.08 GAL/SY	TACK COAT, TRACKLESS TACK, SURFACE COURSE @ 0.04 GAL/SY	ASPHALT CONCRETE SURFACE COURSE, 9.5 MM. TYPE A (446), AS PER PLAN (1.25")	ASPHALT CONCRETE INTERMEDIATE COURSE, 9.5 MM. TYPE A (448), AS PER PLAN (0.75" MINIMUM) (0.75" AVG)	PRESSURE RELIEF JOINT, TYPE C (TO BE PLACED AT EXISTING PRESSURE RELIEF JOINT)	RUMBLE STRIP (ASPHALT CONCRETE)	MONUMENT BOX ADJUSTED TO GRADE	WATER VALVE BOX ADJUSTED TO GRADE	AGGREGATE SHOULDER PROPOSED WIDTH	AGGREGATE SHOULDER AREA	LINEAR GRADING	PRIME COAT @ 0.40 GAL/SY	COMPACTED AGGREGATE, AS PER PLAN	SHOULDER PREPARATION								
											GALLON	GALLON	INCH	CU.YD.	INCH	CU.YD.	STA	FT	MILE	EACH	EACH	FT	FT	SQ YD	MILE	GALLON	CU YD	SQ.YD				
RIC	13	581+00	581+50	0.01	50	88.0	6	489	489		5	39	20	1.25	17	0.75	10															
RIC	13	581+50	745+25	3.10	16375	72.0	6	131,000	131,000		1,310	10,480	5,240	1.25	4,549	0.75	2,729	746+16	76	12.40			2.0	2.0	14,556	12.40	5,822	404	14,556			
RIC	13	Rt. Turn Ln	at 581+50	0.06	325	12.0	6	433	433		4	35	17	1.25	15	0.75	9															
RIC	13	Lt. Turn Ln	at 581+50	0.06	325	12.0	6	433	433		4	35	17	1.25	15	0.75	9															
		TAPER DOWN TO APPR SLAB			100	76.0	6	844	844		8	68	34	1.25	29	0.75	18			0.08			2.0	2.0	89		36	2	89			
		APPROACH SLAB			25	76.0	6	211	(<- NO PAVEMENT WORK ->)																							
		STRUCT RIC-13-1417			116	76.0	Bridges	980	(<- NO PAVEMENT WORK ->)																							
		APPROACH SLAB			25	76.0	6	211	(<- NO PAVEMENT WORK ->)																							
		TAPER DOWN TO APPR SLAB			100	76.0	6	844	844		8	68	34	1.25	29	0.75	18			0.08			2.0	2.0	89		36	2	89			
RIC	13	748+91	758+40	0.18	949	72.0	6	7,592	7,592		76	607	304	1.25	264	0.75	158	749+84	76	0.72			2.0	2.0	843	0.72	337	23	843			
RIC	13	758+40	759+60	0.02	120	64 avg	6	853	853		9	68	34	1.25	30	0.75	18			0.04			2.0	2.0	27	0.02	11	1	27			
RIC	13	759+60	760+25	0.01	65	50	6	361	361		4	29	14	1.25	13	0.75	8			0.02	1	1	2.0	2.0	14	0.01	6		14			
Median	Rmp D	587+99	588+65	0.01	66	28.0	6	205	205		2	16	8	1.25	7	0.75	4					2.0	2.0	29	0.03	12	1	29				
Ramp	A	11+00	27+99	0.32	1699	22.0	7	4,153	4,153		42	332	166	1.25	144	0.75	87					2.0	2.0	755	0.64	302	21	755				
	Accel	743+76	752+50	0.17	874	12.0		1,165	1,165		12	93	47	1.25	40	0.75	24															
Ramp	C	0+00	8+45	0.16	845	22.0	7	2,066	2,066		21	165	83	1.25	72	0.75	43					2.0	2.0	376	0.32	150	10	376				
	Decel	756+00	758+00	0.04	200	13.0		289	289		3	23	12	1.25	10	0.75	6															
Ramp	E	0+00	8+99	0.17	899	22.0	7	2,198	2,198		22	176	88	1.25	76	0.75	46					2.0	2.0	400	0.34	160	11	400				
	Decel	708+00	714+60	0.13	660	13.0		953	953		10	76	38	1.25	33	0.75	20															
Ramp	W	0+00	11+38	0.22	1138	22.0	7	2,782	2,782		28	223	111	1.25	97	0.75	58					2.0	2.0	506	0.44	202	14	506				
	Accel	705+50	713+15	0.14	765	12.0		1,020	1,020		10	82	41	1.25	35	0.75	21															
SB-LT	Straub	637+40	639+99	0.05	259	12.0	6	345	345		3	28	14	1.25	12	0.75	7															
NB-LT	Straub	631+99	636+42	0.08	443	12.0	6	591	591		6	47	24	1.25	21	0.75	12															
Median	Straub	636+38	637+40	0.02	102	30.0	6	340	340		3	27	14	1.25	12	0.75	7					2.0	2.0	15	0.04	18	1	45				
Median	Hanley	581+00	581+50	0.01	50	22.0		122	122		1	10	5	1.25	4	0.75	3															
Median	U-TURN		694+00					420	420		4	19	10	1.25	15	0.75	9															
		EXTRA AREA FOR INTERSECTIONS							872	872		9	70	35	1.25	30	0.75	18														
TOTAL TO GEN. SUM.				4.96	26,575				160,370		1,604	12,816	6,410		5,569		3,342		152	13.34	1				14.96	7,092	490	17,729				

PAVEMENT & SHOULDER DATA

RIC-13-11.01

RAISED PAVEMENT MARKERS

IR-90	DIRECTION	STATION/SLM		DETAIL	621	621	PRISMATIC RETRO-REFLECTOR TYPES				REMARKS	DETAIL	DESCRIPTION									
					RAISED PAVEMENT MARKER REMOVED	RPM	ONE-WAY	TWO-WAY						1	2							
		EACH	EACH		WHITE	YELLOW / YELLOW	WHITE / RED	YELLOW / RED	BLUE / BLUE	3		4										
		FROM	TO		EACH	EACH	EACH						5	6	7	8	9	10	11	12	13	14
SR-13	NB	581+50	745+25	5	205	205	205					MULTILANE DIVIDED/EXPRESSWAY										
SR-13	SB	745+25	581+50	5	205	205	205					MULTILANE DIVIDED/EXPRESSWAY										
SR-13	TAPER NB	756+00	760+00		6	6			6													
SR-13	TAPER SB	760+00	756+00		3	3			3													
SR-13 RAMPS																						
NB RAMP A		11+00	27+99		23	23			2		21	RAMP FROM NB DECELERATION LANE TO SOUTH MAIN STREET										
	ACCEL LANE	746+00	751+02	2	9	9					9	TAPERED NB ACCELERATION LANE										
SB RAMP C		0+00	8+45		11	11					11	RAMP FROM SOUTH MAIN STREET TO TAPERED SB ACCELERATION LANE										
	DECEL LANE	756+00	758+00	3	15	15					15	SB DECELERATION LANE										
NB RAMP E		0+00	8+99		13	13		2			11	RAMP FROM NB DECELERATION LANE TO COOK RD.										
	DECEL LANE	710+60	712+10	2	9	9					9	NB DECELERATION LANE										
SB RAMP W		0+00	11+38		14	14					14	RAMP FROM COOK RD. TO TAPERED SB ACCELERATION LANE										
	ACCEL LANE	706+99	711+42	3	12	12					12	TAPERED SB ACCELERATION LANE										
SR-13 TOTAL					525	525	410	4	54	57												

CALC BY
SCJ
CHKD BY
ADB

RPM SUB-SUMMARY

RIC-13-11.01

GUARDRAIL REPLACEMENT

NO HAZARD SHALL BE LEFT UNPROTECTED EXCEPT FOR THE ACTUAL TIME NECESSARY TO REMOVE GUARDRAIL, INSTALL EMBANKMENT, GRADE AND REINSTALL GUARDRAIL IN A CONTINUOUS OPERATION. THE REMOVAL OF ALL GUARDRAIL SHALL AT ALL TIMES BE AS DIRECTED BY THE ENGINEER. NO GUARDRAIL SHALL BE REMOVED UNTIL THE REPLACEMENT MATERIAL IS ON SITE, READY FOR INSTALLATION. FAILURE TO COMPLY WITH THIS REQUIREMENT SHALL BE DEEMED SUFFICIENT CAUSE TO ORDER WORK SUSPENDED ON THIS PROJECT UNTIL SUCH TIME THAT THE ENGINEER IS ASSURED OF SAID COMPLIANCE.

LOCATIONS OF GUARDRAIL

THE GUARDRAIL PROTECTION PROVIDED IN THIS PLAN SHALL BE LOCATED IN THE FIELD TO ASSURE THAT THE INSTALLATION WILL AFFORD THE MAXIMUM PROTECTION FOR TRAFFIC. THIS LOCATION SHALL BE POSITIONED AS FAR AS POSSIBLE FROM THE EDGE OF PAVEMENT WHILE MAINTAINING PROPER GRADE IN FRONT OF GUARDRAIL AS PER STANDARD DRAWINGS AND PLAN DETAILS.

SUGGESTED SEQUENCE OF GUARDRAIL WORK

1. GUARDRAIL WORK IS TO BEGIN AFTER THE LINEAR GRADING IS COMPLETED AND THE 617 MATERIAL IS PLACED.
2. REMOVE THE GUARDRAIL.
3. PERFORM THE RESHAPING UNDER GUARDRAIL INCLUDING COMPLETING THE EMBANKMENT, AS PER PLAN.
4. REBUILD/CONSTRUCT THE GUARDRAIL RUN.
5. INSTALL BARRIER REFLECTORS.

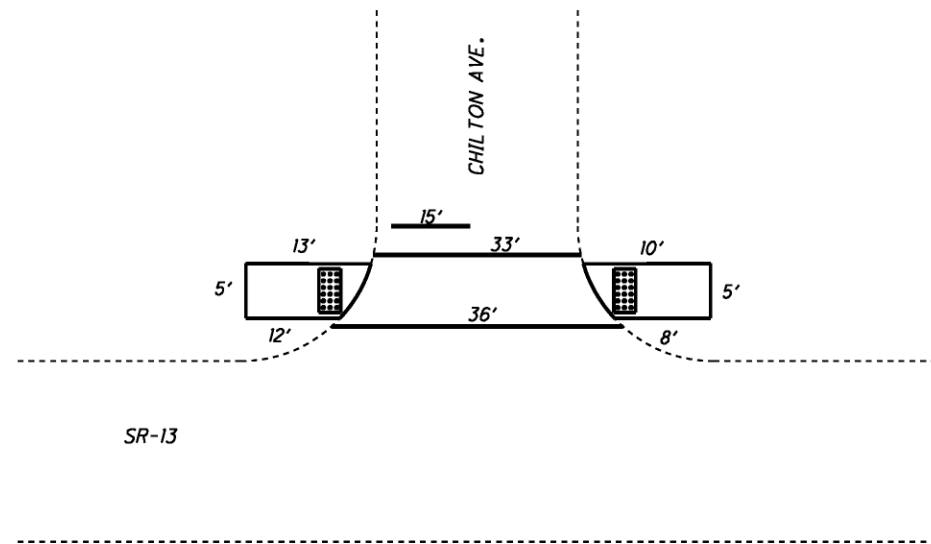
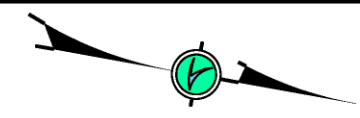
SLM	BEGIN STA	END STA	LOCATION	DIRECTION	GUARDRAIL REMOVED FOR REUSE	BARRIER REFLECTOR, TYPE A	BARRIER REFLECTOR, TYPE B	GUARDRAIL REBUILT, TYPE 5	ANCHOR ASSEMBLY, TYPE T	BRIDGE TERMINAL ASSEMBLY, TYPE 2	GUARDRAIL POST										
					202	626	626	606	606	606	606										
					FT	EACH	EACH	FT	EACH	EACH	EACH										
11.01	582+13	586+13	ML	NB		5															
11.06	588+97	597+09	ML	NB		10															
11.50	625+97	636+10	ML	NB		12															
	626+98	632+98	ML	SB		7															
11.91	637+67	656+17	ML	NB		20															
	643+86	649+61	ML	SB		7															
13.20 to 13.66	699+51	713+13	ML	NB		15															
	720+04	722+12	ML	NB		3	2														
	721+74	723+84	ML	SB		3	2														
	2+10	6+35	Ramp E	NB		6															
	2+10	6+35	Ramp E	NB		6															
	701+81	722+56	ML-Ramp W	SB		22															
	2+50	9+13	Ramp W	SB		8															
	720+93	722+61	ML Med	NB		6															
721+96	723+68	ML Med	SB		5																
13.66	727+33	729+97	ML	NB		5	2														
	730+14	732+77	ML	SB		5	2														
	728+54	730+23	ML Med	NB		6															
	729+65	731+34	ML Med	SB		6															
13.97	739+12	743+87	ML	NB		6															
	742+26	747+13	ML	SB		6															
	744+81	748+83	ML Med	NB		7	3														
14.08 to 14.35	RAMP A																				
	21+45	27+20	LT	NB		7															
	24+26	28+88	RT to ML	NB		6															
	11+00	15+42	RT	NB		4	3														
	11+00	14+00	LT	NB		4															
14.15	RAMP C																				
	1+25	5+75	LT	SB		6															
	0+00	12+25	RT to ML	SB		14															
14.25	747+13	751+21	ML	NB	237.5	4	3	237.5	1	1											
	747+13	753+84	ML	SB		7	3														
	747+13	751+11	ML Med	SB		4	3														
14.34	754+75	756+20	ML Med	NB		6															
	755+46	756+79	ML Med	SB		6															
14.34	757+00	757+18	RT	SB							3	AT OVERHEAD SIGN SUPPORT									
	757+00	757+13	ML Med	SB							2	AT OVERHEAD SIGN SUPPORT									
TOTALS CARRIED TO GENERAL SUMMARY					238	244	23	238	1	1	5										

CALC: SCJ
CHKD: ADB

SR 13 GUARDRAIL QUANTITIES

RIC-13-11.01

I:\projects\773-4\773-4gq003.xls CAD-gc



ITEM 608. CURB RAMP, TYPE A2, AS PER PLAN

ITEM 608, CURB RAMP, TYPE A2, AS PER PLAN IS INTENDED TO REPLACE THE EXISTING WALK, PAVEMENT, EMBANKMENT, AND CURB RAMPS WITH CURB RAMPS WITH TRUNCATED DOMES AND CURB (IF APPLICABLE). PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, EMBANKMENT OR EXCAVATION, GRADING, SEEDING, AND MATERIALS NECESSARY TO COMPLETE THE IMPROVEMENT EXCEPT WALK REMOVED, CURB REMOVED, AND CURB WILL BE PAID FOR SEPARATELY. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

LOCATION (CORNER OF INTERSECTION)	ITEM	DESCRIPTION	QUANTITY	UNIT
SR-13 & CHILTON AVE. (SW CORNER)	202	CURB REMOVED	8	FT
SR-13 & CHILTON AVE. (NW CORNER)	202	CURB REMOVED	8	FT
		TOTAL	16	FT

LOCATION (CORNER OF INTERSECTION)	ITEM	DESCRIPTION	QUANTITY	UNIT
SR-13 & CHILTON AVE. (SW CORNER)	202	WALK REMOVED	63	SQ FT
SR-13 & CHILTON AVE. (NW CORNER)	202	WALK REMOVED	45	SQ FT
		TOTAL	108	FT

LOCATION (CORNER OF INTERSECTION)	ITEM	DESCRIPTION	QTY.	UNIT
SR-13 & CHILTON AVE. (SW CORNER)	608	CURB RAMP, TYPE A2, AS PER PLAN	25	SQ FT
SR-13 & CHILTON AVE. (NW CORNER)	608	CURB RAMP, TYPE A2, AS PER PLAN	25	SQ FT
		TOTAL	50	FT

LOCATION (CORNER OF INTERSECTION)	ITEM	DESCRIPTION	QUANTITY	UNIT
SR-13 & CHILTON AVE. (SW CORNER)	608	4" CONCRETE WALK	38	SQ FT
SR-13 & CHILTON AVE. (NW CORNER)	608	4" CONCRETE WALK	20	SQ FT
		TOTAL	58	FT

RIC-13-1368 SFN 7000391

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	817	SO YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
512	10300	940	SO YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
519	11100	65	SO FT	PATCHING CONCRETE STRUCTURE	

RIC-13-1383 SFN 7000421

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	783	SO YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
512	10300	847	SO YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
519	11100	13	SO FT	PATCHING CONCRETE STRUCTURE	

RIC-13-1417L SFN 7000456

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	290	SO YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
512	10300	482	SO YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
SPECIAL	51910000	14	SO YD	PATCHING CONCRETE BRIDGE DECK OVERLAY WITH MICRO-SILICA MODIFIED CONCRETE	22

RIC-13-1417R SFN 7000480

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	290	SO YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
512	10300	610	SO YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
SPECIAL	51910000	11	SO YD	PATCHING CONCRETE BRIDGE DECK OVERLAY WITH MICRO-SILICA MODIFIED CONCRETE	22

DESIGN FILE: I:\projects\77314\structures\strsum.dgn
 WORKSTATION: juzwik MODELNAME: Design DATE: 12/10/2010

STRUCTURE SUMMARY
 RIC-13-11.01
 21
 28
 ODOT DISTRICT THREE
 OFFICE OF PRODUCTION

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 OBSERVATION 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 THAT HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATION FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002, INCLUDING THE 2003, 2004, 2005 AND 2006 SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL.

DECK PROTECTION METHOD:

SEALING DECK WITH HMWM RESIN

EXISTING PLANS:

THE ORIGINAL CONSTRUCTION PLANS OF THE EXISTING BRIDGES ARE AVAILABLE UPON REQUEST AT THE DISTRICT 3 OFFICE OF THE OHIO DEPARTMENT OF TRANSPORTATION, ASHLAND, OH.

STRUCTURE *	PLAN NAME	DATE
RIC-13-1368	RIC-13-(10.83-13.95)	1964
	RIC-13-10.82	1979
	RIC-13-17.332	1999
RIC-13-1383	RIC-13-(10.83-13.95)	1964
	RIC-13-10.82	1979
	RIC-13-17.332	1999
RIC-13-1417L&R	RIC-13-(10.83-13.95)	1964
	RIC-13-10.82	1979
	RIC-13-17.332	1999

PLACING ASPHALT CONCRETE ON APPROACHES TO BRIDGES:

SPECIAL CARE SHALL BE TAKEN, WHEN PLACING THE ASPHALT CONCRETE BUTT JOINT TO EFFECT A SMOOTH TRANSITION FROM THE EXISTING APPROACH PAVEMENT TO THE BRIDGE DECK. THE CONTRACTOR'S ATTENTION IS CALLED TO STANDARD DRAWING BP-3.1 FOR REQUIRED TOLERANCES.

ITEM SPECIAL - PATCHING CONCRETE BRIDGE DECK WITH MICRO-SILICA MODIFIED CONCRETE:

SEE PROPOSAL NOTE.

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

**ITEM 614 - MAINTAINING TRAFFIC FOR STRUCTURE RIC-13-1368:
 ITEM 614 - MAINTAINING TRAFFIC FOR STRUCTURE RIC-13-1383:**

TWO WAY TRAFFIC ON THESE STRUCTURES SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT THROUGH TRAFFIC ON THESE STRUCTURES MAY HAVE A LANE CLOSURE DURING NORMAL WORKING HOURS USING FLAGGERS AS SHOWN ON STANDARD DRAWING MT-97.10.

TWO LANES OF TRAFFIC EACH DIRECTION UNDER THESE STRUCTURES SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT THROUGH TRAFFIC UNDER THESE STRUCTURES MAY HAVE A LANE CLOSURE DURING NORMAL WORKING HOURS AS SHOWN ON STANDARD DRAWING MT-95.30.

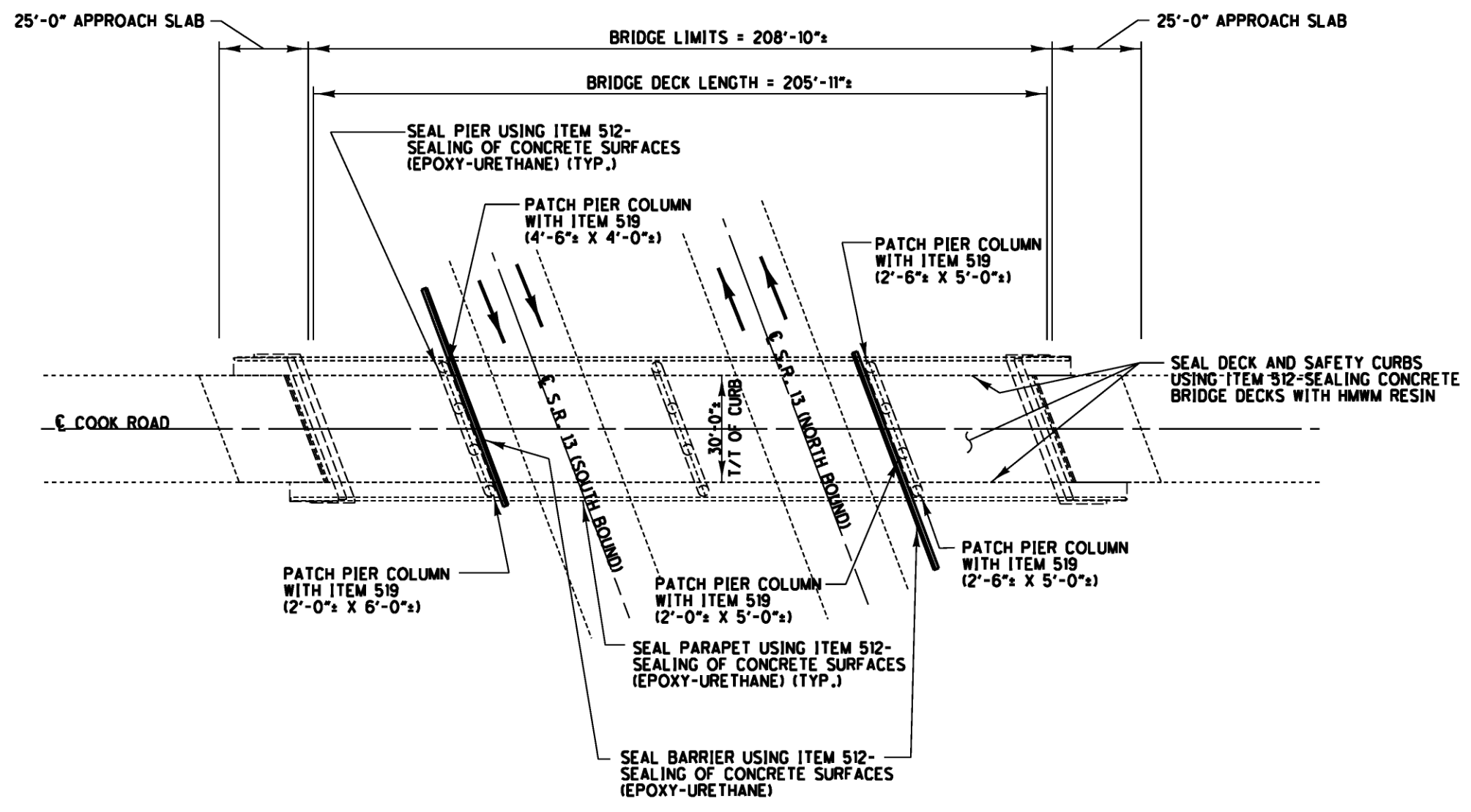
ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR 614, MAINTAINING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

ITEM 614 - MAINTAINING TRAFFIC FOR STRUCTURE RIC-13-1417L&R:

TWO LANES OF TRAFFIC EACH DIRECTION ON THESE STRUCTURES SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT THROUGH TRAFFIC ON THESE STRUCTURES MAY HAVE A LANE CLOSURE AS SHOWN ON STANDARD DRAWING MT-95.30. THE RAMPS SHALL BE MAINTAINED BY USING MT-98.11 AND MT-98.20.

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 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

STRUCTURE FILE NO.	BRIDGE NO.	LOCATION	BRIDGE TYPE	SKEW	BRIDGE LIMITS	DECK WIDTH	PROPOSED WORK
7000308	RIC-13-1122	OVER SMALL CREEK	CORR. METAL PIPE				NO STRUCTURE WORK
7000367	RIC-13-1192	OVER RILEYS RUN	CORR. METAL PIPE				NO STRUCTURE WORK
7000383	RIC-13-1339	OVER DAVES RUN	CORR. METAL PIPE				NO STRUCTURE WORK
7000391	RIC-13-1368	UNDER COOK ROAD	4-SPAN STEEL BEAM	20° 38' RF	208'-10"±	30'-0"±	SEAL DECK, SAFETY CURBS, PARAPETS AND PIERS. PATCH PIER COLUMNS.
7000421	RIC-13-1383	UNDER MALONE ROAD	4-SPAN STEEL BEAM	24° 35' 35" RF	217'-8"±	24'-0"±	SEAL DECK, SAFETY CURBS, PARAPETS AND PIERS. PATCH PIER COLUMN.
7000464	RIC-13-1415E	RAMP OVER DITCH	CORR. METAL PIPE				NO STRUCTURE WORK
7000472	RIC-13-1415	OVER DITCH	CORR. METAL PIPE				NO STRUCTURE WORK
7000456	RIC-13-1417L	OVER RAMP A	3-SPAN STEEL BEAM	0°	117'-6"±	37'-8"±	SEAL DECK AND PARAPETS. PATCH DECK.
7000480	RIC-13-1417R	OVER RAMP A	3-SPAN STEEL BEAM	0°	117'-6"±	47'-8"±	SEAL DECK AND PARAPETS. PATCH DECK.



PLAN VIEW

ITEM	QUANTITY	UNIT	DESCRIPTION
512	817	SO YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	940	SO YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN
519	65	SO FT	PATCHING CONCRETE STRUCTURE

- NOTES:
- 1) PATCH PIER COLUMNS AT LOCATIONS SHOWN ABOVE.
 - 2) SEE SHEET 2/2 FOR SEALING DETAILS.

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

DESIGN FILE: I:\projects\77314\structures\RIC-13-1368.DGN
 WORKSTATION: sjzwik DATE: 12/10/2010 MODELNAME: Design

DESIGN AGENCY: ODOT DISTRICT THREE OFFICE OF PRODUCTION

DATE: 12/10

REVIEWED: RDN 12/10 STRUCTURE FILE NUMBER: 7000391

DRAWN: DCM REVISED

DESIGNED: DCM CHECKED: DJV

PLAN VIEW
 RIC-13-1368 UNDER COOK ROAD

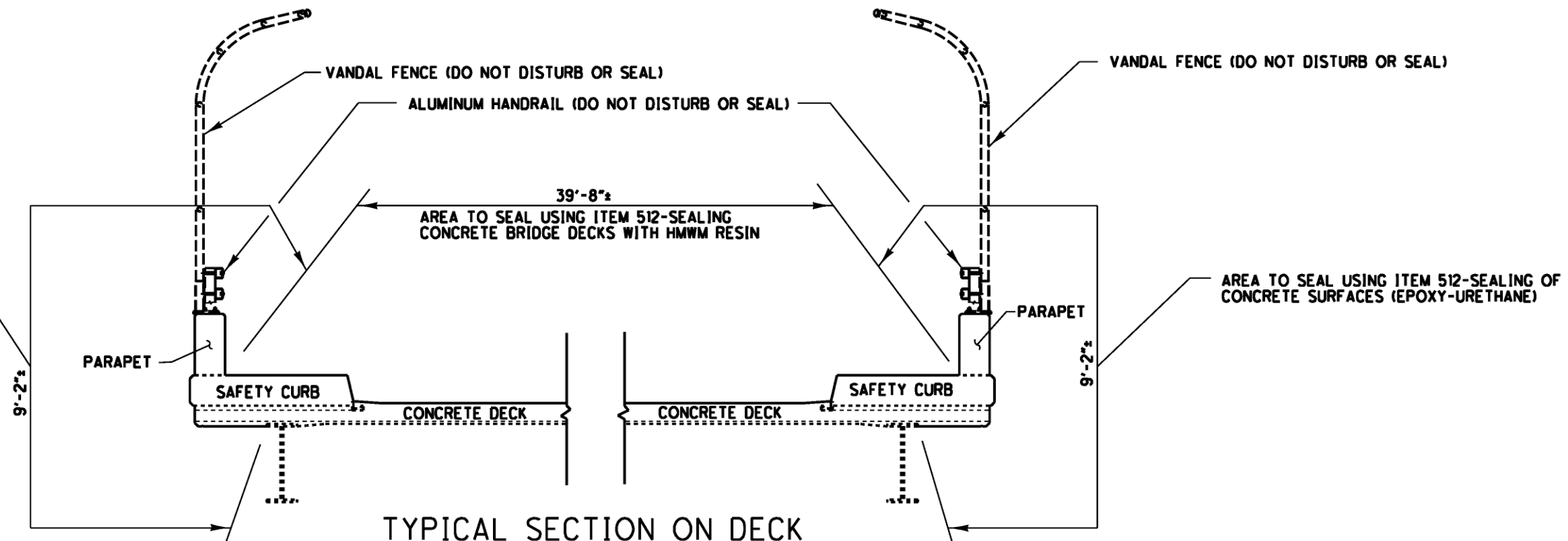
RIC-13-11.01

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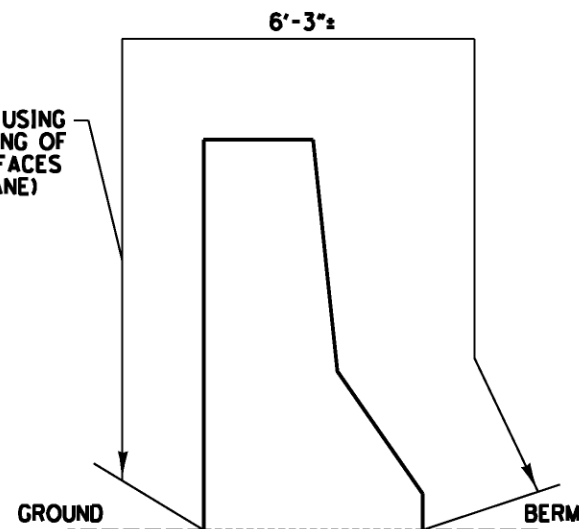
DESIGN FILE: I:\projects\77314\structures\RIC-13-1368.DGN
 WORKSTATION: sjzwik DATE: 12/10/2010 MODELNAME: Design

AREA TO SEAL USING ITEM 512-SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

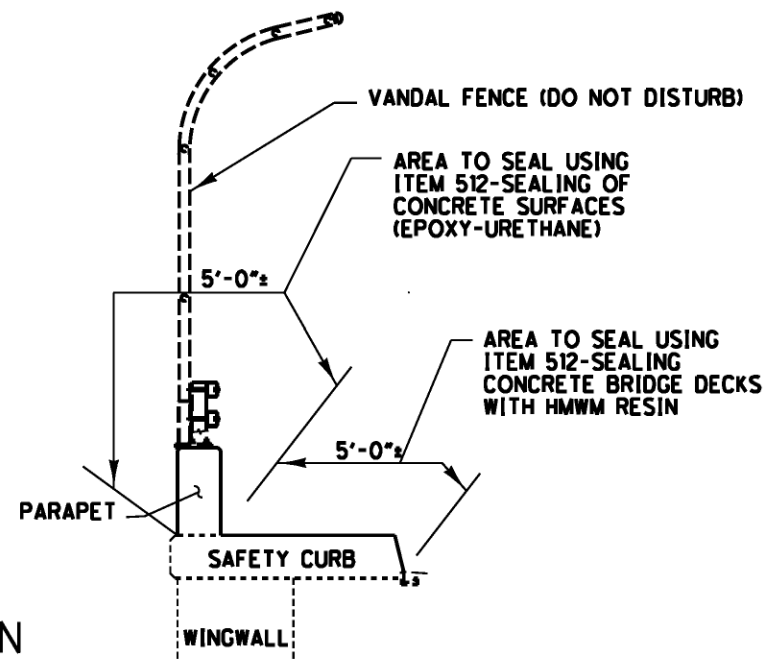


TYPICAL SECTION ON DECK
 (SEALING LENGTH = 205'-11"±)

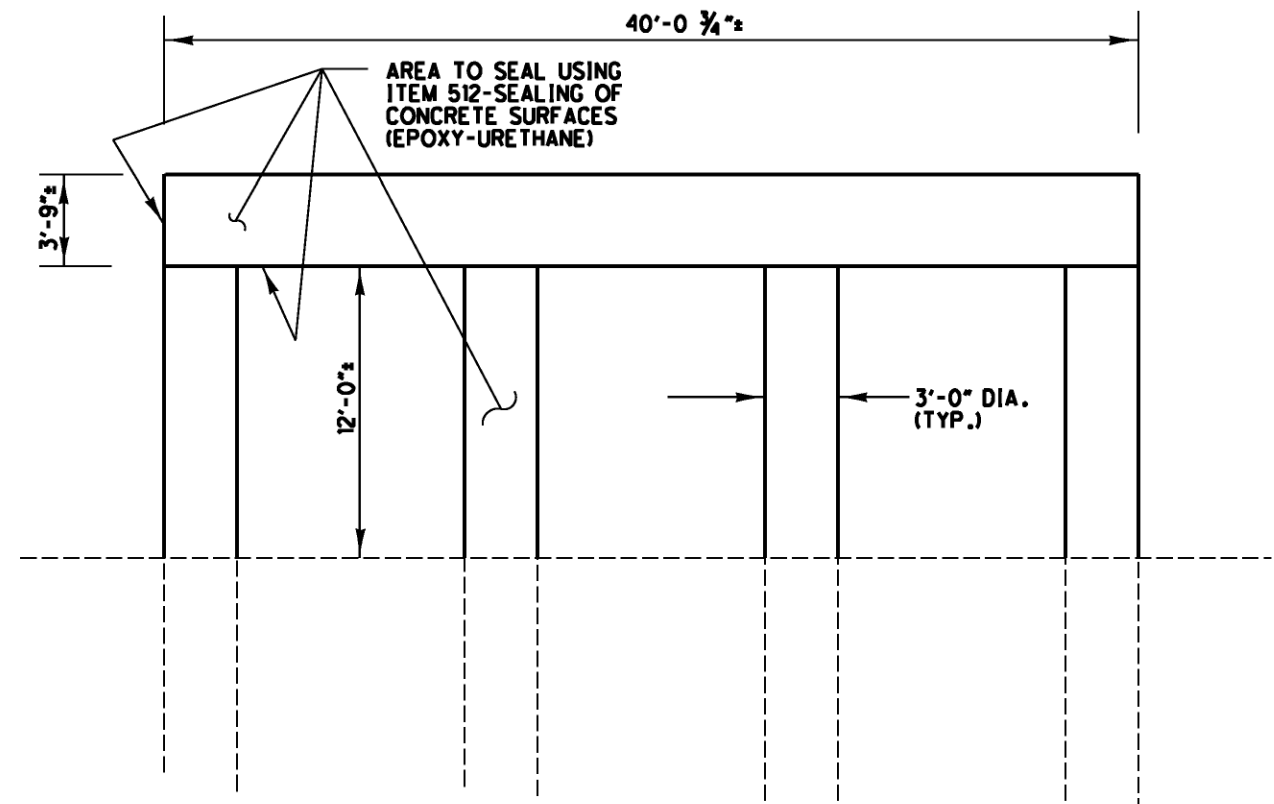
AREA TO SEAL USING ITEM 512-SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)



TYPICAL PIER BARRIER ELEVATION
 (SEALING LENGTH = 58'± SOUTH BOUND)
 (56'± NORTH BOUND)



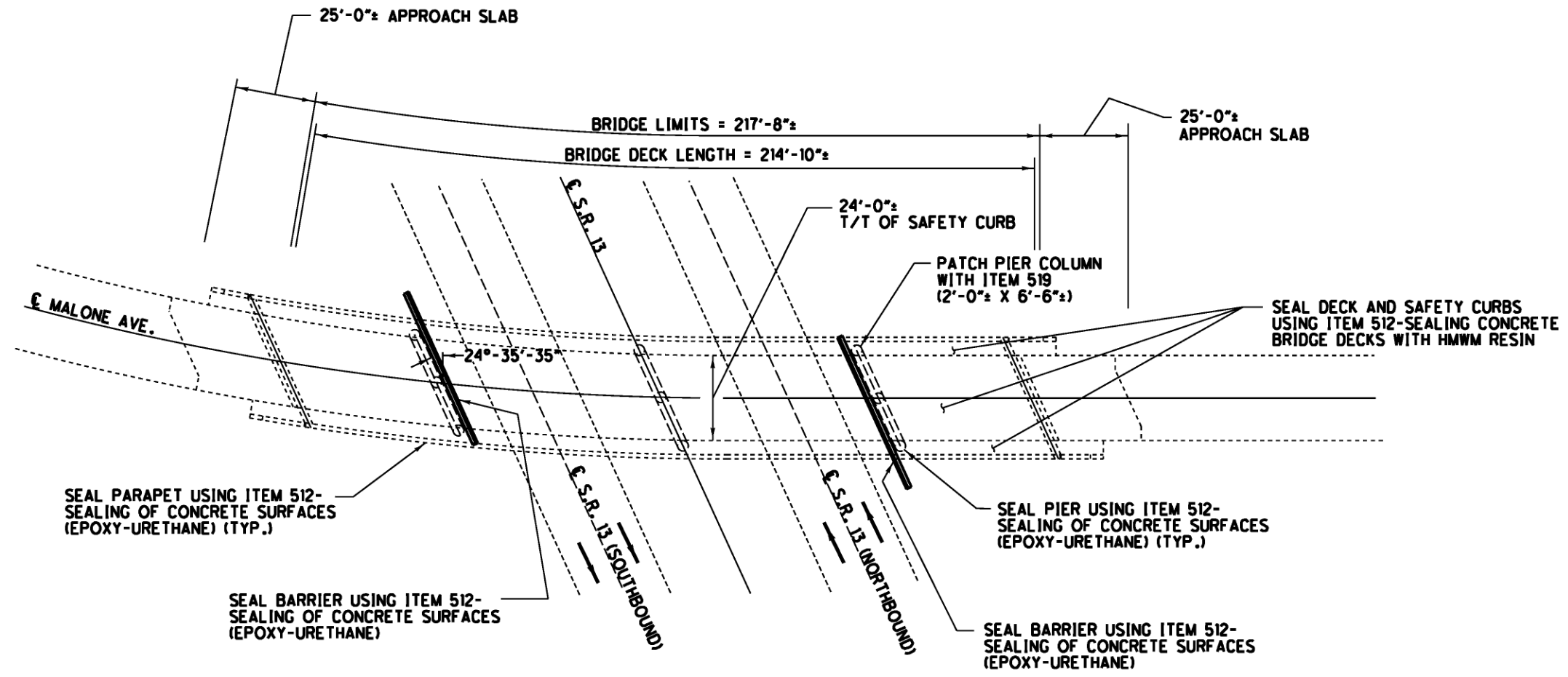
TYPICAL SECTION OFF DECK
 (SEALING LENGTH = 14'-6" AVG.)



TYPICAL PIER ELEVATION
 (PIER CAP THICKNESS = 3'-0"±)

ITEM	QUANTITY	UNIT	DESCRIPTION
512	817	SO YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	940	SO YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN

ALL QUANTITIES CARRIED TO SHEET 1/2.



PLAN VIEW

ITEM	QUANTITY	UNIT	DESCRIPTION
512	783	SO YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	847	SO YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN
519	13	SO FT	PATCHING CONCRETE STRUCTURE

- NOTES:
- 1) PATCH PIER COLUMN AT LOCATION SHOWN ABOVE.
 - 2) SEE SHEET 2/2 FOR SEALING DETAILS.

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

DESIGN FILE: I:\projects\77314\structures\RIC-13-1383.DGN
 WORKSTATION: sjzwik DATE: 12/10/2010 MODELNAME: Design

DESIGN AGENCY: ODOT DISTRICT THREE OFFICE OF PRODUCTION

DATE: 12/10

REVIEWED: RDN

STRUCTURE FILE NUMBER: 1000421

DRAWN: DCM

CHECKED: DUV

DESIGNED: DCM

PLAN VIEW

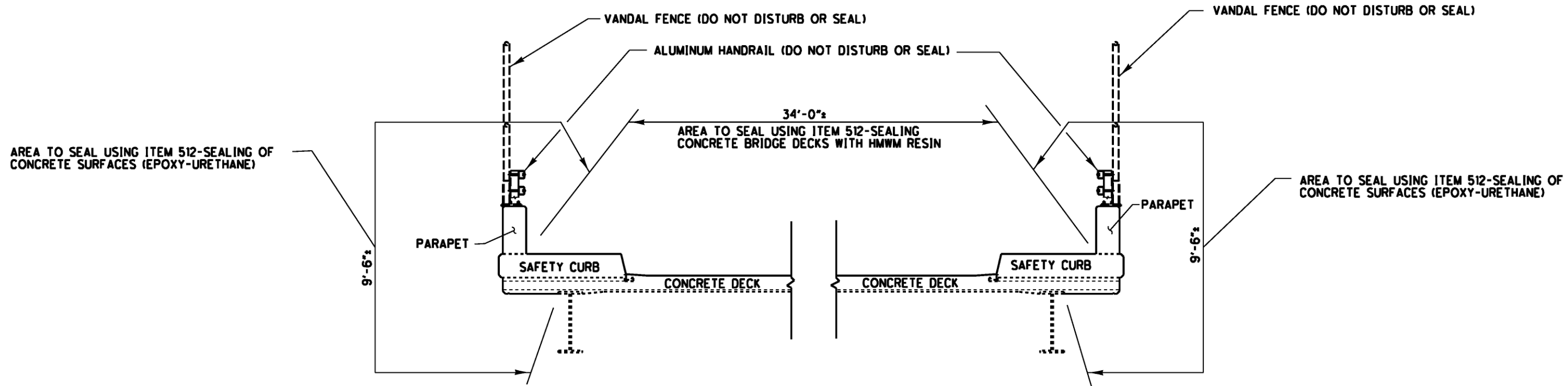
RIC-13-1383 UNDER MALONE ROAD

RIC-13-11.01

1/2

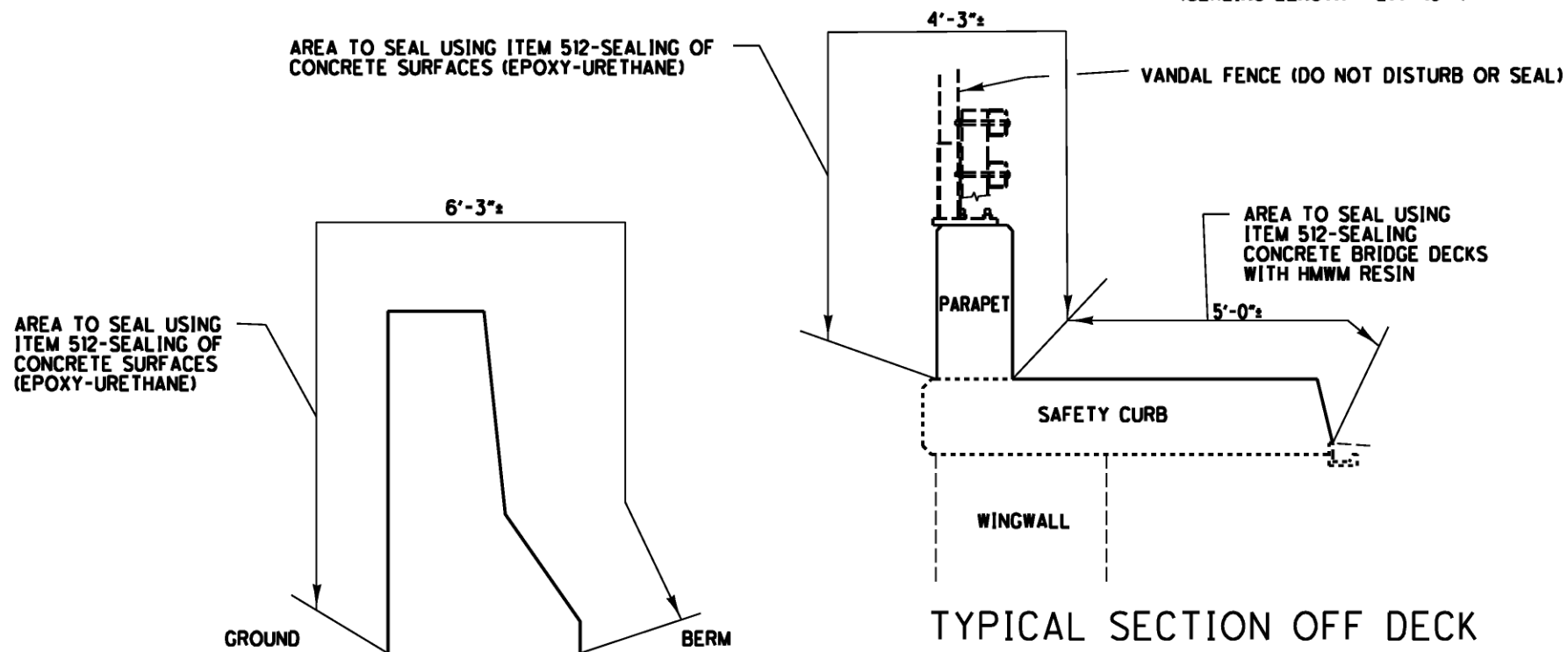
26
28

DESIGN FILE: I:\projects\77314\structures\RIC-13-1383.DGN
 WORKSTATION: sjzwwk
 MODELNAME: Design
 DATE: 12/10/2010



TYPICAL SECTION ON DECK

(SEALING LENGTH = 214'-10")

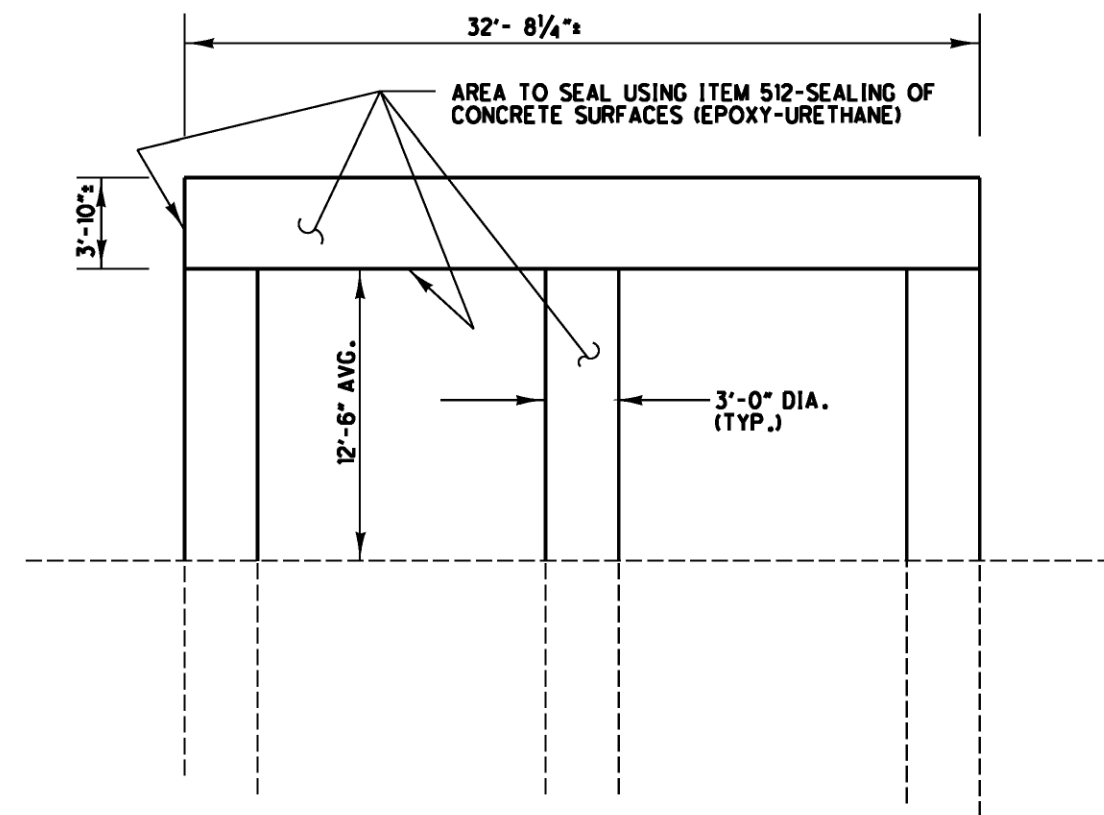


TYPICAL SECTION OFF DECK

(SEALING LENGTH = 15'-11" AVG.)

TYPICAL PIER BARRIER ELEVATION

(SEALING LENGTH = 48" SOUTH BOUND)
 (49" NORTH BOUND)



TYPICAL PIER ELEVATION

(PIER CAP THICKNESS = 3'-0")

ITEM	QUANTITY	UNIT	DESCRIPTION
512	783	SO YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	847	SO YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN

ALL QUANTITIES CARRIED TO SHEET 1/2.

DESIGN AGENCY
 ODOT DISTRICT THREE
 OFFICE OF PRODUCTION

DATE
 12/10

REVIEWED
 RDN

STRUCTURE FILE NUMBER
 7000421

DRAWN
 DCM

REVISOR
 DJV

DESIGNED
 DCM

CHECKED
 DJV

SEALING DETAILS
 RIC-13-1383 UNDER MALONE ROAD

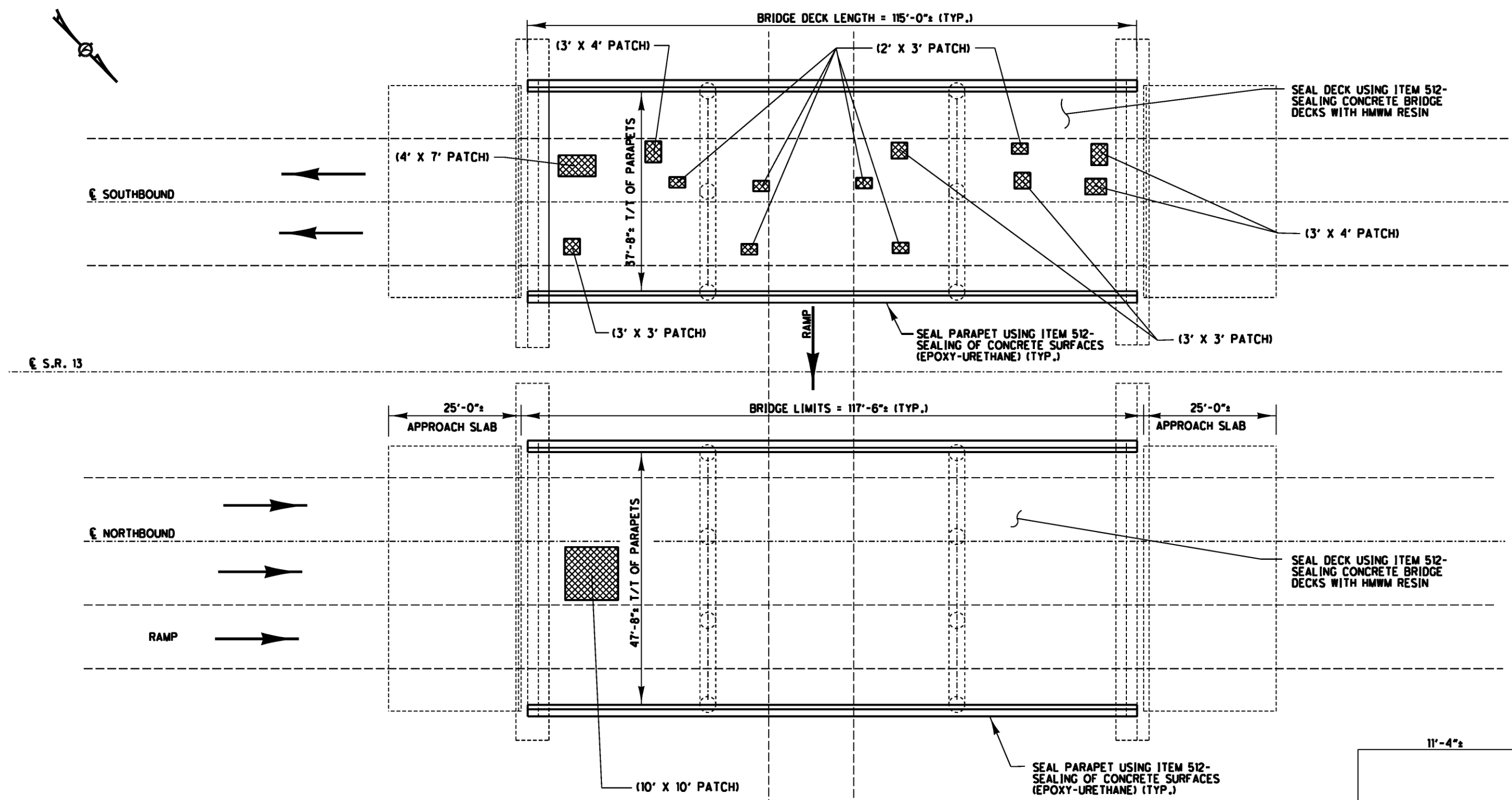
RIC-13-11.01

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27
 28

DESIGN FILE: I:\projects\77314\structures\RIC-13-1417L&R.DGN
 WORKSTATION: sjz:wik DATE: 12/10/2010 MODELNAME: Design

DESIGN AGENCY: ODOT DISTRICT THREE OFFICE OF PRODUCTION
 DATE: 12/10
 REVIEWED: RDN
 DRAWN: DCM
 DESIGNED: DCM
 STRUCTURE FILE NUMBER: 7000456 & 7000480
 PLAN VIEW
 RIC-13-1417L & R OVER RAMP A
 RIC-13-11.01
 1/1
 28/28



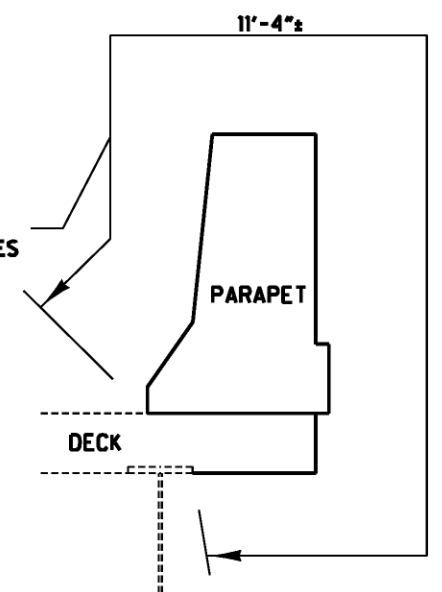
 PATCH DECK USING ITEM SPECIAL-PATCHING CONCRETE BRIDGE DECK OVERLAY WITH MICRO-SILICA MODIFIED CONCRETE

PLAN VIEW

ITEM	QUANTITY		UNIT	DESCRIPTION
	RIC-13-1415L	RIC-13-1415R		
512	290	290	SO YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	482	610	SO YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN
SPECIAL	14	11	SO YD	PATCHING CONCRETE BRIDGE DECK OVERLAY WITH MICRO-SILICA MODIFIED CONCRETE

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

AREA TO SEAL USING ITEM 512- SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) (TYP.)



PARAPET SEALING DETAIL
 (SEALING LENGTH = 115'-0")