

GENERAL

UTILITIES

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

GAS COLUMBIA GAS OF OHIO 1021 NORTH MAIN STREET MANSFIELD, OH 44903 419.528.1134	GAS TC ENERGY 589 N STATE ROAD MEDINA, OH 44256 330.721.4163	ELECTRIC OHIO EDISON 1717 ASHLAND ROAD MANSFIELD, OH 44905 419.521.6214
ELECTRIC FIRELANDS ELECTRIC 1 ENERGY PLACE NEW LONDON, OH 44851 419.929.1571	COMMUNICATION EVERSTREAM SOLUTIONS 800 W ST CLAIR, 2ND FLOOR CLEVELAND, OH 44113 216.581.7972	COMMUNICATION LUMEN 175 ASHLAND ROAD, P.O. BOX 3555 MANSFIELD, OH 44907 419.755.7956
COMMUNICATION ZAYO FIBER SOLUTIONS 4199 KINROSS LAKES PARKWAY RICHFIELD, OH 44286 740.501.6921	CABLE CHARTER COMMUNICATIONS 5520 WHIPPLE AVENUE NW NORTH CANTON, OH 44720 330.494.9200	WATER MADISON WATER DISTRICT 489 INDIANA AVENUE MANSFIELD, OH 44905 419.589.2135
WATER MUSKINGUM WATERSHED CONSERVANCY DISTRICT 1319 3RD STREET NW NEW PHILADELPHIA, OH, 44663 330.343.6647	WATER AQUA OHIO, INC 870 THIRD STREET NW MASSILLON, OHIO 44647 330.832.7600	TRAFFIC ODOT DISTRICT THREE 906 CLARK AVENUE ASHLAND, OH 44805 419.207.7045
CITY CITY OF MANSFIELD 30 N DIAMOND STREET MANSFIELD, OH 44902 419.755.9626	COUNTY RICHLAND COUNTY SANITARY ENGINEER 50 PARK AVENUE EAST MANSFIELD, OH 44902 419.774.3548	

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 MATERIAL 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.

EXISTING PLANS

EXISTING PLANS ENTITLED AND DATED AS SHOWN HERE MAY BE INSPECTED IN THE ODOT DISTRICT THREE OFFICE IN ASHLAND:

TITLE	DATE	TITLE	DATE
RIC-30-12.37	1985	RIC-CULVERTS-FY2016(B)	2016
RIC-30-5.600	1996	RIC-CULVERT-FY2017	2017
RIC-30-8.56	2011	RIC-30-9.13 FY17 RM	2017
RIC/ASD-30-13.18/0.00/RIC-42-13.74	2011		

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.

COORDINATION OF WORK BETWEEN CONTRACTORS

THE CONTRACTOR SHOULD BE AWARE THAT THERE MAY BE OTHER WORK BEING PERFORMED BY A SEPARATE CONTRACT. THE FOLLOWING CONTRACTS ARE SCHEDULED TO BEGIN WORK IN THE 2023 CONSTRUCTION SEASON. COORDINATION OF WORK IS THE RESPONSIBILITY OF THE CONTRACTOR.

CONTRACT TITLE	PROJECT TYPE
RIC-30-9.26	MAJOR REHABILITATION
RIC-SYSSIGN-FY2023	SYSTEMIC SIGNAL REPLACEMENT
D03-MOW-FY2023(A)	MOWING CONTRACT
RIC-30-18.10	WATERWAY MITIGATION

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.

ROADWAY

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.

EROSION CONTROL

ITEM 659 – SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

659	COMMERCIAL FERTILIZER	0.09	TON
659	LIME	0.13	ACRE
659	WATER	3.56	M GAL
659	REPAIR SEEDING AND MULCHING	32	SQ YD
659	INTERSEEDING	32	SQ YD
659	TOPSOIL	71	CU YD
659	SOIL ANALYSIS TEST	2	EACH
659	SEEDING AND MULCHING	642	SQ YD

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS. QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY.

GUARDRAIL

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 SHOULDER 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.

GUARDRAIL WORK SHALL BE DONE AFTER RESURFACING AND BERM WORK SO AS TO ESTABLISH PROPER GRADES FROM WHICH TO CONSTRUCT THE RAIL.

CONNECTING GUARDRAIL TO EXISTING RAIL

IN LOCATIONS WHERE TYPE 5 GUARDRAIL, TERMINAL ASSEMBLIES, ETC. ARE TO BE CONNECTED TO EXISTING RAIL SOME MODIFICATIONS MAY BE REQUIRED, INCLUDING EXTRA POSTS, DRILLING HOLES AND POSSIBLY PARTIAL SECTIONS OF ADDITIONAL RAIL ELEMENTS. THE COST OF THIS ADDITIONAL WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR TYPE 5 GUARDRAIL. IF ADDITIONAL PORTIONS OF RAIL ELEMENT ARE USED THE LINEAL MEASUREMENT OF THIS ADDITIONAL PORTION SHALL BE ADDED FOR PAYMENT.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

ITEM 606 – GUARDRAIL REBUILT, TYPE 5

THIS ITEM SHALL BE USED WHEN THE GUARDRAIL REQUIRES REPAIRS IN WHICH THE RAIL ELEMENT IS REUSABLE. ALSO, THIS ITEM WILL BE USED TO RE-ALIGN GUARDRAIL RUNS, AS DIRECTED BY THE ENGINEER.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS AND EQUIPMENT, AS DESCRIBED IN C&MS 606.05 FOR ITEM 606 – GUARDRAIL REBUILT, TYPE 5.

ITEM 606 – IMPACT ATTENUATOR REBUILT, TYPE 1 (UNIDIRECTIONAL), AS PER PLAN

THIS WORK SHALL BE PERFORMED ACCORDING TO C&MS 606.05, EXCEPT WHERE THE SPECIFICATION REFERENCES GUARDRAIL, IT SHOULD BE CONSIDERED TO REFER TO IMPACT ATTENUATORS.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS AND EQUIPMENT, AS DESCRIBED IN C&MS 606.05 FOR ITEM 606 – IMPACT ATTENUATOR REBUILT, TYPE 1 (UNIDIRECTIONAL), AS PER PLAN.

ITEM 203 – EMBANKMENT, AS PER PLAN

AT SPECIFIED LOCATIONS AND LOCATIONS AS DIRECTED BY THE ENGINEER, EMBANKMENT SHALL BE PLACED AS TO PROVIDE A SUITABLE AREA TO CONSTRUCT GUARDRAIL AND TO PROVIDE STRUCTURAL INTEGRITY OF THE ROADWAY SHOULDER.

AREAS WHERE EMBANKMENT MATERIAL IS TO BE PLACED SHALL BE SCALPED. THE REQUIREMENTS FOR BENCHING SHALL BE WAIVED. THE DEPTH OF LAYERS IN WHICH THE EMBANKMENT IS PLACED SHALL BE LIMITED TO EIGHT (8) INCHES IN THICKNESS. THE METHOD OF COMPACTION AND EQUIPMENT USED SHALL BE PER C&MS 203.07 OR 98% MAXIMUM DRY DENSITY.

AFTER THE EMBANKMENT HAS BEEN PLACED, THE AREAS SHALL BE FERTILIZED, SEEDED, MULCHED, AND WATERED AS PER ITEM 659.

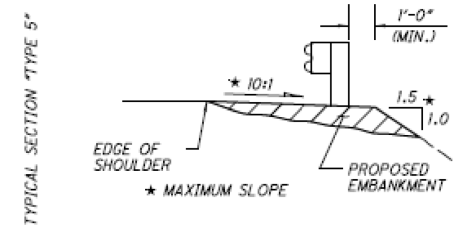
THE METHOD OF MEASUREMENT FOR EMBANKMENT MATERIAL SHALL BE BY THE NUMBER OF CUBIC YARDS MEASURED BY LOOSE VOLUME IN THE CARRIER AT THE WORK SITE, IN LIEU OF THE REQUIREMENTS OF 203.09. PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT BID PRICE PER CUBIC YARD FOR ITEM 203 - EMBANKMENT, AS PER PLAN AND SHALL INCLUDE ALL WORK DESCRIBED ABOVE.

CONTINGENCY QUANTITIES OF ITEM 203 – EMBANKMENT, AS PER PLAN HAVE BEEN PROVIDED IN LOCATIONS WHERE GUARDRAIL IMPROVEMENTS ARE TO BE MADE. THESE AREAS ARE NOT SHOWN ON THE PLANS FOR CLARITY. EXACT DIMENSIONS AND LOCATIONS ARE TO BE DETERMINED BY THE ENGINEER.

CONTINGENCY QUANTITY:

ITEM 203 – EMBANKMENT, AS PER PLAN

20 CU. YD.



ITEM 209 – RESHAPING UNDER GUARDRAIL

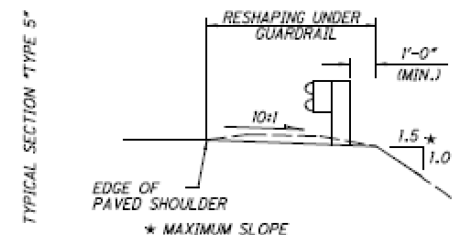
THIS ITEM SHALL BE USED AT LOCATIONS INDICATED IN THE PLANS.

THIS WORK SHALL BE COMPLETED AT LOCATIONS SPECIFIED FOR WORK AS WELL AS PER CMS 209.05 AND AS DESCRIBED HEREIN AND SHALL AT ALL TIMES BE AS DIRECTED BY THE ENGINEER.

THE AREA IN FRONT OF, UNDER, AND BEHIND THE GUARDRAIL SHALL BE GRADED AND RESHAPED TO PROVIDE AN AREA THAT HAS A SLOPE OF 10:1 MAXIMUM (SEE DETAIL BELOW AS WELL AS THE GUARDRAIL DETAIL SHEETS FOR FURTHER DETAILS AND INFORMATION OF THE LIMITS OF THIS WORK).

EXCESS MATERIAL RESULTING SHALL BE USED ELSEWHERE FOR THIS ITEM IF SO DIRECTED OR DISPOSED OF PROPERLY. IF EXTRA MATERIAL IS REQUIRED IT SHALL BE PAID FOR WITH ITEM 203 - EMBANKMENT, AS PER PLAN. THIS WORK SHALL NOT BE STARTED UNTIL AFTER THE RESURFACING AND BERM WORK HAS BEEN COMPLETED.

THE ABOVE WORK SHALL BE PAID FOR PER STATION WITH ITEM 209, RESHAPING UNDER GUARDRAIL WITH THE EXCEPTION OF ANY EXTRA MATERIAL REQUIRED TO MEET THE SLOPE REQUIREMENTS WHICH SHALL BE PAID BY ITEM 203 - EMBANKMENT, AS PER PLAN.



ITEM 606 – RAISING TYPE 5 GUARDRAIL

WHERE DESIGNATED ON THE PLAN, THE EXISTING TYPE 5 GUARDRAIL SHALL BE RAISED ON THE EXISTING WOOD POSTS AS PER PLAN INSERT SHEET GR-2.1 SO AS TO OBTAIN THE STANDARD 29 IN. HEIGHT. THE RAIL SHALL BE RE-ATTACHED TO THE POSTS USING NEW POST BOLTS.

THE RAIL SHALL BE DISMANTLED ONLY TO THE EXTENT NECESSARY TO FIELD BORE NEW BOLT HOLES IN THE WOOD POSTS, AND TO RECONNECT THE RAIL AND BLOCK TO THE EXISTING POSTS.

THE EXISTING TYPE "A" ANCHOR ASSEMBLIES THAT ARE TO REMAIN SHALL NOT BE ADJUSTED. THE LAST RAIL ELEMENT SHALL BE TRANSITIONED TO MEET THESE ASSEMBLIES.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER FOOT OF ITEM 606 – RAISING TYPE 5 GUARDRAIL, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

GENERAL NOTES

DESIGN AGENCY

DISTRICT 3



ENGINEERING TEAM FOUR

DESIGNER

JNC

REVIEWER

NRF 08/04/22

PROJECT ID

79740

SHEET TOTAL

13 46

RIC-30-13.06

MODEL: GENERAL NOTES: 1 PAPER SIZE: 17x11 (in.) DATE: 10/31/2022 TIME: 2:53:36 PM USER: jlarik8 pwc\ohio-dot-pw-bentley.com\shoto-cpw-02\Documents\01 Active Projects\District 03\Richland\79740\400-Engineering\Roadway\Sheets\79740_GN001.dgn

ITEM 606 – ANCHOR ASSEMBLY, TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE 5 GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE J, ASTM D4956 TYPE XI REFLECTIVE SHEETING, PER CMS 730.193.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 29 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER. NO ITEM OR QUANTITY SEPERATELY ITEMIZED IN THE PLANS SHALL EXEMPT THE CONTRACTOR FROM COMPLETING INSTALLATION ACCORDING TO THE MANUFACTURER INSTRUCTIONS.

ITEM 202 – GUARDRAIL REMOVED FOR REUSE, AS PER PLAN
ITEM 202 – BRIDGE TERMINAL ASSEMBLY REMOVED FOR REUSE, AS PER PLAN

THE PURPOSE OF THIS WORK IS TO REDUCE THE RISK OF POCKETING OR IMPACT WITH THE BLUNT END OF THE BRIDGE PARAPET AND TO CREATE A MORE GRADUAL TRANSITION TO BRIDGE PARAPET THAN THE EXISTING CONDITION.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE WORK DESCRIBED ABOVE AND AS PER THE DETAILS IN THE PLANS.

ITEM 606 – IMPACT ATTENUATOR REBUILT, TYPE 1 (UNIDIRECTIONAL), AS PER PLAN

THIS WORK SHALL BE PERFORMED ACCORDING TO C&MS 606.05, EXCEPT WHERE THE SPECIFICATION REFERENCES GUARDRAIL, IT SHOULD BE CONSIDERED TO REFER TO IMPACT ATTENUATORS. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS AND EQUIPMENT, AS DESCRIBED IN C&MS 606.05 FOR ITEM 606 – IMPACT ATTENUATOR REBUILT, TYPE 1 (UNIDIRECTIONAL), AS PER PLAN.

ITEM 622 - CONCRETE BARRIER END SECTION, TYPE B, AS PER PLAN

ITEM 202 – CONCRETE BARRIER REMOVED

ITEM 203 - EXCAVATION

ITEM 304 AGGREGATE BASE

THE NEW BARRIER END SECTION SHALL BE INSTALLED ON THE NEW EMBANKMENT, CONSISTING OF ITEM 304 - AGGREGATE BASE, IN ACCORDANCE WITH RM-4.6. THE NEW END SECTION SHALL BE CONSISTANT IN LENGTH WITH THE EXISTING SECTION AND ATTACHED TO THE EXISTING BRIDGE TERMINAL ASSEMBLY. ANY MODIFICATIONS TO THE EXISTING BRIDGE TERMINAL ASSEMBLY REQUIRED TO PERFORM THIS WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 622 – CONCRETE BARRIER END SECTION, TYPE B, AS PER PLAN.

THE AREA TO BE EXCAVATED SHALL CONSIST OF THE LENGTH OF THE BARRIER END SECTION TO BE PLACED, 54" WIDE AND 24" DEEP. THE LONG EDGES EXCAVATION SHALL BE PLACED 6" BEYOND THE BASE EDGE OF THE NEW BARRIER SECTION. PLACE AND COMPACT AGGREGATE BASE IN ACCORDANCE WITH THE SPECIFICATION.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE WORK DESCRIBED ABOVE. IN ADDITION TO THE QUANTITIES GIVEN IN THE DETAILS, THE FOLLOWING QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY:

ITEM 203 - EXCAVATION
 ITEM 304 – AGGREGATE BASE

26 CU YD
 26 CU YD

DRAINAGE

CASTING LOCATIONS

CASTINGS IDENTIFIED FOR TREATMENT AT THE DIRECTION OF THE ENGINEER ARE FOUND AT THESE LOCATIONS:

SECTION	STATION	TYPE	TREATMENT
US 42 RAMP T	1+50	CATCH BASIN	ADJUST
US 42 RAMP U	1+50	CATCH BASIN	ADJUST
LAVER RD RAMP D	496+50	CATCH BASIN	ADJUST
LAVER RD RAMP D	497+50	CATCH BASIN	ADJUST
REED RD RAMP B	554+80	CATCH BASIN	ADJUST
I-71 RAMP B	593+10	CATCH BASIN	ADJUST
I-71 RAMP B	13+15	INLET	ADJUST
I-71 RAMP C	13+90	INLET	ADJUST
I-71 RAMP F	19+15	INLET	ADJUST
KOOGLE RD RAMP AB	627+00	CATCH BASIN	ADJUST
KOOGLE RD RAMP B	617+50	MANHOLE	RECONSTRUCT
KOOGLE RD RAMP B	6258+50	CATCH BASIN	ADJUST
KOOGLE RD RAMP CD	624+90	CATCH BASIN	ADJUST
KOOGLE RD RAMP D	624+70	CATCH BASIN	ADJUST

ITEM 611 – MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN

THIS ITEM SHALL INCLUDE THE REMOVAL OF THE EXISTING MANHOLE WALLS DOWN TO THE FLOW LINE, AND THE REPLACEMENT OF SAID MANHOLE WALLS WITH 8" THICK CLASS QC1 CONCRETE CAST IN PLACE. A CONSTRUCTION JOINT SHALL BE PLACED 12" BELOW TOP OF GRATE ELEVATION. THE GRATE ELEVATION SHALL BE A MINIMUM 1/2" BELOW THE NORMAL PAVEMENT SLOPE MEASURED AT THE MIDDLE OF THE COVER. IT MAY BE DETERMINED IN THE FIELD THAT A SUMP DEPTH GREATER THAN 1/2" SHALL BE USED. THE FINAL SUMP DEPTH SHALL BE DETERMINED BY THE ENGINEER.

THE CONCRETE BEARING AREA SHALL BE A MINIMUM OF 2 1/2" IN WIDTH AND SHALL BE SMOOTH AND EVEN FOR ALL PORTIONS OF THE COVER TO PREVENT THE COVER FROM ROCKING DURING LIVE LOAD IMPACT. ALL COVERS SHALL BE REUSED. IF THE EXISTING COVER IS MISSING OR NOT SUITABLE FOR REUSE, A NEW COVER WILL BE FURNISHED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE DEPARTMENT. FRAMES WILL NOT BE USED.

THE NEW APRON SHALL CONFORM AS NEARLY AS PRACTICABLE TO THE EXISTING DIMENSIONS.

ALL DRAINAGE CONDUITS OUT-LETTING INTO THE MANHOLE SHALL BE MAINTAINED WITH A CONDUIT OF THE SAME SIZE WITH A CONCRETE COLLAR POURED COMPLETELY AROUND THE JOINT. ANY VOIDS FOUND AROUND THE MANHOLE DURING THE RECONSTRUCTION WILL BE FILLED WITH LOW STRENGTH MORTAR BACKFILL AND SHALL BE INCLUDED IN THIS ITEM.

THIS ITEM SHALL ALSO INCLUDE THE NECESSARY TOPSOIL, SEEDING, AND MULCHING FOR THE ASSOCIATED DISTURBED AREAS. THE CONTRACTOR SHALL ENSURE A DENSITY OF AT LEAST 70% GRASS COVER. REPAIR SEEDING AND MULCHING MY BE NECESSARY. NO SEPARATE PAYMENT WILL BE MADE FOR REPAIR SEEDING AND MULCHING.

PAYMENT FOR THE CURB AT THE MANHOLE SHALL BE INCLUDED IN THIS ITEM.

PAYMENT FOR ITEM 611 - MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN AND ITEM 611 - INLET RECONSTRUCTED TO GRADE, AS PER PLAN SHALL BE MADE AT THE UNIT PRICE BID PER EACH AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS REQUIRED TO PERFORM THE ITEM OF WORK AS DESCRIBED IN THESE SECTIONS.

ITEM 611 - MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN 1 EACH

ITEM 611 – CATCH BASIN ADJUSTED TO GRADE
ITEM 611 – INLET ADJUSTED TO GRADE

THE CASTING TO BE ADJUSTED MAY OR MAY NOT HAVE AN EXISTING FRAME. THE WORK SHALL CONSIST OF ADJUSTING THE EXISTING CASTING TO THE SATISFACTION OF THE ENGINEER. IT IS NOT INTENDED TO PLACE NEW FRAMES WHERE NONE CURRENTLY EXIST. 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 FRAMES. ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO PERFORM THE WORK DESCRIBED ABOVE SHALL BE PAID FOR AT THE RESPECTIVE CONTRACT PRICE FOR THE APPLICABLE ITEM BELOW.

ITEM 611 – CATCH BASIN ADJUSTED TO GRADE 10 EACH
 ITEM 611 – INLET ADJUSTED TO GRADE 3 EACH

PAVEMENT

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.

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

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE. CORING HAS BEEN PERFORMED TO HELP DETERMINE THE COMPONENTS THAT MAY BE ENCOUNTERED DURING THIS ITEM OF WORK. THIS PAY ITEM IS NOT TO BE USED WHERE 255 REPAIRS WILL BE DONE.

ALL PAVEMENT REPAIRS SHALL BE PERFORMED PRIOR TO PAVEMENT PLANING. REPLACEMENT MATERIAL SHALL BE ITEM 301 PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE.

THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH A MAXIMUM DEPTH OF 8", BASED ON THE PAVEMENT DESIGN, AND A MINIMUM WIDTH OF 4'. LONGITUDINAL IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PARALLEL TO THE CENTER LINE THAN MEASUREMENT PERPENDICULAR TO THE CENTER LINE. TRANSVERSE IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PERPENDICULAR TO THE CENTER LINE THAN MEASUREMENT PARALLEL TO THE CENTER LINE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN (LONGITUDINAL), AND ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN (TRANSVERSE). A BREAKDOWN FOR ESTIMATION PURPOSES IS PROVIDED BELOW. ALL REPAIRS SHALL BE PERFORMED AT LOCATIONS AND IN A MANNER AS DIRECTED BY THE ENGINEER.

SECTION	TRANSVERSE [CY]	LONGITUDINAL [CY]
US 30 MAINLINE EB	180	420
US 30 MAINLINE WB	180	420
RAMPS AT US 42	17	39
RAMPS AT LAVER RD	8	8
RAMPS AT REED RD	10	10
RAMPS AT I-71	32	14
RAMPS AT KOOGLE RD	14	14
TOTALS	440	924

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN (LONGITUDINAL) 924 CY
 ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN (TRANSVERSE) 440 CY

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

THE EXISTING APPROXIMATELY 9" REINFORCED CONCRETE PAVEMENT AND VARIABLE THICKNESS ASPHALT CONCRETE SHALL BE REMOVED AS PART OF THIS PAY ITEM. REPLACE THE CONCRETE TO 3" BELOW THE ADJACENT EXISTING PAVEMENT SURFACE. PLACE ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A, TO BE FLUSH THE ADJACENT PAVEMENT SURFACE. INTERMEDIATE COURSE MATERIAL SHALL USE A PG 64-22 BINDER FOR 0 TO 25% RAP AND A PG 58-28 FOR 26-30% RAP. REPAIRS SHALL BE PERFORMED PRIOR TO PAVING AND PLANING.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE ABOVE-DESCRIBED PAVEMENT REPAIR WORK, IN ADDITION TO THE REST OF THE REQUIREMENTS IN CMS ITEM 255. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF ITEM 255 FULL DEPTH RIGID PAVEMENT REMOVAL AND REPLACEMENT, AS PER PLAN. ALL EQUIPMENT, MATERIALS, AND LABOR REQUIRED TO PERFORM THESE REPAIRS, INCLUDING ASPHALT CONCRETE MATERIAL, SHALL BE CONSIDERED INCIDENTAL TO THESE ITEMS. A BREAKDOWN FOR ESTIMATION PURPOSES IS PROVIDED BELOW. THIS ESTIMATION ASSUMES PRIMARILY TRANSVERSE REPAIRS WITH AVERAGE DIMENSIONS OF 12' X 6'. ALL REPAIRS SHALL BE PERFORMED AT LOCATIONS AND IN A MANNER AS DIRECTED BY THE ENGINEER.

SECTION	FULL DEPTH REPAIRS [SY]	SAWING [FT]
US 30 MAINLINE EB	6000	27,000
US 30 MAINLINE WB	6000	27,000
RAMPS AT US 42	150	675
RAMPS AT LAVER RD	50	225
RAMPS AT REED RD	50	225
RAMPS AT I-71	200	900
RAMPS AT KOOGLE RD	50	225
TOTALS	12,500	56,250

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN 12,500 SY

ITEM 255 - FULL DEPTH PAVEMENT SAWING 56,250 FT

DESIGN AGENCY
DISTRICT 3



ENGINEERING
 TEAM FOUR

DESIGNER
JNC

REVIEWER
NRF 08/04/22

PROJECT ID
79740

SHEET TOTAL
 14 46

MAINTENANCE OF TRAFFIC

ITEM 614 – MAINTAINING TRAFFIC (GENERAL)

MAINTAIN ONE 11' LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES.

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

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN FIVE (5) CALENDAR DAYS, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES 2012 EDITION WITH THE LATEST REVISIONS. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

ITEM 614 – MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

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

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

* DAYS PRIOR TO CLOSURE

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

BUTT JOINTS

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

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

CONTRACTOR EQUIPMENT ACCESS AND 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 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.

LANE CLOSURE DISINCENTIVE

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

MAINLINE SECTION	DISINCENTIVE (PER MINUTE)
RIC-30-13.06 TO 14.10	\$200
RIC-30-14.10 TO 15.39	\$200
RIC-30-15.39 TO 16.55	\$200
RIC-30-16.55 TO 17.12	\$200
RIC-30-17.12 TO 19.06	\$200

ITEM 614 – MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR)

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED THE DURATIONS SHOWN ON THE TABLE BELOW, WHEN THROUGH TRAFFIC MAY BE DETOURED AS DESCRIBED IN THE PLAN. A DISINCENTIVE SHALL BE ASSESSED PER DAY FOR EACH DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT, AS SPECIFIED IN THE TABLE BELOW.

RAMP DETOUR DURATION TABLE

DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE (PER DAY)
RAMP FROM US 30 EB TO US 42 SB	7 DAYS	\$6,500
RAMP FROM US 30 EB TO US 42 NB	7 DAYS	\$9,500
RAMP FROM US 42 TO US 30 EB	7 DAYS	\$2,500
RAMP FROM US 30 WB TO US 42 NB	7 DAYS	\$500
RAMP FROM US 30 WB TO US 42 SB	7 DAYS	\$1,500
RAMP FROM US 42 TO US 30 WB	7 DAYS	\$10,000
RAMP FROM US 30 EB TO LAVER RD	7 DAYS	\$1,000
RAMP FROM LAVER RD TO US 30 EB	7 DAYS	\$500
RAMP FROM US 30 WB TO LAVER RD	7 DAYS	\$500
RAMP FROM LAVER RD TO US 30 WB	7 DAYS	\$500
RAMP FROM US 30 EB TO REED RD	7 DAYS	\$1,000
RAMP FROM REED RD TO US 30 EB	7 DAYS	\$500
RAMP FROM US 30 WB TO REED RD	7 DAYS	\$500
RAMP FROM REED RD TO US 30 WB	7 DAYS	\$1,000
RAMP FROM US 30 EB TO KOOGLE RD	7 DAYS	\$500
RAMP FROM KOOGLE RD TO US 30 EB	7 DAYS	\$500
RAMP FROM US 30 WB TO KOOGLE RD	7 DAYS	\$500
RAMP FROM KOOGLE RD TO US 30 WB	7 DAYS	\$500
RAMP FROM US 30 EB TO IR 71 NB	7 DAYS	\$3,000

DETOUR ROUTES

THE DETOUR ROUTES DESCRIBED BELOW SHALL BE USED TO MAINTAIN TRAFFIC DURING RAMP CLOSURES. ESTABLISH AND MAINTAIN THE ROUTES CONSISTANT WITH THE PLAN STANDARD CONSTRUCTION DRAWINGS AND EXAMPLE DETOUR DETAILS IN THIS PLAN.

RAMP CLOSURE	DETOUR TYPE	DETOUR ROUTE
RAMP FROM US 30 EB TO US 42 SB	FLAT SHEET SIGNS	CONTINUE EB ON US 30, TRANSITION TO WB AT THE REED RD INTERCHANGE, FOLLOW US 30 WB TO US 42 INTERCHANGE
RAMP FROM US 30 EB TO US 42 NB	FLAT SHEET SIGNS	CONTINUE EB ON US 30, TRANSITION TO WB AT THE REED RD INTERCHANGE, FOLLOW US 30 WB TO US 42 INTERCHANGE
RAMP FROM US 42 TO US 30 EB	MESSAGE BOARDS	TAKE US 30 WB, TRANSITION TO EB AT 5TH AVE INTERCHANGE. ENTER US 30 EB AT 5TH AVE.
RAMP FROM US 30 WB TO US 42 NB	MESSAGE BOARDS	CONTINUE ON US 30 WB, TRANSITION TO EB AT 5TH AVE INTERCHANGE. ENTER US 30 EB AT 5TH AVE.
RAMP FROM US 30 WB TO US 42 SB	MESSAGE BOARDS	CONTINUE ON US 30 WB, TRANSITION TO EB AT 5TH AVE INTERCHANGE. FOLLOW US 30 EB TO US 42 INTERCHANGE
RAMP FROM US 42 TO US 30 WB	FLAT SHEET SIGNS*	TAKE US 30 EB THEN TRANSITION TO WB AT REED RD INTERCHANGE
RAMP FROM US 30 EB TO LAVER RD	MESSAGE BOARDS	CONTINUE ON US 30 EB TO THE REED RD INTERCHANGE. TAKE REED RD SB TO SR 430.
RAMP FROM LAVER RD TO US 30 EB	MESSAGE BOARDS	TAKE SR 430 EB TO REED RD NB TO US 30
RAMP FROM US 30 WB TO LAVER RD	MESSAGE BOARDS	CONTINUE ON US 30 WB TO US 42 NB TO CRIDER RD EB TO LAVER RD
RAMP FROM LAVER RD TO US 30 WB	MESSAGE BOARDS	TAKE CRIDER RD WB TO US 42 SB TO US 30 WB
RAMP FROM US 30 EB TO REED RD	FLAT SHEET SIGNS	CONTINUE US 30 EB THEN TRANSITION TO WB AT KOOGLE RD INTERCHANGE
RAMP FROM REED RD TO US 30 EB	FLAT SHEET SIGNS	TAKE US 30 WB TO US 42 INTERCHANGE, THEN TRANSITION TO US 30 EB AT THE US 42 INTERCHANGE
RAMP FROM US 30 WB TO REED RD	FLAT SHEET SIGNS	CONTINUE ON US 30 WB THEN TRANSITION TO US 30 EB AT US 42 INTERCHANGE. PROCEED TO THE UNCLOSED PORTION OF THE REED RD INTERCHANGE
RAMP FROM REED RD TO US 30 WB	FLAT SHEET SIGNS	TAKE US 30 EB TO THE KOOGLE RD INTERCHANGE. TRANSITION TO US 30 WB AT THE KOOGLE RD INTERCHANGE
RAMP FROM US 30 EB TO KOOGLE RD	FLAT SHEET SIGNS	TAKE US 30 EB AND TRANSITION TO US 30 WB AT THE COMPLETED ASD-603 RCUT U-TURN. TAKE US 30 WB TO KOOGLE RD
RAMP FROM KOOGLE RD TO US 30 EB	FLAT SHEET SIGNS	TAKE US 30 WB TO THE REED RD INTERCHANGE. TRANSITION TO US 30 EB AT THE REED RD INTERCHANGE
RAMP FROM US 30 WB TO KOOGLE RD	FLAT SHEET SIGNS	CONTINUE ON US 30 WB TO THE REED RD INTERCHANGE. TRANSITION TO US 30 EB AT THE REED RD INTERCHANGE. TAKE US 30 TO THE UNCLOSED PORTION OF THE KOOGLE RD INTERCHANGE
RAMP FROM KOOGLE RD TO US 30 WB	FLAT SHEET SIGNS	TAKE US 30 EB AND TRANSITION TO US 30 WB AT THE COMPLETED ASD-603 RCUT U-TURN
RAMP FROM US 30 EB TO IR 71 NB	FLAT SHEET SIGNS	CONTINUE ON US 30 EB TO THE KOOGLE RD INTERCHANGE. TAKE KOOGLE RD NORTHBOUND TO THE IR 71 NB ENTRANCE RAMP

*SHALL INCLUDE A PCMS OR FLAT SHEET SIGN DIRECTING BEAL RD USERS TO ACCESS US 30 WB VIA US 42. PAYMENT SHALL BE INCIDENTAL TO ITEM 614 – DETOUR SIGNING.

RAMP DETOUR USING MESSAGE BOARDS

RAMP CLOSURES PERMITTED AS DETAILED IN THESE PLANS IN ACCORDANCE WITH SCD MT-98.29. TWO BUSINESS DAYS PRIOR TO CLOSING THE RAMP, A MESSAGE BOARD SHALL BE PLACED PRIOR TO THE RAMP NOTIFYING THE PUBLIC OF THE DATE AND TIME OF THE CLOSURE.

TRAFFIC SHALL BE DETOURED VIA AN ADDITIONAL MESSAGE BOARD PRIOR TO THE CLOSED RAMP, TO THE INTERCHANGE LISTED IN THE PLANS. AN ADDITIONAL MESSAGE BOARD SHALL BE PLACED PRIOR TO THE INTERCHANGE TO WHICH TRAFFIC IS DETOURED. A FOURTH MESSAGE BOARD SHALL BE PLACED PRIOR TO THE INTERCHANGE INCLUDING THE CLOSURE TO DIRECT DETOURED TRAFFIC ONTO THE APPROPRIATE INTERCHANGE RAMP.

ITEM 614 – DETOUR SIGNING

ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED FOR DETOUR SIGNING SHALL BE PAID FOR UNDER THE LUMP SUM BID PRICE FOR ITEM 614 – DETOUR SIGNING UNLESS SEPERATELY ITEMIZED IN THE PLANS.

ITEM 614 – DETOUR SIGNING

LUMP

ITEM 614 – MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

NO WORK SHALL BE PERFORMED, AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	MEMORIAL DAY	LABOR DAY
NEW YEARS DAY	FOURTH OF JULY	THANKSGIVING
INKARCERATION FESTIVAL (USUALLY MID-JULY)		

THE PERIOD OF TIME THAT LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

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

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$200/MIN MAINLINE AND \$50/MIN EACH RAMP THE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

ITEM 614 – MAINTAINING TRAFFIC (ESTIMATED QUANTITIES)

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

ITEM 614 – ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 125 CU YD

TEMPORARY PAVEMENT WEDGES

PROVIDE TEMPORARY PAVEMENT WEDGES AT ALL TIMES WHERE TRAFFIC IS REQUIRED TO TRAVEL FROM OR ONTO A SURFACE OF A DIFFERENT ELEVATION IN THE DIRECTION OF TRAVEL (JOINTS, MANHOLES, CATCH BASINS, VALVE BOXES, MONUMENT BOXES, ETC.). THE TAPER RATE OF THE TEMPORARY PAVEMENT WEDGES SHALL BE AS PER THE REQUIREMENTS IN THE CHART BELOW. REMOVE THE TEMPORARY PAVEMENT WEDGES PRIOR TO PLACING EACH PROPOSED PAVEMENT COURSE. CONSIDER PAYMENT FOR THIS WORK, INCLUDING ALL MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK, AS INCIDENTAL TO ITEM 614 – ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

SPEED		DURATION	
		7 DAYS OR LESS	MORE THAN 7 DAYS
		LESS THAN 45 MPH	36H:1V
45 MPH OR GREATER	60H:1V	120H:1V	

WORK ZONE MARKINGS AND SIGNS

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

WORK ZONE MARKING SIGN: (W8-H12A-36) NO EDGE LINE 35 EACH
TOTAL: 35 EACH



NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS AND PIO*
RAMP AND/OR ROAD CLOSURES	2 WEEKS OR GREATER	21 CALENDAR DAYS
	12 HOURS TO 2 WEEKS	14 CALENDAR DAYS
	12 HOURS OR LESS	4 BUSINESS DAYS

LANE CLOSURES AND RESTRICTIONS	2 WEEKS OR GREATER	14 CALENDAR DAYS
	LESS THAN 2 WEEKS	5 BUSINESS DAYS

START OF CONSTRUCTION AND TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS
---	-----	------------------

* - PRIOR TO CLOSURE DATE, UNLESS NOTED OTHERWISE

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

WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A PREQUALIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE TRAINED IN ACCORDANCE WITH CMS 614.03, SHALL HAVE SUCCESSFULLY COMPLETED ODOT ADMINISTERED WTS TESTING (AND RE-TESTING WHEN APPLICABLE) AND BE LISTED ON THE ODOT PREQUALIFIED WTS ROSTER. PREQUALIFICATION EXPIRES EVERY 5 YEARS. RE-TESTING SHALL BE SUCCESSFULLY REPEATED EVERY 5 YEARS TO REMAIN PREQUALIFIED.

THE NAME OF THE PREQUALIFIED WTS AND RELATED 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 (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY; HOWEVER, THE PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRAINING, PREQUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR ENGINEER'S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.

THE WTS POSITION HAS THE PRIMARY RESPONSIBILITY OF IMPLEMENTING THE TRAFFIC MANAGEMENT PLAN (TMP), MONITORING THE SAFETY AND MOBILITY OF THE ENTIRE WORK ZONE, AND CORRECTING TEMPORARY TRAFFIC CONTROL (TTC) DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE WTS, AND ALTERNATE WTS WHEN ON DUTY, SHALL HAVE SUFFICIENT AUTHORITY TO EFFECTIVELY CARRY OUT THE IDENTIFIED WTS RESPONSIBILITIES AND DUTIES. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS.
2. BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF, AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES.
3. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.
4. BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.
5. BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL.
6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS ARE ON THE PROJECT.
7. COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING.
8. BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03.
9. ON A CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.
10. ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER.

WORKSITE TRAFFIC SUPERVISOR (CONTINUED)

11. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE 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 TTC SETUP (DAY AND NIGHT REVIEW).
- B. DAILY TTC SETUP AND REMOVAL.
- C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP.
- D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK ZONE.
- E. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT.
- F. ALL OTHER EMERGENCY TTC NEEDS.

12. COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (CA-D-8) AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORKDAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TTC 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 OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION'S INSPECTION FORMS WEBSITE.

13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

THE DEPARTMENT WILL DEDUCT:

A. THE PRORATED DAILY AMOUNT OF ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY IN WHICH THE WTS FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. THE PRORATED DAILY AMOUNT WILL BE EQUAL TO THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC DIVIDED BY THE DIFFERENCE BETWEEN THE ORIGINAL COMPLETION DATE AND THE FIRST DAY OF WORK, IN CALENDAR DAYS.

B. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A TTC ISSUE IS IDENTIFIED IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIMEFRAME PER THE ENGINEER. DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION C.

C. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A LANE OR RAMP IS BLOCKED (FULLY OR PARTIALLY) WITHOUT TTC, AS DETERMINED BY THE ENGINEER. THIS DEDUCTION SHALL BE IN ADDITION TO ANY OTHER DISINCENTIVES ESTABLISHED FOR UNAUTHORIZED LANE USE.

FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR, THE HIGHEST DEDUCTION AMOUNT WILL APPLY.

IF THREE OR MORE TOTAL DAYS RESULT IN TTC ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS. THREE REMOVALS SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY PREVIOUSLY PREQUALIFIED WTS.

PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTIONS

PORTIONS OF THE MOT PLANS AS DESCRIBED IN THE PLANS HAVE APPROVED MOT EXCEPTIONS PER TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

APPROVED MOT EXCEPTIONS INCLUDE LANE CLOSURES AS DESCRIBED BELOW:

LOCATION	LANE	DURATION	PURPOSE
RIC-30-13.06 TO 14.10 EB (PROJECT START TO US 42)	INSIDE	5 CONSECUTIVE DAYS	PAVEMENT REPAIRS
RIC-30-13.06 TO 14.10 EB (PROJECT START TO US 42)	OUTSIDE	5 CONSECUTIVE DAYS	PAVEMENT REPAIRS
RIC-30-13.06 TO 14.10 EB (PROJECT START TO US 42)	INSIDE	5 CONSECUTIVE DAYS	PAVEMENT REPAIRS
RIC-30-13.06 TO 14.10 EB (PROJECT START TO US 42)	OUTSIDE	5 CONSECUTIVE DAYS	PAVEMENT REPAIRS

A MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD A MINIMUM OF 30 CALENDAR DAYS PRIOR TO IMPLEMENTATION OF EACH APPROVED MOT EXCEPTION. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER AS WELL AS THE CONTRACTOR, WORKSITE TRAFFIC SUPERVISOR (WTS) AND ANY SUBCONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL.

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTIONS REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTIONS REFERENCED ABOVE. REFERENCE "EXCEPTION REQUEST APPROVAL DATED 10/18/2022 FOR PID 79740" IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

ANY CHANGES TO THE MOT THAT IMPACT THE PREVIOUSLY APPROVED MOT EXCEPTIONS LISTED ABOVE SHALL BE APPROVED IN WRITING BY THE MOT EXCEPTION COMMITTEE (MOTEC). IN THE EVENT THAT SUCH CHANGES ARE PROPOSED, THE REQUEST SHALL BE COORDINATED THROUGH THE DISTRICT WORK ZONE TRAFFIC MANAGER (DWZTM) A MINIMUM OF 30 CALENDAR DAYS PRIOR TO THE DESIRED IMPLEMENTATION DATE. IF THE DISTRICT AGREES WITH THE PROPOSED CHANGES THE DWZTM SHALL SEEK APPROVAL FROM THE MOTEC. IN THE EVENT THE PROPOSED CHANGES ARE APPROVED IN WRITING, THE CLOSURES ARE STILL SUBJECT TO NOTIFICATION REQUIREMENTS WITHIN THIS NOTE PRIOR TO IMPLEMENTATION.

DESIGN AGENCY

DISTRICT 3



ENGINEERING TEAM FOUR

DESIGNER

JNC

REVIEWER

NRF 08/04/22

PROJECT ID

79740

SHEET TOTAL


18 46

SHEET NUM.													PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
13	14	15	16	17	22	23	24	25	26	27	36	39	01/NHS/PV	02/NHS/BR						
ROADWAY																				
											39		39	202	23000	39	SY	PAVEMENT REMOVED		
											76		76	202	30700	76	FT	CONCRETE BARRIER REMOVED		
											92		92	202	32000	92	FT	CURB REMOVED		
											137.5		137.5	202	38000	137.5	FT	GUARDRAIL REMOVED		
											287.5		287.5	202	38201	287.5	FT	GUARDRAIL REMOVED FOR REUSE, AS PER PLAN		
											1		1	202	42050	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE B		
											1		1	202	47201	1	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED FOR REUSE, AS PER PLAN		
		22											22	202	98500	22	CY	REMOVAL MISC.: CONCRETE MEDIAN		
	26												26	203	10000	26	CY	EXCAVATION		
20											87		107	203	20001	107	CY	EMBANKMENT, AS PER PLAN		
											3.88		3.88	209	15000	3.88	STA	RESHAPING UNDER GUARDRAIL		
					16	17							33	209	60500	33	MILE	LINEAR GRADING		
											137.5		137.5	606	13000	137.5	FT	GUARDRAIL, TYPE 5		
											437.5		437.5	606	16000	437.5	FT	GUARDRAIL REBUILT		
											87.6		87.6	606	17000	87.6	FT	RAISING TYPE 5 GUARDRAIL		
											6		6	606	17700	6	EACH	REPLACE EXISTING GUARDRAIL BLOCKOUT		
											1		1	606	26100	1	EACH	ANCHOR ASSEMBLY, TYPE E		
											1		1	606	27850	1	EACH	ANCHOR ASSEMBLY REBUILT, TYPE E		
											1		1	606	27900	1	EACH	ANCHOR ASSEMBLY REBUILT, TYPE T		
											2		2	606	35010	2	EACH	BRIDGE TERMINAL ASSEMBLY REBUILT, TYPE 1		
											2		2	606	60000	2	EACH	IMPACT ATTENUATOR REBUILT, TYPE 1 (UNIDIRECTIONAL), AS PER PLAN		
											3		3	622	24841	3	EACH	CONCRETE BARRIER END SECTION, TYPE B, AS PER PLAN		
EROSION CONTROL																				
													0.09	659	20000	0.09	TON	COMMERCIAL FERTILIZER		
													0.13	659	31000	0.13	ACRE	LIME		
													3.56	659	35000	3.56	MGAL	WATER		
													32	659	14000	32	SY	REPAIR SEEDING AND MULCHING		
													32	659	15000	32	SY	INTER-SEEDING		
													71	659	00300	71	CY	TOPSOIL		
													2	659	00100	2	EACH	SOIL ANALYSIS TEST		
													642	659	10000	642	SY	SEEDING AND MULCHING		
													500	832	30000	500	EACH	EROSION CONTROL		
DRAINAGE																				
													1	611	99661	1	EACH	MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN		
													10	611	98630	10	EACH	CATCH BASIN ADJUSTED TO GRADE		
													3	611	99150	3	EACH	INLET ADJUSTED TO GRADE		
PAVEMENT																				
													924	251	01043	924	CY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN (LONGITUDINAL)		
													440	251	01043	440	CY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN (TRANSVERSE)		
					183,888	184,515							368,403	254	01000	368,403	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.75")		
					920	923							1,843	254	91600	1,843	SY	PATCHING PLANED SURFACE		
											12,500		12,500	255	10161	12,500	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN		
											56,250		56,250	255	20000	56,250	FT	FULL DEPTH PAVEMENT SAWING		
											26		34	304	20000	34	CY	AGGREGATE BASE		
													33,157	407	10000	33,157	GAL	TACK COAT (0.09 GAL/SY)		
					16,550	16,607							15,094	408	10001	15,094	GAL	PRIME COAT, AS PER PLAN (0.40 GAL/SY)		
					7,522	7,572							17,909	442	00100	17,909	CY	ANTI-SEGREGATION EQUIPMENT		
					8,939	8,970														
					8,939	8,970							17,909	442	10300	17,909	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) (1.75" THICK)		
													22	511	53100	22	SY	CLASS QC2 CONCRETE, MISC.: MEDIAN		
					2,090	2,104							4,194	617	10100	4,194	CY	COMPACTED AGGREGATE (4" AVG. THICKNESS)		
					3	6							9	618	39001	9	EACH	RUMBLE STRIPS, TRANSVERSE (ASPHALT CONCRETE), AS PER PLAN		
					12	12							24	618	40600	24	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)		
													2,040	888	10000	2,040	SY	HIGH FRICTION SURFACE TREATMENT, SINGLE LIFT		

SHEET NUM.														PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
14	15	16	17	22	23	24	25	26	27	36	39	40	01/NHS/PV	02/NHS/BR							
								1,174					1,174		621	00100	1,174	EACH	RPM	TRAFFIC CONTROL	
								1,174					1,174		621	54008	1,174	EACH		RAISED PAVEMENT MARKER REMOVED	
									4				4		626	00116	4	EACH		BARRIER REFLECTOR, TYPE 5, 1 WAY	
									1				1		626	00116	1	EACH		BARRIER REFLECTOR, TYPE 5, BIDIRECTIONAL	
						78	194						272		644	00500	272	FT		STOP LINE	
						393	390						783		644	00720	783	FT		CHEVRON MARKING	
						6	2						8		644	01300	8	EACH		LANE ARROW (LEFT)	
						2							2		644	01300	2	EACH		LANE ARROW (RIGHT)	
						8							8		644	01360	8	EACH		WRONG WAY ARROW	
							12						12		644	01410	12	EACH		WORD ON PAVEMENT, 96" (ONLY)	
						10	8						18		644	40000	18	EACH		SPEED MEASUREMENT MARKING	
						0.09	0.1						0.19		646	10010	0.19	MILE		EDGE LINE, 6" (WHITE)	
						0.09	0.1						0.19		646	10010	0.19	MILE		EDGE LINE, 6" (YELLOW)	
						0.1	0.13						0.23		646	10110	0.23	MILE		LANE LINE, 6"	
						120							120		646	10310	120	FT		CHANNELIZING LINE, 12"	
						6							6		646	10620	6	FT		CHEVRON MARKING	
							146						146		646	20504	146	FT		DOTTED LINE, 6"	
						7.95	8.06						16.01		807	14010	16.01	MILE		WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (WHITE)	
						7.95	8.06						16.01		807	14010	16.01	MILE		WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (YELLOW)	
						5.91	5.9						11.81		807	14110	11.81	MILE		WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	
						6,443	6,886						13,329		807	14310	13,329	FT		WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	
						5,963	5,073						11,036		807	14410	11,036	FT		WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	
						22.93	22.99						45.92		850	10010	45.92	MILE		GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
						6,443	6,886						13,329		850	10130	13,329	FT		GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
																				STRUCTURE REPAIR (SFN: 7001444)	
											103		103		202	23500	103	SY		WEARING COURSE REMOVED (1.50" +/-)	
											4.5		4.5		442	10300	4.5	CY		ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) (1.50" THICK)	14
											1,030.5		1,030.5		512	10300	1,030.5	SY		SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
																				STRUCTURE REPAIR (SFN: 7001355)	
											103		103		202	23500	103	SY		WEARING COURSE REMOVED (1.50" +/-)	
											4.5		4.5		442	10300	4.5	CY		ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) (1.50" THICK)	14
											1,030.5		1,030.5		512	10300	1,030.5	SY		SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
																				STRUCTURE REPAIR (SFN: 7001592)	
											213		213		202	23500	213	SY		WEARING COURSE REMOVED (1.50" +/-)	
											9		9		442	10300	9	CY		ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) (1.50" THICK)	14
											833		833		512	10300	833	SY		SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
											320		320		SPECIAL	51900100	320	SF		COMPOSITE FIBER WRAP SYSTEM	38
																				STRUCTURE REPAIR (SFN: 7001568)	
											80		80		202	98200	80	FT		REMOVAL MISC.:DECK OVERHANG	38
											218		218		202	23500	218	SY		WEARING COURSE REMOVED (1.50" +/-)	
											9		9		442	10300	9	CY		ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) (1.50" THICK)	14
											84		84		509	10001	84	LB		EPOXY COATED STEEL REINFORCEMENT, AS PER PLAN	38
											21		21		509	20001	21	LB		CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN	38
											2		2		511	71100	2	CY		CONCRETE, MISC.:CLASS QC SCC CONCRETE, BRIDGE DECK, DECK OVERHANG	38
											14		14		512	10100	14	SY		SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
											890		890		512	10300	890	SY		SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	

GENERAL SUMMARY

DESIGN AGENCY
DISTRICT 3



ENGINEERING TEAM FOUR

DESIGNER
JLB

REVIEWER
NRF 08/04/22

PROJECT ID
79740

SHEET TOTAL
21 46

RAISED PAVEMENT MARKERS

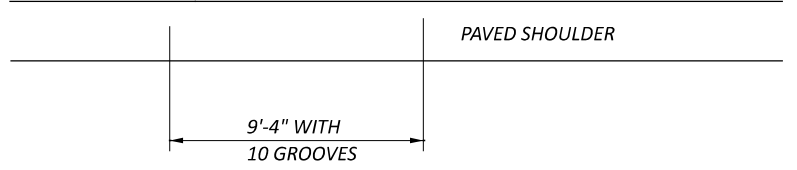
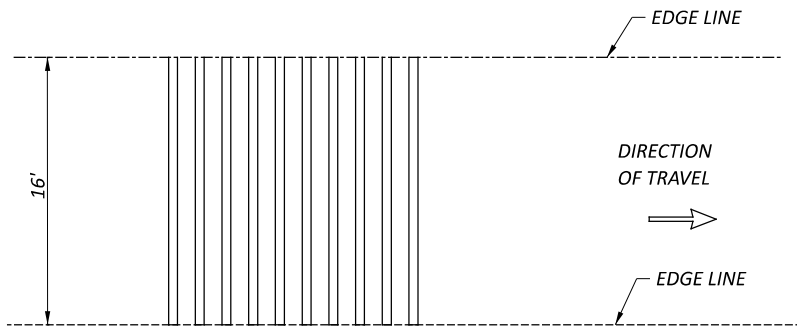
PLAN SPLIT	COUNTY	ROUTE	STATION/SLM		DETAIL	621	621	ONE-WAY	TWO-WAY	DETAIL	DESCRIPTION
			FROM	TO		RAISED PAVEMENT MARKER REMOVED	RPM				
						WHITE	YELLOW / YELLOW				
						EACH	EACH	EACH	EACH		
01/NHS/PV	RIC	30	13.06	17.48	5	528	528			1	MULTILANE UNDIVIDED TYPICAL SPACING
01/NHS/PV	RIC	30	14.08	14.09	2 / 3	94	94			2	TAPERED ACCEL. LANE
01/NHS/PV	RIC	30	15.27	15.28	2 / 3	77	77			3	DECELERATION LANE
01/NHS/PV	RIC	30	16.40	16.41	2 / 3	73	73			4	PARALLEL ACCEL LANE
01/NHS/PV	RIC	30	16.72	16.73	2 / 3	19	19			5	MULTILANE DIVIDED/EXPRESSWAY
01/NHS/PV	RIC	30	17.00	17.01	9	23	23			6	STOP APPROACH
01/NHS/PV	RIC	30	17.48	17.49	2 / 3	85	85			7	2 LANE APPR. WITH TURN LANE
01/NHS/PV	RIC	30	17.48	19.06	5	267	267			8	THROUGH APPROACH
01/NHS/PV	RIC	30	18.36	18.37	SPEC.	8	8			9	3 LANE APPR. WITH TURN LANE
TOTAL CARRIED TO GENERAL SUMMARY						1,174	1,174			10	3 LANE DIVIDED TO 2 LANE TRANSITION
										11	3 LANE UNDIVIDED TO 2 LANE TRANSITION
										12	TWO LANE NARROW BRIDGE
										13	TWO WAY LEFT TURN LANE
										14	ONE LANE BRIDGE
										15	HORIZONTAL CURVE
										16	HORIZONTAL CURVE ALT.
										18	FIRE HYDRANT
										GAP	CENTER LINE AT 80 FT. TYP.
											NOTES: SPEC. REFERS TO CHANNELIZING LINE AT TROUT RD.

ITEM 618 - RUMBLE STRIPS, TRANSVERSE (ASPHALT CONCRETE), AS PER PLAN

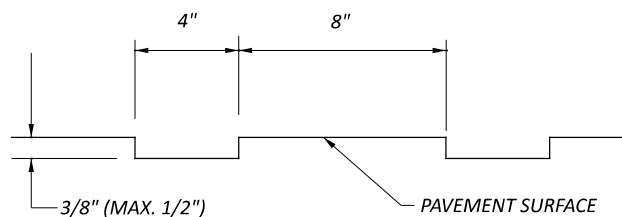
THIS ITEM CONSISTS OF REPLACING RUMBLE STRIPS AS SEEN ON THE PAVEMENT AND SHOULDER DATA SHEET. THE PROPOSED RUMBLE STRIPS SHALL CONSIST OF PARALLEL GROOVES CUT AT ONE FOOT INTERVALS.

ALL DIMENSIONS SHOWN ARE NOMINAL AND SHOULD BE CONSIDERED TO BE ±1/8 INCH. EACH GROOVE SHALL BE CUT TO A DEPTH OF APPROXIMATE 3/8 INCH WITH ALLOWANCE FOR PAVEMENT SURFACE IRREGULARITIES AND VARIATIONS. WIDTH OF THE GROOVE AT THE PAVEMENT SURFACE IS TO BE 4 INCHES.

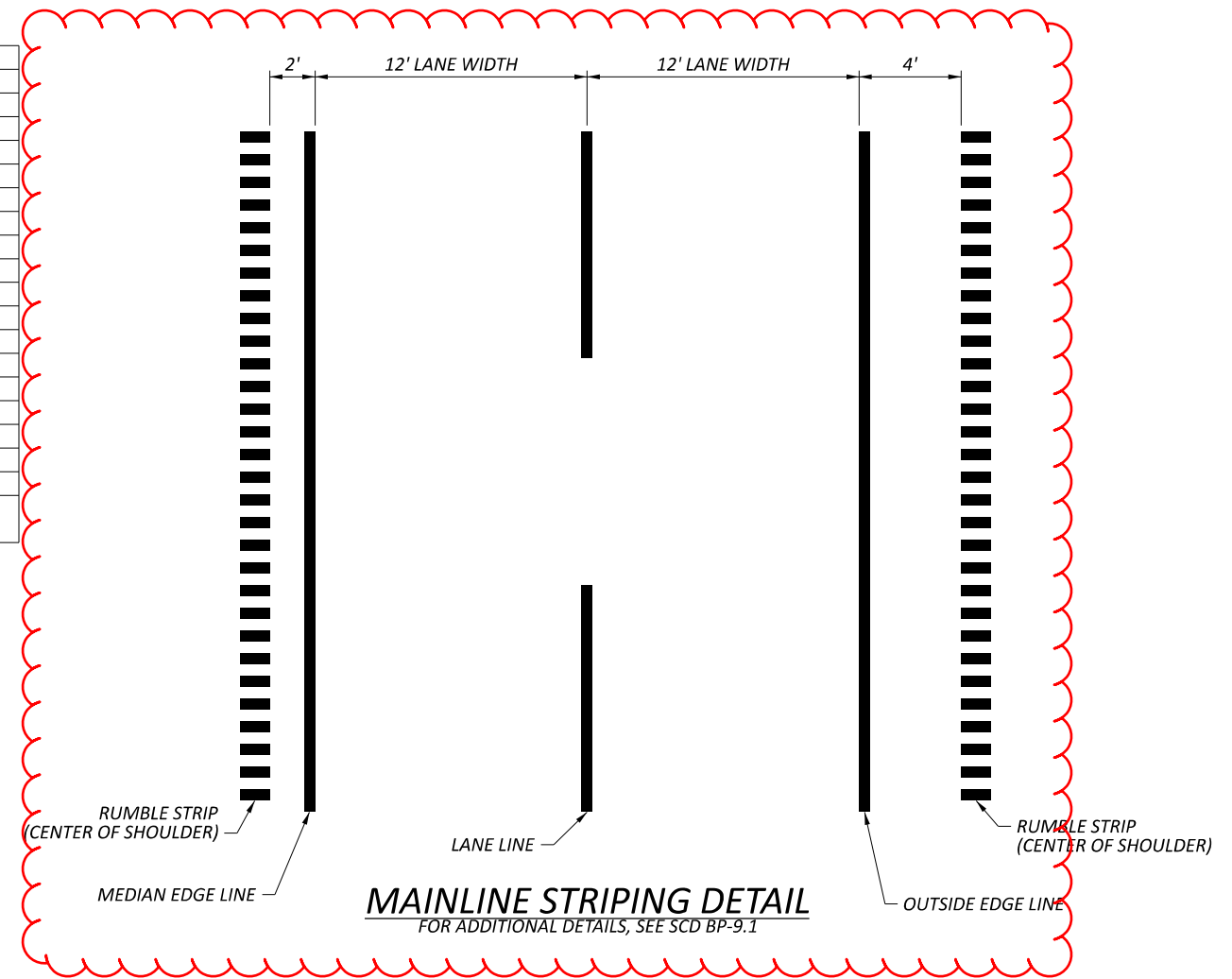
PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE STRIPS. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER EACH OF ITEM 618 - RUMBLE STRIPS (ASPHALT CONCRETE) AS PER PLAN, WITH 16' AS AN AVERAGE PER STRIP FOR ESTIMATING PURPOSES.



RUMBLE STRIPS, TRANSVERSE (ASPHALT CONCRETE), AS PER PLAN DETAIL



RUMBLE STRIPS, TRANSVERSE (ASPHALT CONCRETE), AS PER PLAN DETAIL GROOVE DETAIL



TRAFFIC CONTROL DETAILS

RIC-30-13.06

MODEL: TRAFFIC CONTROL DETAILS PAPER SIZE: 17x11 (in.) DATE: 10/31/2022 TIME: 2:55:07 PM USER: jdark8 pwc:\hobol-pw-bentley.com\shhdop-pw-02\Documents\01 Active Projects\District 03\Richland\79740\400-Engineering\Roadway\Sheets\79740_GS001.dgn

DESIGN AGENCY
DISTRICT THREE

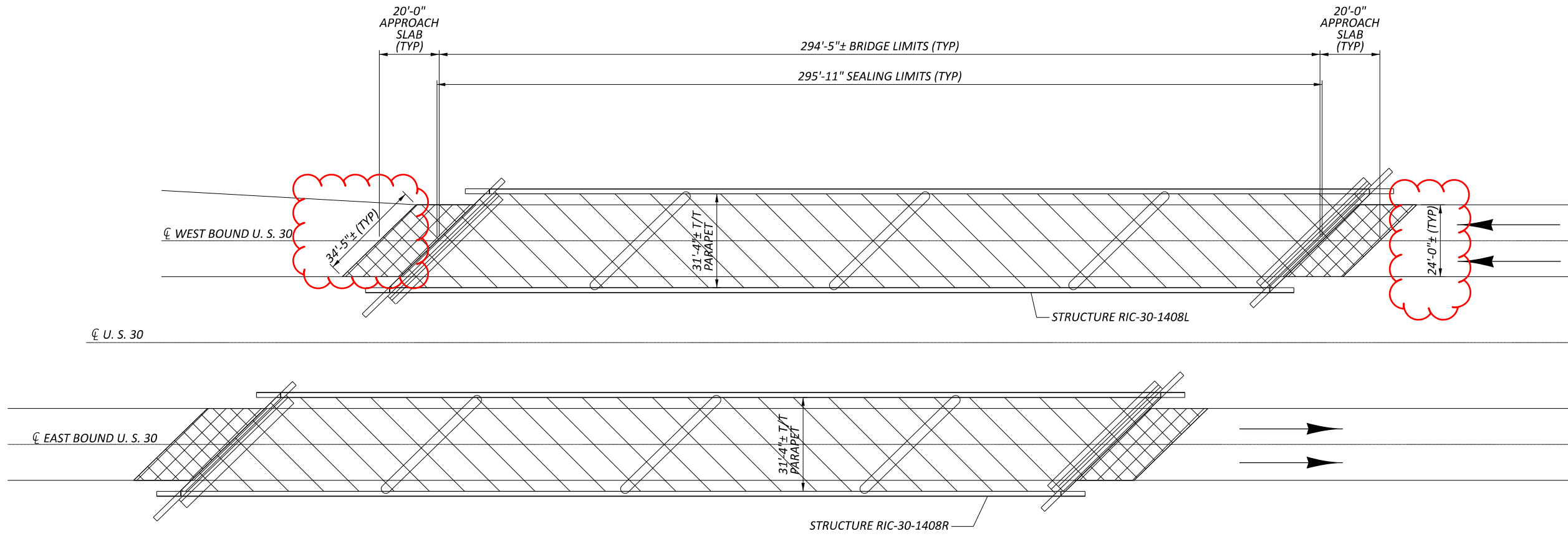
ENGINEERING TEAM FOUR

DESIGNER
JNC

REVIEWER
NRF 08/04/22

PROJECT ID
79740

SHEET TOTAL
26 | 46



PLAN VIEW
RIC-30-1408 R&L

LEGEND

- ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN
- ITEM 202 - WEARING COURSE REMOVED (1.50"±)
 ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), PG64-22, AS PER PLAN (1.50" THICK)

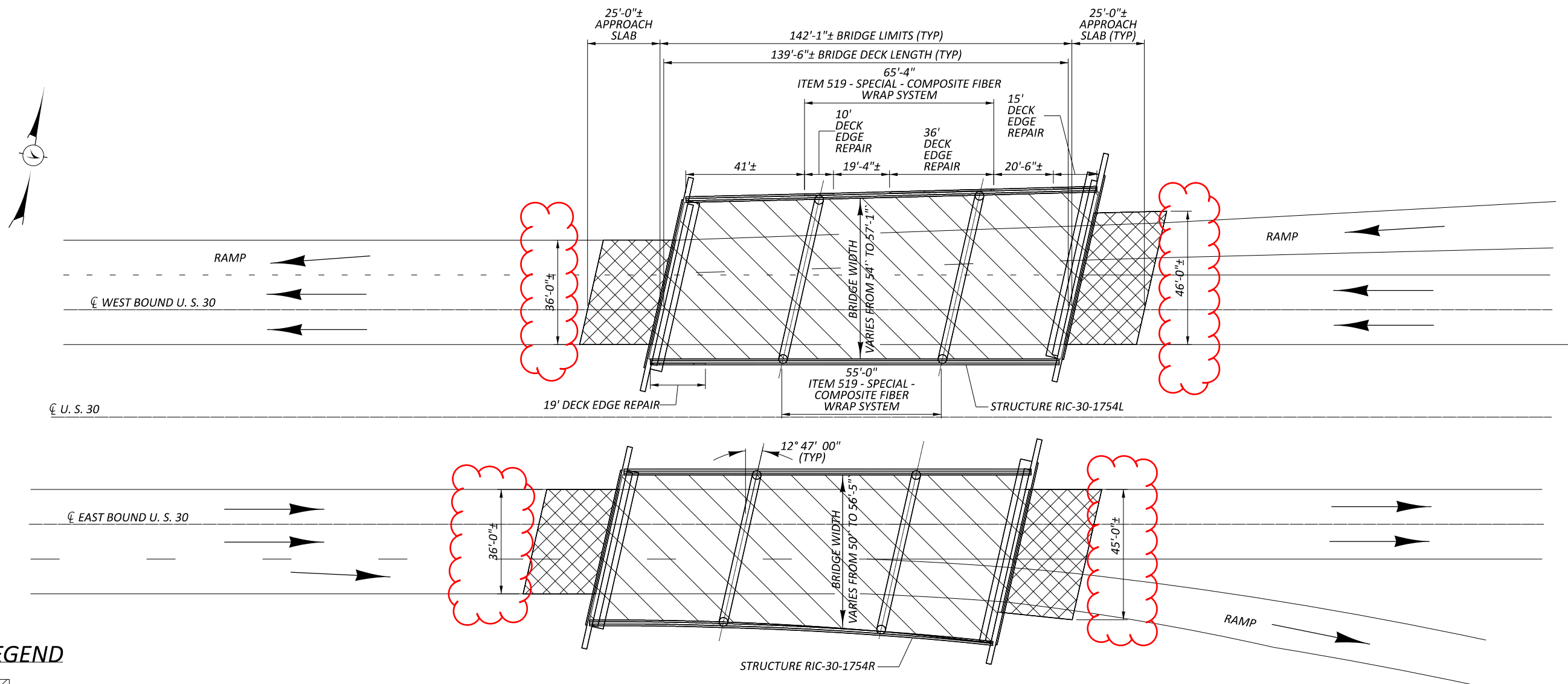
ESTIMATED QUANTITIES

ITEM NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY
202E23500	WEARING COURSE REMOVED (1.50" +/-)	SY	206
442E10301	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), PG64-22, AS PER PLAN (1.50" THICK)	CY	9
512E10300	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	SY	2061

ALL QUANTITIES CARRIED TO THE STRUCTURE ESTIMATED QUANTITIES








STRUCTURE TREATMENT
RIC-30-1408 R&L
OVER US 42

SFN	7001444
SFN	7001355
DESIGN AGENCY	DISTRICT 3
ENGINEERING TEAM FOUR	
DESIGNER	JNC
CHECKER	JLB
REVIEWER	NRF
DATE	08/04/22
PROJECT ID	79740
SUBSET	1
TOTAL	1
SHEET	39
TOTAL	46



PLAN VIEW
RIC-30-1754 R&L

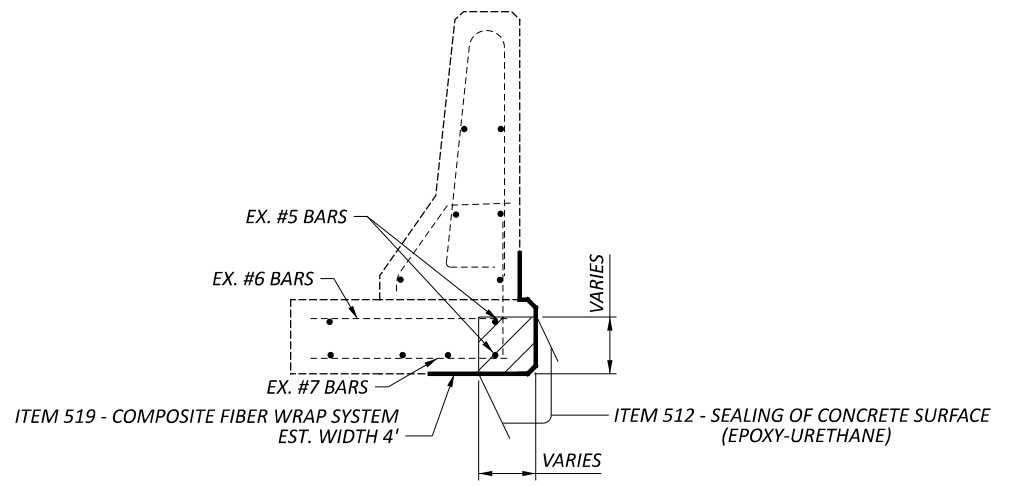
LEGEND

-  ITEM 202 - REMOVAL MISC.: DECK OVERHANG
-  ITEM 509 - EPOXY COATED REINFORCING STEEL, AS PER PLAN
-  ITEM 509 - REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN
-  ITEM 511 - CONCRETE, MISC.: CLASS QC SCC CONCRETE, BRIDGE DECK, DECK OVERHANG
-  ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
-  ITEM 202 - WEARING COURSE REMOVED (1.50"±)
-  ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), PG64-22, AS PER PLAN (1.50" THICK)

ESTIMATED QUANTITIES


ITEM NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY
202E98200	REMOVAL MISC.: DECK OVERHANG	FT	80
202E23500	WEARING COURSE REMOVED (1.50" +/-)	SY	431
442E10301	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), PG64-22, AS PER PLAN (1.50" THICK)	CY	18
509E10001	EPOXY COATED REINFORCING STEEL, AS PER PLAN	LB	84
509E20001	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN	LB	21
511E71100	CONCRETE, MISC.: CLASS QC SCC CONCRETE, BRIDGE DECK, DECK OVERHANG	CY	2
512E10100	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	SY	14
512E10300	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	SY	1723
519E00100	SPECIAL - COMPOSITE FIBER WRAP SYSTEM	SF	320

ALL QUANTITIES CARRIED TO THE STRUCTURE ESTIMATED QUANTITIES



DECK EDGE REPAIR CROSS SECTION VIEW

STRUCTURE TREATMENT
 RIC-30-1754 R&L
 OVER KOOGLE RD

SFN	7001592
SFN	7001568
DESIGN AGENCY	DISTRICT 3
	
ENGINEERING TEAM FOUR	
DESIGNER	JNC
CHECKER	JLB
REVIEWER	NRF
DATE	08/04/22
PROJECT ID	79740
SUBSET	TOTAL
1	1
SHEET	TOTAL
40	46