

ALIGNMENT AND PROFILE

THE WORK PROPOSED BY THIS PROJECT CONSISTS OF PLANING AND RESURFACING OF THE EXISTING PAVEMENT. THE ALIGNMENT OF THE EXISTING PAVEMENT WILL NOT BE CHANGED AND THE PROFILE OF THE PROPOSED SURFACE WILL BE SIMILAR TO THAT OF THE EXISTING PAVEMENT.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN (A)**ITEM 253 - PAVEMENT REPAIR, AS PER PLAN (B)**

PAVEMENT REPAIR SHALL BE IN ACCORDANCE WITH ITEM 253 - PAVEMENT REPAIR, WITH THE FOLLOWING ADDITIONS:

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. THE AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND SAWED OR MILLED TO A NEAT LINE. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT. THE ENTIRE AREA INCLUDING VERTICAL FACES SHALL BE COATED PRIOR TO PLACING THE REPLACEMENT MATERIAL PER 253.03. THE REPLACEMENT MATERIAL SHALL BE ITEM 301 - ASPHALT CONCRETE BASE, PG64-22.

PAVEMENT REPAIR (A), TRANSVERSE PAVEMENT REPAIR AREAS SHALL BE A MINIMUM OF 13 FEET IN WIDTH, AND 4 FEET IN LENGTH, AND 4 INCHES IN DEPTH MEASURED FROM THE MILLED SURFACE OR AS DIRECTED BY THE ENGINEER.

PAVEMENT REPAIR (B), LONGITUDINAL PAVEMENT REPAIR AREAS SHALL BE A MINIMUM OF 4 FEET IN WIDTH, AND 4 INCHES IN DEPTH MEASURED FROM THE MILLED SURFACE OR AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN (A)
SHE IR 75 = 300 SQ YD

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN (B)
SHE IR 75 = 2800 SQ YD

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

AN ESTIMATED QUANTITY OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE HAS BEEN INCLUDED IN THE PLANS.

THE APPROXIMATE DEPTH OF PAVEMENT PLANING SHALL BE ONE AND THREE QUARTERS INCH (1 $\frac{3}{4}$ ").

THE APPROXIMATE WIDTH OF THE PAVEMENT PLANING SHALL VARY FROM TWENTY AND ONE HALF FEET (20.5') TO FORTY NINE FEET (49.0').

NO AREA OF PAVEMENT PLANING SHALL BE OPENED TO THE TRAVELING PUBLIC. IT IS THE INTENT OF THE OHIO DEPARTMENT OF TRANSPORTATION THAT THE PAVEMENT PLANING AND THE PLACEMENT OF ITEM 442 ASPHALT CONCRETE BE IN CONJUNCTION WITH EACH OTHER ON A DAILY BASIS PRIOR TO OPENING THE ROAD TO THE TRAVELING PUBLIC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ASSURING THAT THIS IS A COMPLETE PROCESS EACH DAY.

ITEM 254 - PATCHING PLANED SURFACE, AS PER PLAN

PAVEMENT AREAS DESIGNATED FOR PATCHING AFTER PAVEMENT PLANING OPERATION SHALL BE MILLED TWO INCHES (2") IN DEPTH.

AN ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 254 - PATCHING PLANED SURFACE, AS PER PLAN = 300 SY

ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)

A QUANTITY FOR ITEM 618, RUMBLE STRIPS (ASPHALT CONCRETE) HAS BEEN CARRIED TO THE ESTIMATED QUANTITIES SHEET 22.

THE LOCATIONS ARE:

SHE-75 FROM SLM 8.67 TO SLM 18.83 (NB & SB) = 10.16 MILES

10.16 MILES X 4 SHOULDERS = 40.64 OR 41 MILES

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN

THE MATERIAL USED FOR RESURFACING SHALL CONSIST OF ONE AND THREE QUARTERS INCH (1.75") OF ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN. THE BINDER SHALL BE PG 76-22M.

PAVEMENT MARKINGS

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DOCUMENT THE LAYOUT OF THE EXISTING PAVEMENT MARKINGS INCLUDING EXISTING LANE AND SHOULDER WIDTHS IN A LOG AND SUBMIT TO THE DEPARTMENT FOR ACCEPTANCE. THE DEPARTMENT WILL NOT ALLOW THE CONTRACTOR TO PERFORM ANY PAVEMENT WORK FUNCTIONS (MILLING, OVERLAY, ETC.) UNTIL ACCEPTANCE OF THE SUBMITTED EXISTING MARKING LOG.

MARKINGS SHALL BE REPLACED IN KIND EXCEPT WHERE EXISTING MARKINGS DO NOT MEET THE CURRENT STANDARD CONSTRUCTION DRAWINGS. THE CONTRACTOR SHALL COORDINATE AND CORROBORATE THE PROPOSED LAYOUT OF ALL PAVEMENT MARKINGS PER APPLICABLE STANDARD CONSTRUCTION DRAWINGS WITH ODOT.

NO PERMANENT PAVEMENT MARKINGS, RAISED PAVEMENT MARKERS, NOR RUMBLE STRIPS SHALL BE PLACED UNTIL THE ODOT PROJECT ENGINEER HAS APPROVED THE LOCATION AND/OR LAYOUT OF THE WORK ZONE PAVEMENT MARKINGS.

ITEM 442 - ANTI-SEGREGATION EQUIPMENT

ANTI-SEGREGATION EQUIPMENT HAS BEEN CALCULATED FOR IR 75 MAINLINE PAVEMENT, BUT NOT THE IR 75 PAVED SHOULDERS OR MEDIANS. THE ANTI-SEGREGATION EQUIPMENT HAS ALSO BEEN INCLUDED FOR THE RAMPS, AND ACCEL AND DECEL LANES PAVEMENT, AND RAMP AND ACCEL AND DECEL LANES PAVED SHOULDERS.

ITEM 644 - SPEED MEASUREMENT MARKINGS

IR75 NB & SB MP 97 TO MP 98

PLACE A SERIES OF SPEED MEASUREMENT MARKINGS ON THE ROADWAY TO ASSIST IN THE ENFORCEMENT OF SPEED REGULATIONS. EACH SPEED MEASUREMENT MARKING SHALL CONSIST OF ONE WHITE TRANSVERSE 24-INCH LINE MEASURED IN THE DIRECTION OF TRAVEL AND 4 FEET IN LENGTH. THE MARKINGS SHALL BE PLACED AT ONE-QUARTER MILE INTERVALS FOR A MINIMUM OF 1 MILE ALONG THE ROADWAY, AT LOCATIONS AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. SPEED MEASUREMENT MARKINGS SHOULD AVOID BEING LOCATED IN THE VICINITY OF A TAPER, ENTRANCE RAMP OR EXIT RAMP.

ON MULTILANE HIGHWAYS WITH SHOULDER WIDTHS OF AT LEAST 6 FEET, CENTER THE SPEED MEASUREMENT MARKING ENTIRELY ON THE SHOULDER. IF THE SHOULDER WIDTH IS LESS THAN 6 FEET, CENTER THE MARKING ON THE EDGE LINE SUCH THAT IT EXTENDS 2 FEET ON EITHER SIDE. TO ASSURE VISIBILITY OF THE MARKINGS AND REDUCE PARALLAX ERRORS, FOR EACH DIRECTION UTILIZING AN AIR SPEED CHECK ZONE, A SET OF TWO MARKINGS (LEFT AND RIGHT SIDE) SHALL BE USED AT EACH ONE-QUARTER MILE INTERVAL.

ON TWO-LANE ROADWAYS, ONE MARKING SHOULD BE USED AT EACH ONE-QUARTER MILE INTERVAL AND INSTALLED ACROSS THE CENTER LINE SUCH THAT IT EXTENDS 2 FEET ON EITHER SIDE.

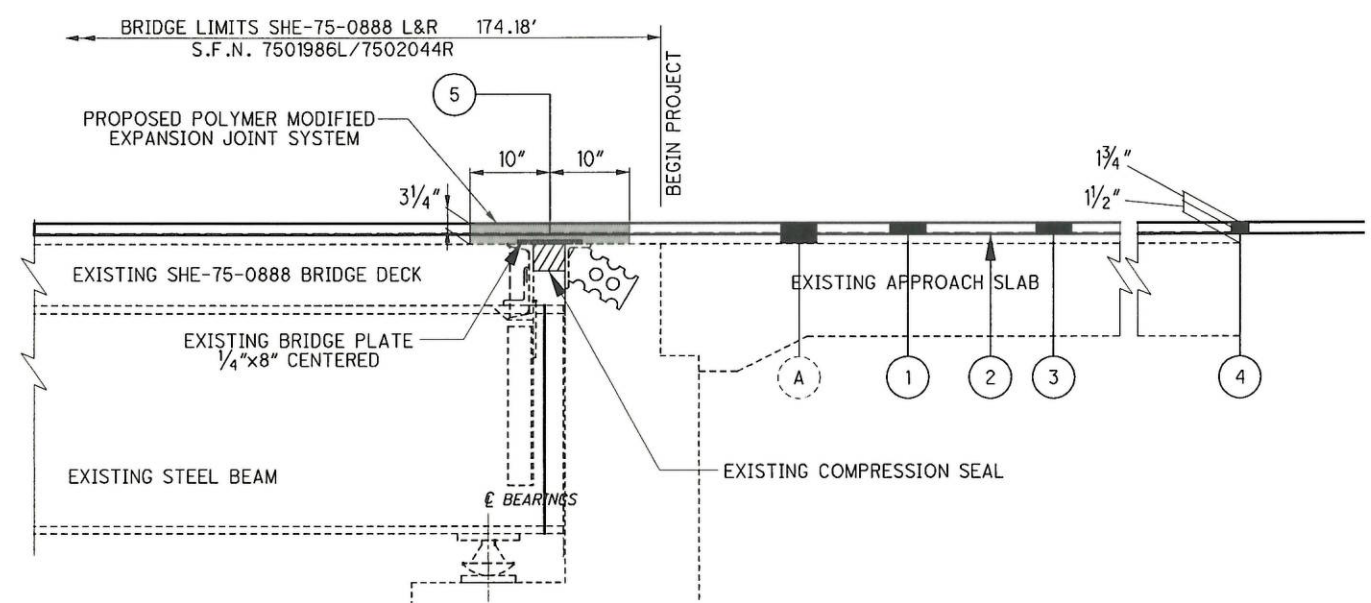
THE MARKINGS SHALL BE LAID OUT BY A REGISTERED SURVEYOR. ON SECTIONS WITH CURVES, THE MARKINGS ON THE INSIDE OF THE CURVE SHALL MEET THE REQUIRED ONE-QUARTER MILE INTERVALS. MARKINGS ON THE OUTSIDE OF THE CURVE SHALL BE DIRECTLY ACROSS FROM THE MARKINGS ON THE INSIDE OF THE CURVE, NOT STAGGERED. A RECORD IS TO BE KEPT AND ONE ORIGINAL SIGNED AND SEALED DOCUMENT IS TO BE SENT TO THE DISTRICT TRAFFIC ENGINEER AND ONE COPY IS TO BE SENT TO THE DISTRICT CONSTRUCTION ENGINEER.

MATERIALS, EQUIPMENT AND APPLICATION SHALL BE ACCORDING TO THE TYPE OF PAVEMENT MARKING MATERIAL USED.

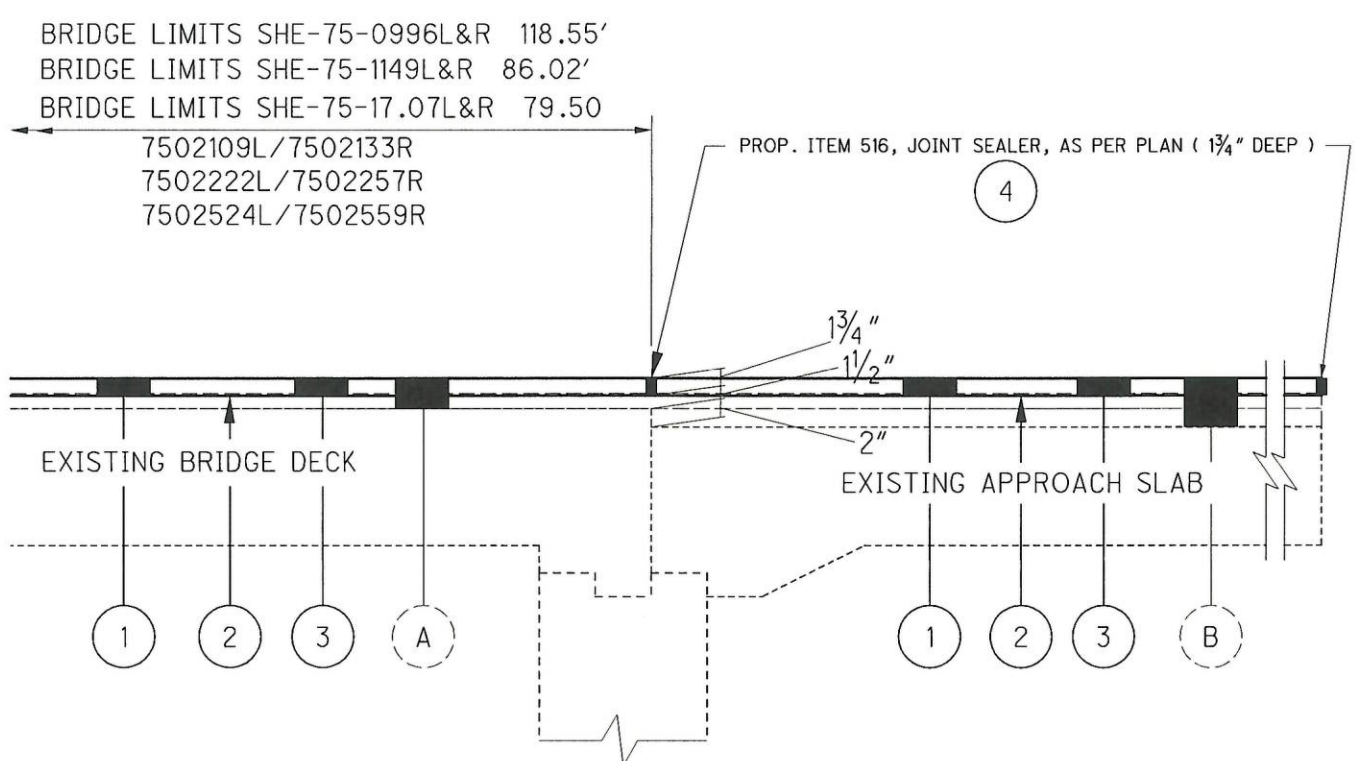
PAYMENT WILL BE FOR EACH 24-INCH-WIDE BY 4 FEET LONG MARKING AND SHALL INCLUDE THE PAVEMENT MARKING MATERIAL USED AND THE SURVEYING WORK.

A QUANTITY OF 20 EACH HAS BEEN CARRIED TO THE GENERAL SUMMARY.





- PROFILE VIEW**
FORWARD APPROACH
REAR APPROACH (O.H.)
- (A) EXISTING 3/4" ASPHALT CONCRETE ON EXISTING BRIDGE DECK
 - (1) ITEM 254 - PAVEMENT PLANNING, ASPHALT CONCRETE (1 3/4")
 - (2) ITEM 407 - NON-TRACKING TACK COAT, (0.085 GAL/SY)
 - (3) ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (447), AS PER PLAN (1 3/4")
 - (4) ITEM 516 - SPECIAL-SAW AND SEALING BITUMINOUS CONCRETE JOINTS (1 3/4" DEEP X 1/2" WIDE) (40 FT.)
(SEE NOTE BOTTOM RIGHT)
 - (5) ITEM 846 - POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM (.2708x1.6667x40) = 18.05 CU. FT. EACH
(SEE SUPP. SPEC. 846 DATED 4/17/05)



- LEGEND AND NOTES**
- (A) EXISTING 3/4" ASPHALT CONCRETE ON EXISTING BRIDGE DECK
 - (B) EXISTING 5/4" ASPHALT CONCRETE ON EXISTING APPROACH SLAB
 - (1) ITEM 254 - PAVEMENT PLANNING, ASPHALT CONCRETE (1 3/4")
 - (2) ITEM 407 - NON-TRACKING TACK COAT, (0.085 GAL/SY)
 - (3) ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (447), AS PER PLAN (1 3/4")
 - (4) ITEM 516 - JOINT SEALER, AS PER PLAN (1 3/4" DEEP)

ITEM 516, JOINT SEALER, AS PER PLAN (1 3/4" DEEP)

A 1 3/4" DEEP X 1/2" WIDE STRIP SHALL BE SAWCUT OUT OF THE PROPOSED OVERLAY. THE SAWCUT SHALL BE CENTERED OVER THE CENTER OF THE EXISTING ASPHALT JOINT, COVERED BY THE PROPOSED OVERLAY. JOINT SEALER AS PER 705.04 SHALL BE USED TO SEAL THE JOINT CREATED. THE CONTRACTOR SHALL MARK AND VERIFY THE LOCATIONS WITH THE PROJECT ENGINEER PRIOR TO ANY MILLING OR PAVING. THE QUANTITIES HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES.

CHECK ALL VERTICAL CLEARANCES BEFORE AND AFTER OVERLAY.

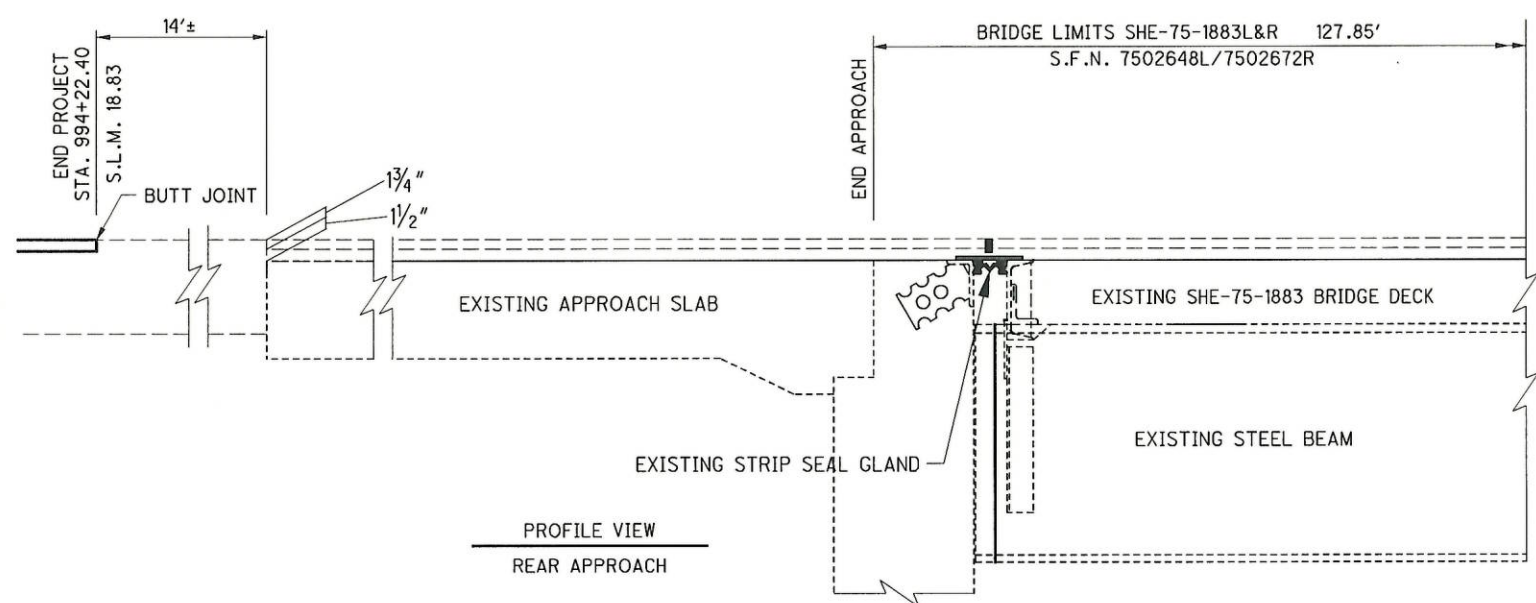
BRIDGE LIMITS SHE-75-1149R INCLUDE ITEM 519, PATCHING CONCRETE BRIDGE DECK-TYPE B (50 S.F.)
(FOR APPROACH SLAB, DIRECTED BY ENGINEER)

ITEM SPECIAL - PATCHING CONCRETE BRIDGE DECK, TYPE B

THIS ITEM OF WORK SHALL BE IN ACCORDANCE WITH PROPOSAL NOTE 512 - ITEM SPECIAL PATCHING CONCRETE BRIDGE DECKS, WITH THE FOLLOWING REVISIONS: REMOVE AND PATCH ONLY UNSOUND PROBLEM AREAS MARKED OUT BY THE ENGINEER <<, INCLUDING EXISTING BRIDGE JOINTS, BACKWALLS AND APPROACH SLABS>>; THE ENTIRE CONCRETE SURFACE IS NOT TO BE SOUNDED TO REPAIR ALL POTENTIAL UNSOUND AREAS. (FOR SHE-75-1149R FORWARD APPROACH)

ITEM 846 - POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM

THE CONTRACTOR SHALL INSTALL THE PROPOSED POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM IN ACCORDANCE WITH SS 846, AND THESE PLANS. ALL EXISTING JOINT MATERIAL SHALL BE REMOVE WITH CARE AS NOT TO DAMAGE EXISTING BRIDGE PARTS TO REMAIN IN PLACE. INCLUDED IN THIS ITEM THE CONTRACTOR SHALL ALSO REMOVE AND REPLACE THE EXISTING BRIDGE PLATE AS SHOWN IN THESE PLANS. ALL WORK, LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK SHALL BE INCLUDED IN THE UNIT BID PER CUBIC FEET FOR ITEM 846 - POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM.



PROFILE VIEW
REAR APPROACH

SFN	0
DESIGN AGENCY	
DESIGNER	CHECKER
REB	XXX
REVIEWER	
XXX MM-DD-YY	
PROJECT ID	105381
SUBSET	TOTAL
1	1
SHEET	TOTAL
P.29	29