ITEM 253 - PAVEMENT REPAIR, AS PER PLAN (RAMP)

THIS PAY ITEM SHALL FOLLOW THE GUIDELINES IN CMS 253, PAVEMENT REPAIR AND WILL BE MEASURED IN SQUARE YARDS.

THIS ITEM SHALL BE USED TO REPAIR THE EXISTING ASPHALT SHOULDER ON THE NB I-75 AT FAIR ROAD EXIT RAMP AT FULL DEPTH DUE TO THE CONCRETE REPAIRS TAKING PLACE AS SHOWN ON SHEET 15. THE PROPOSED FINAL SURFACE COURSE LAYER WILL BE PAID SEPARATELY.

THE DEPTH OF THE REPAIR MATERIAL SHALL MATCH THE BOTTOM OF THE EXISTING ASPHALT BUILDUP. FROM EXISTING PLANS, THE EXISTING PAVEMENT THICKNESS IS ASSUMED TO BE 9". THE REPAIR MATERIAL SHALL CONSIST OF ITEM 301- ASPHALT CONCRETE BASE, PG 64-22. THE WIDTH OF THE REPAIR IS ESTIMATED TO BE 2 FEET WIDE.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN (RAMP) = 23 SY

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

AN ESTIMATED QUANTITY OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE HAS BEEN CARRIED TO THE GENERAL SUMMARY AND INCLUDED IN THE PLANS.

THE APPROXIMATE DEPTH OF PAVEMENT PLANING SHALL BE ONE AND THREE QUARTER INCH (1 3/4") AS SHOWN ON THE TYPICAL SECTION.

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

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.

SHE-75-SLM 2.51 TO 6.09
ITEM 254 - PATCHING PLANED SURFACE, AS PER PLAN = 170 SY

ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)

A QUANTITY OF 14.00 MILES OF ITEM 618, RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) HAS BEEN CARRIED TO THE GENERAL SUMMARY.

LOCATIONS ARE LISTED IN THE TABLE BELOW.

ROUTE	FROM	TO	# MILES
IR 75 NB	2.51	6.09	7.00 MILES
IR 75 SB	2.51	6.09	7.00 MILES
TOTAL			14.00 MILES

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC RS

THE REPAIRS SHALL BE CONSTRUCTED AS PER SCD BP-2.5. ALL REPAIR AREAS SHALL BE DETERMINED BY THE PROJECT ENGINEER BEFORE BEGINNING WORK. REPAIR AREAS SHALL BE REPLACED TO MATCH THE EXISTING PAVEMENT ELEVATION.

MARKINGS DISTURBED OR REMOVED AS PART OF THE REPAIR ARE REQUIRED TO BE REPLACED WITH WORK ZONE MARKINGS WITHIN 7 DAYS AND TO THE SATISFACTION OF THE ENGINEER. A QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO COVER THE REPLACEMENT MARKINGS:

FAIR RD. INTERCHANGE
NB EXIT RAMP = 75 SY
SB EXIT RAMP = 75 SY
SB ENTRANCE RAMP = 211 SY

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC RS = 361 SY

ITEM 255 - FULL DEPTH PAVEMENT SAWING = 1,555 FT

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 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 DRIVEABLE PAVEMENT DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO D7 PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HRS & < 2 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HRS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES AND RESTRICTIONS	>= 2 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

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

ITEM 614 - MAINTAINING TRAFFIC

FOR I-75:
A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT AND THE COMPLETED PAVEMENT. CONTRACTOR SHALL FOLLOW THE PERMITTED LANE CLOSURE SCHEDULE SYSTEM (PLCS).

FOR FAIR ROAD INTERCHANGE RAMPS:
A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED SEVEN (7) CONSECUTIVE CALENDAR DAYS, WHEN RAMP TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS 9-11. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $3,000 PER DAY FOR EACH CALENDAR DAY THE RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT. ADDITIONALLY, THE NORTHBOUND ENTRANCE RAMP FROM FAIR ROAD TO I-75 SHALL BE COMPLETED IN TWO NIGHTS DURING NIGHTTIME HOURS BETWEEN 9:00 PM AND 6:00 AM. A CLOSURE IS ONLY ALLOWED WHEN WORK IS OCCURRING ON THE RAMP. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $75 PER MINUTE FOR EACH MINUTE THE RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT. THE CONTRACTOR SHALL NOT CLOSE MORE THAN ONE RAMP AT A TIME.

THE CONTRACTOR SHALL NOTIFY THE CITY OF SIDNEY WITH THE PLANNED DATES OF EACH RAMP CLOSURE. CONTACT INFORMATION BELOW:

PUBLIC WORKS DIRECTOR
BRIAN CLARK
937-498-8152
BCLARK@SIDNEYOH.COM

STREET MANAGER/SUPERINTENDENT
BRIAN GREEN
937-498-8159
BGREEN@SIDNEYOH.COM

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 RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

IT IS THE INTENTION TO PERFORM THE REQUIRED WORK WITH THE LEAST INCONVENIENCE TO AND THE MAXIMUM SAFETY OF THE CONTRACTOR AND THE TRAVELING PUBLIC. ANY VARIANCES FROM THESE MAINTENANCE OF TRAFFIC NOTES MUST BE APPROVED IN ADVANCE IN WRITING BY THE DIRECTOR. TRAFFIC IS TO BE MAINTAINED IN A UNIFORM PATTERN THROUGHOUT THE ENTIRE LENGTH OF THE PROJECT AND NOT BE SUBJECTED TO CONSTANT LANE SHIFTS.

THE CONTRACTOR'S OPERATIONS SHALL BE ARRANGED TO PREVENT ANY INTERFERENCE TO THE CONTINUOUS FLOW OF TRAFFIC. ALL VEHICLES, EQUIPMENT, WORKERS AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE APPROVED BY THE ENGINEER.

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE, ERECT, MAINTAIN (IN PROPER POSITION, CLEAN, LEGIBLE AND GOOD WORKING CONDITION) AND REMOVE ALL LIGHTS, SIGNS BARRICADES, CONES AND ALL OTHER TRAFFIC CONTROL DEVICES NECESSARY FOR THE MAINTENANCE OF TRAFFIC, INCLUDING PAVEMENT MARKINGS.

ITEM 614 - MAINTAINING TRAFFIC (CONTINUED)

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

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

NEW YEAR'S (OBSERVED) — GENERAL/REGULAR ELECTION DAY (NOV)

MEMORIAL DAY — THANKSGIVING

FOURTH OF JULY (OBSERVED) — CHRISTMAS (OBSERVED)

LABOR DAY

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

DAY OF HOLIDAY OR SPECIAL 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
TUESDAY (GEN./REG. ELECTION)	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	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

DURING THE SAME PERIODS, MAINTAIN PEDESTRIAN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

GENERAL NOTES

DESIGN AGENCY

DESIGNER CJP
REVIEWER BJA 08/18/26
PROJECT ID 121058
SHEET P.5 TOTAL 20

SHE-75-2.51

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ITEM 516 - 2" DEEP JOINT SEALER, AS PER PLAN

A 2" DEEP X 1/2" WIDE STRIP SHALL BE SAWCUT OUT OF THE ASPHALT ABUTTING CONCRETE AT LOCATIONS LISTED IN THE PLANS. IN LIEU OF SAWCUTTING AFTER CONSTRUCTION, THIS JOINT MAY BE FORMED DURING CONSTRUCTION. JOINT SEALER AS PER 705.04 SHALL BE USED TO SEAL THE JOINT CREATED.

ITEM 519 - PATCHING CONCRETE BRIDGE DECK, TYPE B

THIS ITEM IS TO BE USED TO REPAIR DETERIORATED AREAS ON THE BRIDGE DECK AND APPROACH SLABS IN ACCORDANCE WITH PROPOSAL NOTE 512 - ITEM SPECIAL PATCHING CONCRETE BRIDGE DECKS. VISIBLY UNSOUND AREAS ARE TO BE MARKED OUT BY THE ENGINEER. THE ENTIRE DECK AND APPROACH SLABS ARE NOT TO BE SOUNDED. PAYMENT FOR THIS ITEM OF WORK SHALL INCLUDE ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED FOR ITEM 519 PATCHING CONCRETE BRIDGE DECK, TYPE B PER SQUARE YARD.

ITEM 517 - RAILING (THRIE BEAM RETROFIT), AS PER PLAN

THIS ITEM IS TO BE USED TO REPAIR THE DAMAGED RETROFIT RAILING. ALL WORK AND MATERIALS REQUIRED TO BE REMOVE THE DAMAGED SECTION AND REINSTALL NEW ARE TO BE INCLUDED IN THIS ITEM FOR PAYMENT.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN (BRIDGE)

THIS PAY ITEM IS TO BE USED TO REMOVE AND RESTORE THE EX. 3"± ASPHALT PAVEMENT WEARING COURSE OVERTOP THE AREAS THAT WILL BE IDENTIFIED FOR CONCRETE BRIDGE DECK PATCHING (ITEM 519). THIS ITEM IS TO BE PERFORMED BEFORE PAVEMENT PLANING OPERATIONS. THE ASPHALT PAVEMENT SHALL BE PLACED AND COMPACTED IN TWO (2) LIFTS. THE PAVEMENT REPAIR MATERIAL SHALL CONSIST OF ITEM 442, ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), PG 76-22. THIS ITEM WILL BE MEASURED IN SQUARE YARDS.

SHE-75-2.35	SHE-75-3.72L	SHE-75-3.25R	SHE-75-5.66L	SHE-75-5.66R	ITEM	ITEM EXTENSION	GRAND TOTAL	UNIT	DESCRIPTION
			27	3	253	01001	30	SY	PAVEMENT REPAIR, AS PER PLAN (BRIDGE)
			801	983	254	01010	1,784	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1 3/4" DEPTH
			68	84	407	20000	152	GAL	NON-TRACKING TACK COAT, 0.085 GAL/SY
			80	98	409	30000	178	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS
			39	48	442	10000	87	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), PG 76-22, 1 3/4" THICKNESS
110	159	159			516	31011	428	FT	2" DEEP JOINT SEALER, AS PER PLAN
			19		517	72751	19	FT	RAILING (THRIE BEAM RETROFIT), AS PER PLAN
			15	2	519	12300	17	SY	PATCHING CONCRETE BRIDGE DECK, TYPE B
									QUANTITIES CARRIED TO GENERAL SUMMARY

LENGTH (BRIDGE LIMITS)	WIDTH	BRIDGE DECK AREA	SKEW ANGLE	STRUCTURE NAME	STRUCTURE FILE NUMBER	COMMENTS (WEARING COURSE)	APPROACH SLAB LENGTH	TOTAL APPROACH SLAB AREA	TYPE
FT.	FT.	SQ. YD.	DEGREE, MIN., SEC				FT	SQ. YD.	
	2 EA, 64.5'		35° RF	SHE-75-2.35	7501544	SKIP BRIDGE DECK AND APPROACH SLABS. SAW AND SEAL APPROACH SLAB AT CONCRETE/ASPHALT JOINT.			CONCRETE BEAM
	42.0'		58°-02' LF	SHE-75-3.72L	7501595	SKIP BRIDGE DECK AND APPROACH SLABS. SAW AND SEAL APPROACH SLAB AT CONCRETE/ASPHALT JOINT.			STEEL BEAM
	42.0'		58°-02' LF	SHE-75-3.25R	7501625	SKIP BRIDGE DECK AND APPROACH SLABS. SAW AND SEAL APPROACH SLAB AT CONCRETE/ASPHALT JOINT.			STEEL BEAM
				SHE-75-5.28	7501684	MILL AND FILL ASPHALT UNDER STRUCTURE. MAINTAIN VERTICAL CLEARANCE. LEFT CARD = 16.44 FT, RIGHT CARD = 16.29 FT.			STEEL BEAM
131.5'	39.7'	580	0° 38' RF	SHE-75-5.66L	7501714	MILL AND FILL 1 3/4". 15 SY OF BRIDGE DECK PATCHING. SAW AND SEAL JOINTS AT BRIDGE LIMITS. REMOVE AND REPLACE DAMAGED THRIE BEAM RETROFIT RAILING (SCD TBR-1-11). SEE SHEET 20 FOR STRUCTURE DETAILS.	25'	221	CONCRETE SLAB
131.5'	VARIES 47.4' TO 50.1'	712 ±	0° 38' RF	SHE-75-5.66R	7501749	MILL AND FILL 1 3/4". 2 SY OF BRIDGE DECK PATCHING. SAW AND SEAL JOINTS AT BRIDGE LIMITS. SEE SHEET 20 FOR STRUCTURE DETAILS.	25'	271±	CONCRETE SLAB

STRUCTURES

DESIGN AGENCY

DESIGNER CJP

REVIEWER BJA 08/18/26

PROJECT ID 121058

SHEET P.19 TOTAL 20

SHE-75-2.51

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pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 07\Shelby\121058\400-Engineering\Roadway\Sheets\121058_GM001.dgn