

LOCATION MAP

LATITUDE: 41°12'00" LONGITUDE: -80°33'10"



PORTION TO BE IMPROVED	
INTERSTATE HIGHWAY	
FEDERAL ROUTES	
STATE ROUTES	
COUNTY & TOWNSHIP ROADS	
OTHER ROADS	

DESIGN DESIGNATION	SLM 4.56-4.84	SLM 4.84-5.60	SLM 5.60-8.54	SLM 8.54-9.24
CURRENT ADT (2026)	11,500	17,500	11,500	14,500
DESIGN YEAR ADT (2046)	11,500	18,500	13,500	16,000
DESIGN HOURLY VOLUME (2046)	1,500	2,200	1,600	1,600
DIRECTIONAL DISTRIBUTION	0.52	0.52	0.51	0.51
TRUCKS (24 HOUR B&C)	460	1,225	690	1,015
DESIGN SPEED	50 MPH	50 MPH	60 MPH	45 MPH
LEGAL SPEED	45 MPH	45 MPH	55 MPH	40 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	03 PRINCIPAL ARTERIAL (URBAN)			
NHS PROJECT	YES			

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE

UNDERGROUND UTILITIES

Contact Two Working Days  
Before You Dig

  
Before You Dig

OHIO811, 8-1-1, or 1-800-362-2764  
(Non members must be called directly)

PLAN PREPARED BY:  
ODOT DISTRICT 4, CAPITAL PROGRAMS  
2088 S. ARLINGTON ROAD  
AKRON, OH 44306

END PROJECT  
US 62 SLM: 9.24

RESUME PROJECT  
US 62 SLM: 7.79

SUSPEND PROJECT  
US 62 SLM: 7.55

WIDENING AT HIBLER  
US 62 SLM: 5.47

WIDENING AT FRANKLIN  
US 62 SLM: 4.69

BEGIN PROJECT  
US 62 SLM: 4.56

STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

TRU-62-4.56

BROOKFIELD AND HUBBARD TOWNSHIPS

TRUMBULL COUNTY

INDEX OF SHEETS:

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CROSS SECTIONS-US 62 AT FRANKLIN AVE	P.31-P.36
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FEDERAL PROJECT NUMBER

E241033

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

CONSTRUCTING LEFT TURN LANES AND MEDIAN RECONSTRUCTION ON TRU US 62 AT FRANKLIN AVE, CONSTRUCTING A TRUCK U-TURN AREA AT HIBLER LANE, AND RESURFACING 4.68 MILES OF TRU US 62.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	3.59 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.25 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	3.84 ACRES

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL SPECIFICATION 800 VERSION INDICATED ON THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT AS NOTED ON SHEET P.12 AND P.13, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

  
Arthur G. Noiro Jr., P.E.  
District 04 Deputy Director

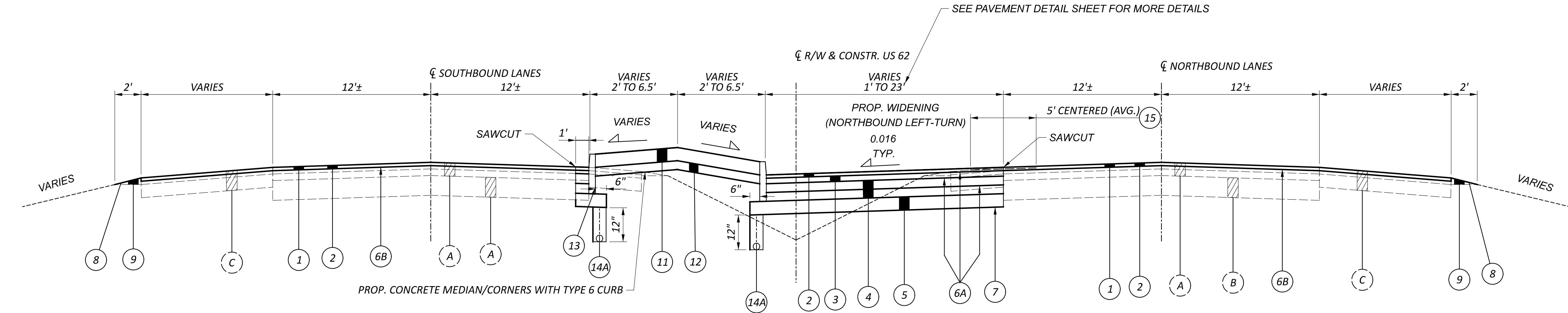
  
Pamela Boratyn  
Director, Department of Transportation

ENGINEER'S SEAL



STANDARD CONSTRUCTION DRAWINGS								SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS	
BP-2.5	7/19/24	RM-1.1	7/18/25	MT-98.20	4/19/19	TC-65.11	1/17/25		800-2023	7/18/25	
BP-3.1	1/19/24	RM-3.1	7/20/18	MT-98.22	1/17/20	TC-71.10	7/18/25		807	1/17/25	
BP-4.1	7/19/13			MT-98.28	1/17/20				809	7/18/25	
BP-5.1	7/18/25	HW-2.1	7/15/22	MT-99.20	4/19/19				821	4/20/12	
BP-9.1	1/18/19	HW-2.2	7/20/18	MT-101.70	7/19/24				831	4/21/23	
				MT-101.75	7/21/23				832	7/18/25	
CB-2-2B	7/19/24	MT-95.30	7/18/25	MT-101.90	7/17/20				850	7/21/23	
CB-3A	7/19/24	MT-95.31	7/18/25	MT-105.10	1/17/20				875	1/17/25	
CB-5	7/19/24	MT-95.32	7/18/25						905	1/17/25	
CB-6	7/19/24	MT-95.40	7/18/25	TC-41.10	7/19/13				909	7/18/25	
		MT-95.41	7/18/25	TC-41.20	10/18/13				921	7/19/24	
DM-1.1	1/17/25	MT-95.45	7/21/23	TC-42.20	10/18/13				931	4/21/23	
DM-1.2	1/17/25	MT-97.10	7/18/25	TC-52.10	10/18/13						
DM-4.3	1/15/16	MT-97.12	7/18/25	TC-52.20	1/15/21						
DM-4.4	1/15/16	MT-98.10	1/17/20	TC-64.10	7/21/23						
		MT-98.11	1/17/20	TC-65.10	1/17/14						

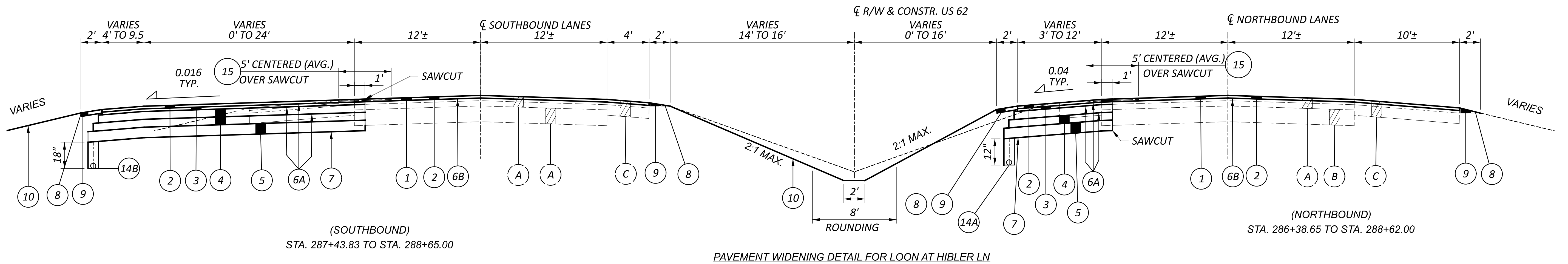


**LEGEND:**

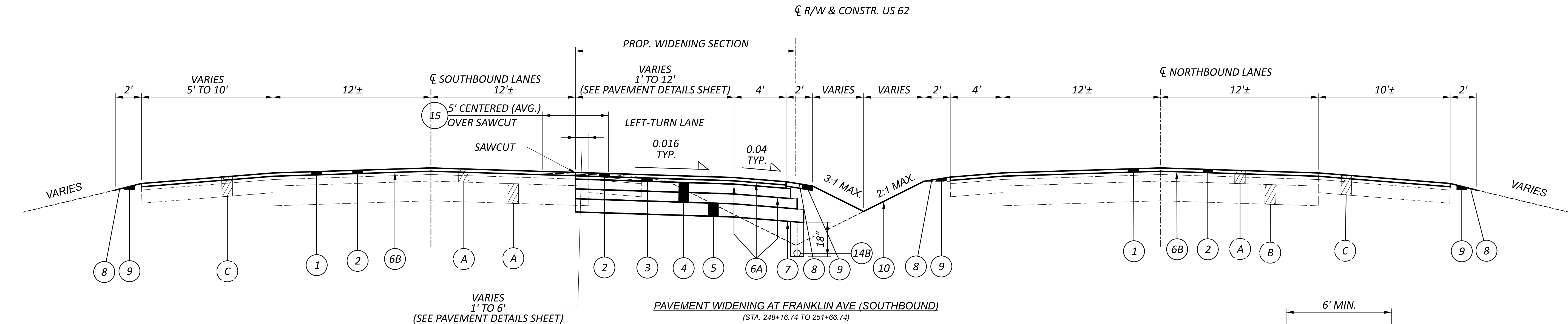
- |  |  |
|--|--|
| (A) EXISTING ASPHALT CONCRETE PAVEMENT [T=6"±]                                       | (7) ITEM 204 - SUBGRADE COMPACTION   |
| (B) EXISTING REINFORCED CONCRETE PAVEMENT [T=9"±]                                    | (8) ITEM 408 - PRIME COAT, AS PER PLAN [APPLIED @ 0.40 GAL/SY]               |
| (C) EXISTING ASPHALT CONCRETE SHOULDERS [T=9"±]                                      | (9) ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN [T = 1"]                     |
| (1) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE [T = 1.5"]                         | (10) ITEM 659 - SEEDING AND MULCHING   |
| (2) ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A, (446), [T = 1.5"]    | (11) ITEM 452- 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P              |
| (3) ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A, (449) [T = 2.5"] | (12) ITEM 304 - AGGREGATE BASE [T = 4"]                                      |
| (4) ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, (449) [T = 8"   PLACED IN TWO LIFTS]  | (13) ITEM 609 - CURB, TYPE 6   |
| (5) ITEM 304 - AGGREGATE BASE [T = 6"]   | (14A) ITEM 605 - 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC [12" DEPTH] |
| (6A) ITEM 407 - NON-TRACKING TACK COAT [APPLIED @ 0.06 GAL/SY]                       | (14B) ITEM 605 - 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC             |
| (6B) ITEM 407 - NON-TRACKING TACK COAT [APPLIED @ 0.09 GAL/SY]                       | (15) SPECIAL - PAVEMENT OVERLAY FABRIC COMPOSITE [CENTERED OVER SAWCUT]      |



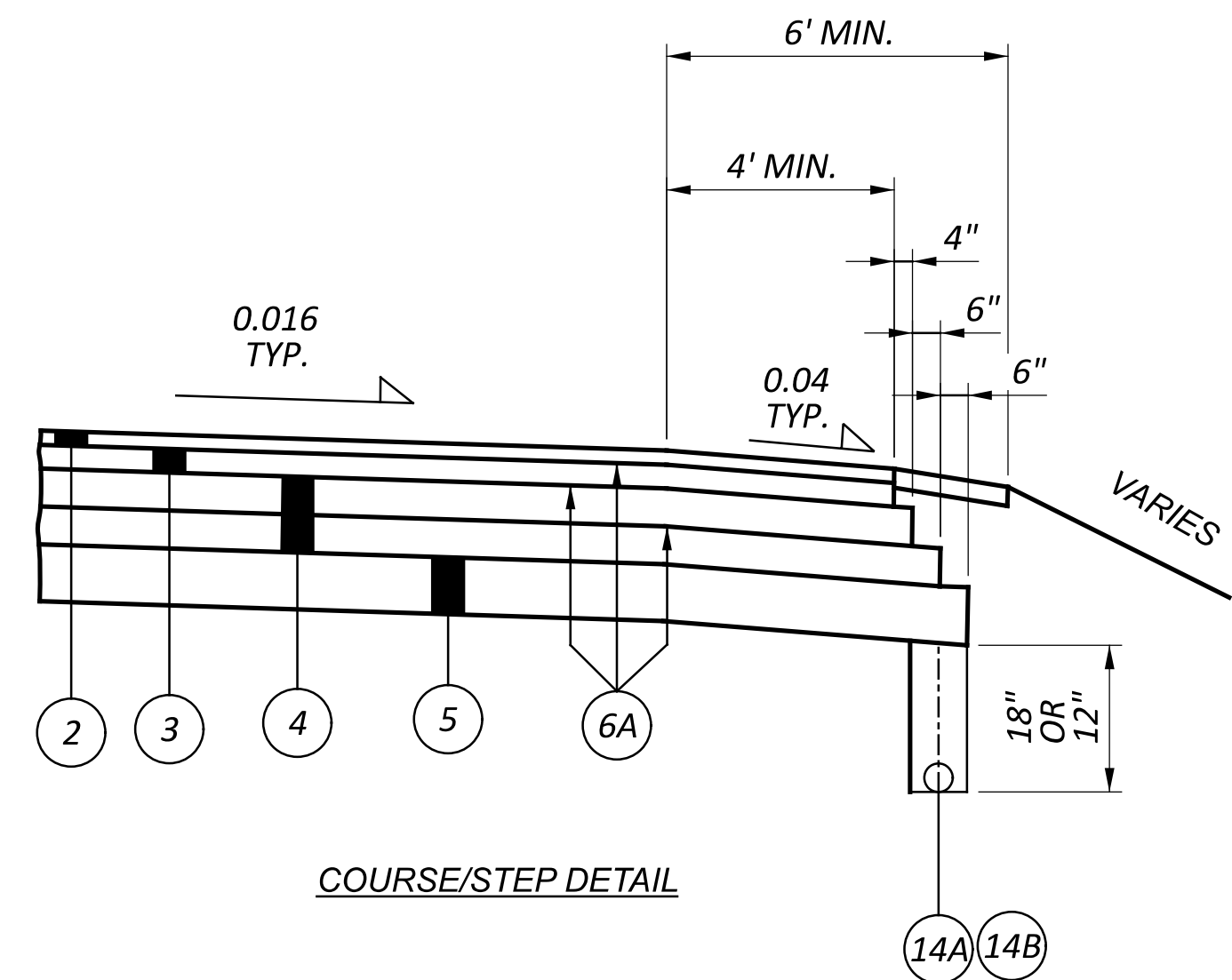




PAVEMENT WIDENING DETAIL FOR LOON AT HIBLER LN



PAVEMENT WIDENING AT FRANKLIN AVE (SOUTHBOUND)  
(STA. 248+16.74 TO STA. 251+66.74)

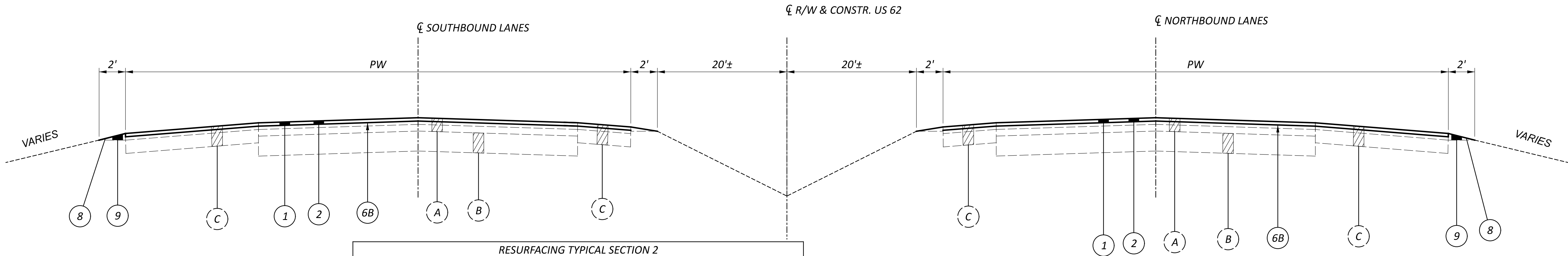


LEGEND:

- (A) EXISTING ASPHALT CONCRETE PAVEMENT [T=6"±]
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- (7) ITEM 204 - SUBGRADE COMPACTION
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- (9) ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN [T = 1"]
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- (11) ITEM 452- 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
- (12) ITEM 304 - AGGREGATE BASE [T = 4"]
- (13) ITEM 609 - CURB, TYPE 6
- (14A) ITEM 605 - 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC [ 12" DEPTH]
- (14B) ITEM 605 - 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC
- (15) SPECIAL - PAVEMENT OVERLAY FABRIC COMPOSITE [CENTERED OVER SAWCUT]

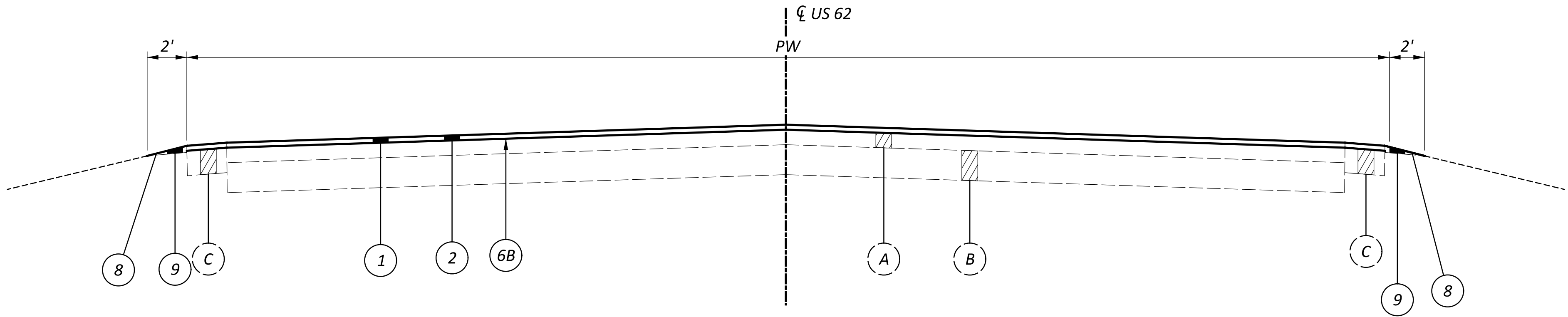
LEGEND:

- (A) EXISTING ASPHALT CONCRETE PAVEMENT [T=6"±]
- (B) EXISTING REINFORCED CONCRETE PAVEMENT [T=9"±]
- (C) EXISTING ASPHALT CONCRETE SHOULDERS [T=9"±]
- 1 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE [T = 1.5"]
- 2 ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A, (446), [T = 1.5"]
- 6B ITEM 407 - NON-TRACKING TACK COAT [APPLIED @ 0.09 GAL/SY]
- 8 ITEM 408 - PRIME COAT, AS PER PLAN [APPLIED @ 0.40 GAL/SY]
- 9 ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN [T = 1"]



ROUTE	SLM		AVG PW (FEET)	LENGTH (MILES)
	FROM	TO		
US 62	4.77 (STA. 251+66.74)	4.79	98	0.02
US 62	4.79	4.81	BRIDGE (SUSPEND/RESUME WORK)	
US 62	4.81	5.00	104	0.19
US 62	5.00	5.10	120	0.10
US 62	5.10	5.19	107	0.09
US 62	5.19	5.39	90	0.20
US 62	5.39	5.43 (STA. 286+38.65)	72	0.20
US 62	5.47 (STA. 288+65)	5.59	72	0.12
US 62	5.59	5.68	96	0.09

ROUTE	SLM		AVG PW (FEET)	LENGTH (MILES)
	FROM	TO		
US 62	5.68	6.10	72	0.33
US 62	6.10	6.30	88	0.2
US 62	6.30	7.55	72	1.25
US 62	7.55	7.79	SUSPEND/RESUME WORK	
US 62	7.79	8.47	72	0.68
US 62	8.47	8.70	96	0.23
US 62	8.70	8.74	BRIDGE (SUSPEND/RESUME WORK)	
US 62	8.74	9.05	72	0.31

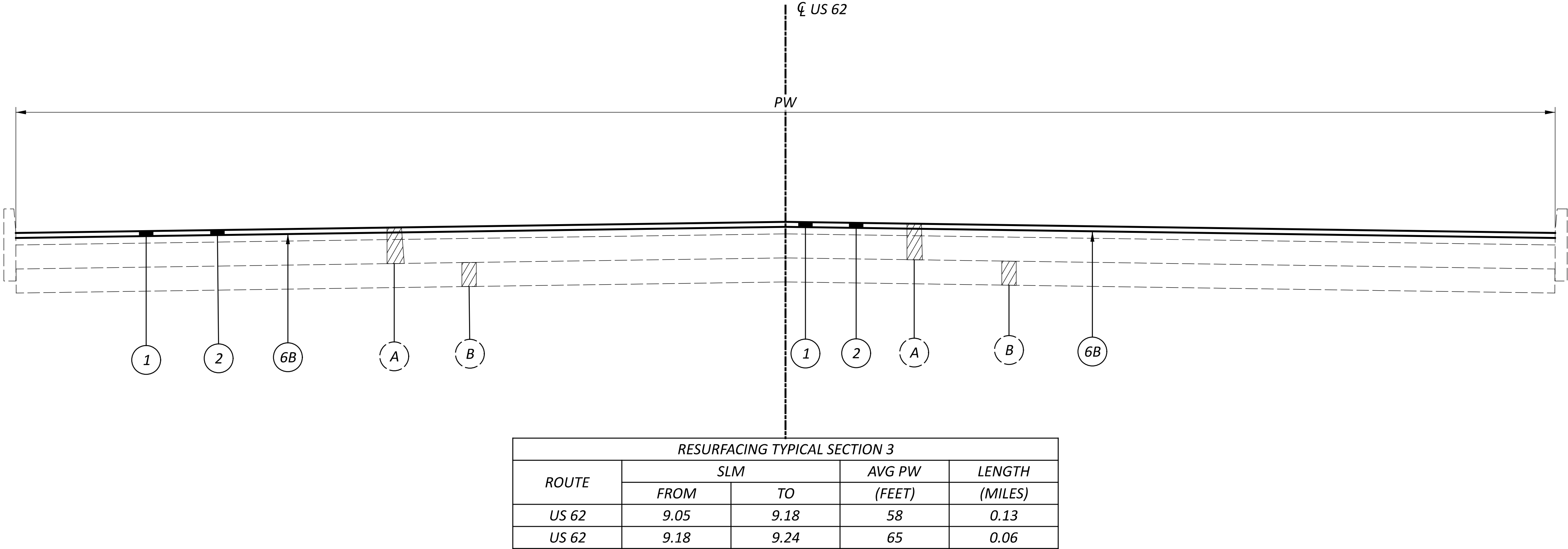


ROUTE	SLM		AVG PW (FEET)	LENGTH (MILES)
	FROM	TO		
US 62	4.56	4.62 (STA. 244+16.11)	70	0.07
US 62	4.68 (STA. 247+09.47)	4.70 (STA. 248+16.74)	110	0.02



LEGEND:

- (A) EXISTING ASPHALT CONCRETE PAVEMENT [T=6"±]
- (B) EXISTING REINFORCED CONCRETE PAVEMENT [T=9"±]
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- 2 ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A, (446), [T = 1.5"]
- 6B ITEM 407 - NON-TRACKING TACK COAT [APPLIED @ 0.09 GAL/SY]



RESURFACING TYPICAL SECTIONS

DESIGN AGENCY



DESIGNER

FA

REVIEWER

RMM 07-01-25

PROJECT ID

105145

SHEET

P.5

TOTAL

51

UTILITIES

THE CONTRACTOR SHALL USE THE FOLLOWING PROCEDURE AT EACH LOCATION WHERE WORK IS PERFORMED, IN ACCORDANCE WITH SECTIONS 105.07 AND 107.16 IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER, OHIO811, THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 4 HEADQUARTERS (MICHELLE CHANEY AT 330-786-2267) AND ALL NON REGISTERED UTILITY OWNERS AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN ALL AREAS.

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C. LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

AT&T  
The Ohio Bell Telephone Company  
ATTN: Torrice Robinson  
50 W Bowery St, FLR 6  
Akron, OH 44308  
330-384-9851  
330-734-5117 Cell  
tr3463@att.com

Charter  
Brandon McCullough | Construction Supervisor  
4352 Youngstown Rd SE | Warren, OH 44484  
O – 330.369.7103 | M – 330.885.4524  
Brandon.McCullough@charter.com

City of Hubbard, Ohio – Electric and Water  
ATTN: Kevin Lyden  
P.O. Box 307  
220 West Liberty St.  
Hubbard, Ohio 44425  
330-534-6281  
330-509-3720 Cell  
k.lyden@cityofhubbard.com

Enbridge Gas Ohio  
Ryan bond  
Supervisor – Gas Operations  
Distribution Design  
320 Springside Drive  
Akron, OH 44333  
330-807-2285 Cell  
ryan.a.bond@dominionenergy.com  
relocation@dominionenergy.com

Utility Pipeline Ltd.  
ATTN: Kyle Underwood  
4100 Holiday Street, N.W.  
Suite 201  
Canton, OH 44718  
330-498-9130 ext. 310  
740-605-0713 Cell  
kunderwood@utilitypipelineltltd.com

Ohio Edison  
ATTN: Phillip Rawson  
730 South Avenue  
Youngstown, OH 44502  
724-255-1332 Cell  
prawson@firstenergycorp.com

Trumbull County Sanitary Engineer  
ATTN: Gary Newbrough  
842 Youngstown-Kingsville Road  
Vienna, Ohio 44473  
330-675-7753  
senewbro@co.trumbull.oh.us

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.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET P.6 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL

POSITIONING METHOD:  
MONUMENT TYPE:

STATIC  
B

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM:  
GEOID:

NAVD 88  
2018

HORIZONTAL POSITIONING

REFERENCE FRAME:  
ELLIPSOID:  
MAP PROJECTION:  
COORDINATE SYSTEM:  
COMBINED SCALE FACTOR:  
ORIGIN OF COORDINATE  
SYSTEM:

NAD 83 (2011) (EPOCH:2010.0000)  
GRS80  
TRANSVERSE MERCATOR  
TRUMBULL COUNTY LDP  
1.000040  
ORIGIN OF LATITUDE: N 39-54-00  
ORIGIN OF LONGITUDE: E 279-09-00

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

PROFILE AND ALIGNMENT - RESURFACING SECTIONS

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

OHIO COUNTY COORDINATE SYSTEM: TRUMBULL COUNTY PROJECTION

NAME	Alignment Name	STATION	OFFSET (sft)	RT/LT	NORTH (sft)	EAST (sft)	ELEVATION (sft)	DESCRIPTION
PROJECT CONTROL POINTS								
CP400	CLXRW62S	241+47.14	26.46	RT	463184.179	241532.384	930.76	#5 Rebar set w/ODOT cap
CP500	CLXRW62S	248+31.67	1.22	RT	463869.115	241523.481	929.91	#5 Rebar set w/ODOT cap
CP600	CLXRW62S	258+21.55	9.39	RT	464858.636	241553.123	939.74	#5 Rebar set w/ODOT cap
T20	CLXRW62S	263+67.28	-91.95	LT	465405.910	241460.510		
CENTERLINE ALIGNMENT								
M255	CLXRW62S	255+49.75	-36.00	LT	464587.885	241503.41		Monbox Flush
M265	CLXRW62S	265+50.54	-35.98	LT	465588.380	241519.402		Monbox Flush
PROJECT BENCHMARKS								
BM1	CLXRW62S	246+97.2	50.30	RT	463733.530	241569.290	931.15	"X" CUT IN THE WEST STRAINPOLE BOLT @ INT. US62&FRANKLIN ST.
US 62 & FRANKLIN								

NAME	Alignment Name	STATION	OFFSET (sft)	RT/LT	NORTH (sft)	EAST (sft)	ELEVATION (sft)	DESCRIPTION
PROJECT CONTROL POINTS								
CP600	CLXRW062S	258+21.55	9.39	RT	464858.636	241553.123	939.74	#5 Rebar set w/ODOT cap
CP400	CLXRW062S	241+47.14	26.46	RT	463184.181	241532.384	930.76	#5 Rebar set w/ODOT cap
CP40	CLXRW062S	281+92.25	-74.02	LT	467230.472	241513.380	972.95	#5 Rebar set w/ODOT cap
CP50	CLXRW062S	282+21.04	-11.88	LT	467880.283	241588.203	991.19	#5 Rebar set w/ODOT cap
CENTERLINE ALIGNMENT								
MN1	CLXRW062S	265+49.04	0.00		465586.164	241555.353		Monbox Fnd. Flush
MN2	CLXRW062S	288+76.96	0.00		467913.605	241600.737		Monbox Fnd. Flush @ Int. of US62 and Hibler Rd.
MN293	CLXRW062S	293+75.53	0.00		468412.099	241609.353		Monbox Fnd. Flush
PROJECT BENCHMARKS								
BM2	CLXRW062S	282+21.04	-78.00	LT	467259.328	241509.973	974.22	West Strain pole bolt in the Northeast Quad of he intersection of US62 & Flying J Dr.
US 62 & HIBLER LN								

CLEARING AND GRUBBING

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

SEEDING AND MULCHING

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

659, TOPSOIL

177 CY.

659, SEEDING AND MULCHING

1,591 SY.

659, COMMERCIAL FERTILIZER

0.22 TON

659, LIME

0.33 ACRES

659, WATER

9 MGAL.

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

INTERSECTIONS

INTERSECTIONS WILL BE RESURFACED 10 FT. BEYOND THE EDGE LINE, UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR INDICATED IN THE PLAN. INTERSECTIONS SHALL BE PAVED AFTER COMPLETION OF THE SURFACE COURSE OR WITH THE MAINLINE PAVEMENT IF THIS CAN BE ACCOMPLISHED WITHOUT CHANGING THE VELOCITY AND DIRECTION OF THE PAVER. USE THE SAME ASPHALT CONCRETE AS THE MAINLINE PAVEMENT. A BUTT JOINT, AS PER STANDARD CONSTRUCTION DRAWING BP-3.1, SHALL BE USED TO PROVIDE A SMOOTH TRANSITION TO THE EXISTING PAVEMENT. ANY GRADING OR PRIME NECESSARY TO ACCOMPLISH THIS WORK SHALL BE INCLUDED IN THE COST OF THE ASPHALT SURFACE COURSE.

REVIEW OF DRAINAGE FACILITIES

PRIOR TO THE START OF WORK AND AGAIN BEFORE FINAL ACCEPTANCE, PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE DEPARTMENT, CONTRACTOR AND LOCALS OF ALL EXISTING DRAINAGE FACILITIES THAT ARE TO REMAIN IN SERVICE WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES IS DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION ARE MAINTAINED BY THE DEPARTMENT.

CONFIRM ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES ARE MAINTAINED AND LEFT IN A CONDITION COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY CHANGE IN THE CONDITION RESULTING FROM THEIR OPERATIONS AS DIRECTED AND APPROVED BY THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

DESIGN AGENCY



DESIGNER

FA

REVIEWER

RMM 07-01-25

PROJECT ID

105145

SHEET

P.6

TOTAL

51



ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS QC1

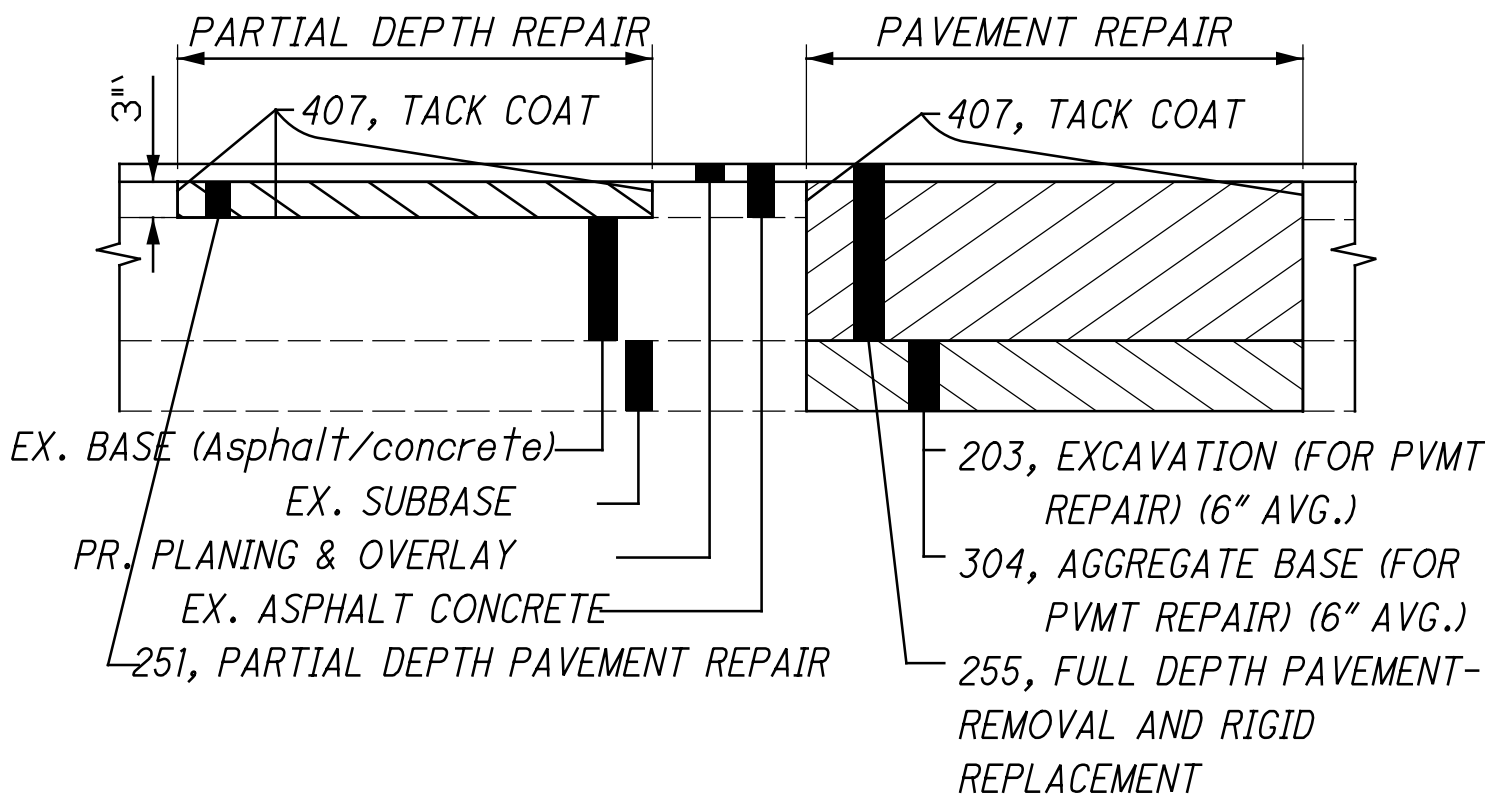
A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THIS ITEM SHALL CONSIST OF CUTTING AND REMOVING DETERIORATED PAVEMENT FULL DEPTH AND PLACING 15" CONCRETE CLASS QC1, TYPE 2. THE MAXIMUM COMPACTED DEPTH OF ANY ONE LAYER SHALL BE 6 INCHES. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED PRIOR TO MAINLINE PAVEMENT PLANING.

IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REMOVED AND REPLACED TO THE LIMITS DESIGNATED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

255, FULL DEPTH PAVEMENT REMOVAL AND RIGID-REPLACEMENT, TYPE 2, CLASS QC1, 900 SY.

255, FULL DEPTH PAVEMENT SAWING 4050 FT



ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441)

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THE ITEM SHALL CONSIST OF REPAIRING EXISTING LOCATIONS EXHIBITING SURFACE DETERIORATION AND PLACING ITEM 441 ASPHALT CONCRETE, TYPE 2. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. PAVEMENT REPAIRS WILL BE MARKED IN THE FIELD BY THE PROJECT ENGINEER ACCORDING TO CMS 251.02. MINIMUM WIDTH IS 2'. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF MAINLINE PAVEMENT PLANING AND PRIOR TO THE PLACEMENT OF ASPHALT ON THE MILLED SURFACE. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REPAIR.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

251, PARTIAL DEPTH PAVEMENT REPAIR (LONGITUDINAL), (441), 1800 SY.

BARRIER REFLECTORS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS DIRECTED BY THE ENGINEER FOR INSTALLING/REPLACING BARRIER REFLECTORS ON ALL EXISTING BARRIER RUNS WITHIN THE PROJECT LIMITS.

202, REMOVAL MISC.: BARRIER REFLECTOR, 24 EACH  
626, BARRIER REFLECTOR, TYPE 1, 5 EACH  
626, BARRIER REFLECTOR, TYPE 2, 90 EACH

ITEM 630 - GROUND MOUNTED SUPPORT, NO. 3 POST, AS PER PLAN

SQUARE POSTS, CMS 730.016, SHALL NOT BE PERMITTED TO BE USED.

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, NOTIFY THE ENGINEER BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, NOTIFY THE ENGINEER BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

EXISTING SUBSURFACE DRAINAGE

PROVIDE UNOBSTRUCTED OUTLETS FOR ALL EXISTING UNDERDRAINS OR AGGREGATE DRAINS ENCOUNTERED DURING CONSTRUCTION.

PROVIDE AN OUTLET PER STANDARD CONSTRUCTION DRAWING DM-1.1 FOR ALL UNDERDRAINS THAT OUTLET TO A SLOPE. UNDERDRAINS THAT CAN BE CONNECTED TO THE NEW OR EXISTING UNDERDRAINS AT THE END OF THE PROJECT LIMITS AS WELL AS ALL NECESSARY BENDS OR BRANCHES REQUIRED FOR CONNECTION ARE INCLUDED IN THE BASIS OF PAYMENT FOR UNCLASSIFIED PIPE UNDERDRAINS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

ITEM 601, TIED CONCRETE BLOCK MAT, TYPE 1 4 SY.  
ITEM 611, 6" CONDUIT, TYPE F 20 FT  
ITEM 611, PRECAST REINFORCED CONCRETE OUTLET 2 EA  
ITEM 605, 6" UNCLASSIFIED PIPE UNDERDRAINS 20 FT

ITEM 203 - EXCAVATION (FOR PAVEMENT REPAIR)

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

203, EXCAVATION (FOR PAVEMENT REPAIR) 100 CY. (US 62).  
203, EXCAVATION (FOR PAVEMENT REPAIR) 17 CY. (I-80 RAMP).

ITEM 304 - AGGREGATE BASE (FOR PAVEMENT REPAIR)

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

304, AGGREGATE BASE (FOR PAVEMENT REPAIR) 100 CY. (US 62).  
304, AGGREGATE BASE (FOR PAVEMENT REPAIR) 17 CY. (I-80 RAMP).

ITEM 408 - PRIME COAT, AS PER PLAN

APPLY "MC-70" AT A RATE OF 0.4 GALLONS PER SQUARE YARD, OR AS DETERMINED BY THE ENGINEER, TO THE COMPLETED COMPACTED AGGREGATE SHOULDER.

ITEM 611 – MANHOLE ADJUSTED TO GRADE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF CMS 611.10.D FOR MANHOLES, 623.05 FOR MONUMENT ASSEMBLY, OR 638.18 FOR VALVE BOXES, THE CONTRACTOR WILL MAKE A CLEAN CIRCULAR CUT AROUND THE CASTING (48" DIAMETER FOR STORM AND SANITARY MANHOLE CASTINGS, 24"-28" FOR VALVE BOXES AND MONUMENT ASSEMBLIES, AND 2' IN DIAMETER LARGER THAN THE CASTING DIAMETER FOR ANY CASTINGS THAT ARE LARGER THAN STANDARD MANHOLES) AND REMOVE AND DISCARD THE EXISTING CASTING. INSTALL A NEW CASTING TO GRADE (ACCORDING TO TOLERANCES AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1) AFTER THE PAVEMENT SURFACE COURSE HAS BEEN REPLACED.

CMS 499 CLASS QC MS CONCRETE (DYE THE CONCRETE SUCH THAT ITS COLOR CLOSELY MATCHES THE COLOR OF THE SURROUNDING PAVEMENT) WILL BE USED FOR BACKFILLING THE FULL PAVEMENT SECTION AND THE JOINT BETWEEN THE ASPHALT AND CONCRETE WILL BE SEALED WITH CMS 702.01 PG BINDER. EPOXY COATED REBAR SHALL BE PLACED IN THE CONCRETE AT 6" MAXIMUM ON CENTER AND A MINIMUM OF 3.5" CLEARANCE FROM THE TOP, BOTTOM AND SIDES. THE CONCRETE WILL BE VIBRATED SUFFICIENTLY TO ELIMINATE AIR POCKETS UNDER THE FRAME.

PAYMENT WILL INCLUDE REMOVAL OF THE EXISTING MATERIAL, INSTALLATION AND FURNISHING OF A NEW CASTING, AND ALL LABOR AND MATERIALS REQUIRED TO COMPLETE THIS ITEM OF WORK AS DESCRIBED.

ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN

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

MODIFIED GRADATION SHALL APPLY:

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

LINEAR GRADING

AREAS WHERE THE SHOULDER IS HIGHER THAN THE EDGE OF PAVEMENT WILL BE GRADED TO PROVIDE POSITIVE DRAINAGE. THIS WORK WILL ONLY BE PERFORMED IN AREAS NECESSARY AND WILL NOT BE PERFORMED ON THE ENTIRE PROJECT. AREAS FOR THE WORK WILL BE MARKED BY THE PROJECT ENGINEER. UNDER NO CIRCUMSTANCES WILL THIS WORK BE PERFORMED CONCURRENTLY WITH ANY OTHER OPERATION.

GRADING WILL BE ACCOMPLISHED BY THE REMOVAL OF MATERIAL TO PROVIDE A 0.08 POSITIVE SLOPE. THE GRADED AREAS WILL BE COMPACTED TO A SUFFICIENT DENSITY TO PREVENT EROSION UNTIL SEEDING AND MULCHING IS PERFORMED. ALL EXCESS MATERIAL WILL BE REMOVED FROM THE BERMS AND WILL BE DISPOSED OF OFF THE PROJECT BY THE CONTRACTOR.

THE CONTRACTOR IS REQUIRED TO PLACE ITEM 617 WITHIN A PERIOD NOT TO EXCEED 7 DAYS. REFER TO THE AS PER PLAN NOTE FOR REQUIREMENTS.

EXPOSED EARTH OUTSIDE OF THE LIMITS OF ITEM 617 ARE REQUIRED TO BE SEEDED AND MULCHED WITHIN 7 DAYS OF PLACEMENT OF ITEM 617. PAYMENT FOR THIS WORK SHALL BE MADE UNDER ITEM 832.

THE QUANTITY OF ITEM 209 IS NOT PERMITTED TO BE INCREASED. REDUCTIONS IN QUANTITIES ARE PERMITTED AS DETERMINED BY THE PROJECT ENGINEER.

ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK WILL BE INCLUDED IN THE UNIT PRICE FOR THE PERTINENT BID ITEM. THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

209, LINEAR GRADING, 469 STA.

PAVEMENT MARKING LANE WIDTHS

THE NORMAL LANE WIDTH FOR THE PAVEMENT MARKINGS ON THIS PROJECT WILL BE AS FOLLOWS:

ROUTE	S.L.M. TO	S.L.M.	LANE WIDTH
US-62	4.56	9.24	12'

PAVEMENT RESTORATION AND RESURFACING FOR CONDUITS

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED FOR PAVEMENT RESTORATION AFTER THE INSTALLATION AND/OR REMOVAL OF CONDUITS.

STA. 247+09.3 TO 247+56.7  
STA. 288+62.0 TO STA. 289+96.6  
STA. 288+65.0 TO STA. 288+92.5

ITEM 202 PAVEMENT REMOVED, 75 SY.  
ITEM 204 SUBGRADE COMPACTION, 75 SY.  
ITEM 301 ASPHALT CONCRETE BASE, PG64-22, (449) (T=8"), 17 CY.  
ITEM 304 AGGREGATE BASE (T=6"), 13 CY.  
ITEM 407 NON-TRACKING TACK COAT (@ 0.06 GAL/SY), 14 GAL.  
ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446) (T=1.5"), 3 CY.  
ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (449) (T=2.5"), 5 CY.

ITEM 621 - RPM, AS PER PLAN

RAISED PAVEMENT MARKERS ON LANE LINES ON FREEWAYS SHALL BE WHITE/RED SPACED AT 80'.





ITEM 831 - LONGITUDINAL CHANNELIZING DEVICE, AS PER PLAN

THE CONTRACTOR SHALL REMOVE THE LONGITUDINAL CHANNELIZING DEVICES PRIOR TO MILLING AT THE I-80 EB RAMPS. THE LONGITUDINAL CHANNELIZING DEVICES SHALL BE RE-INSTALLED ONCE THE PAVING IS COMPLETE. PAYMENT WILL BE AT THE CONTRACTED UNIT PRICE, PER FOOT, AND SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT TO COMPLETE THE INSTALLATION. AT THE DIRECTION OF THE ENGINEER, IF THE LONGITUDINAL CHANNELIZING DEVICES ARE IN NEED OF REPLACEMENT, THE CONTRACTOR SHALL REPLACE THE DEVICES. THE VERTICAL COMPONENT SHALL BE ROUND WITH A DIAMETER OF 4" TO 6". THE VERTICAL COMPONENTS SHALL BE SPACED AT 4 FEET CENTER TO CENTER AND SHALL BE A CONTINUOUS RUN ALONG THE ENTIRE LENGTH OF INTERCONNECTED BASE UNITS. THE FOLLOWING HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THE ABOVE WORK:

ITEM 831 - LONGITUDINAL CHANNELIZING DEVICE, AS PER PLAN, REUSE 38 FEET  
ITEM 831 - LONGITUDINAL CHANNELIZING DEVICE, AS PER PLAN, NEW 38 FEET  
ITEM 831 – REMOVAL OF LONGITUDINAL CHANNELIZING DEVICE 38 FEET

ITEM SPECIAL - AS-BUILT CONSTRUCTION PLANS

PRIOR TO FINAL ACCEPTANCE OF THE WORK, THE CONTRACTOR SHALL FURNISH THE DEPARTMENT FORMAL AS-BUILT CONSTRUCTION PLANS. THE FORMAL AS-BUILT CONSTRUCTION PLANS SHALL INCLUDE ALL RED-LINED CHANGES. RED-LINE CHANGE SHALL BE DENOTED UTILIZING CLOUDING IN MICROSTATION (OR OTHER CAD SOFTWARE) OR CLOUDING IN PDF EDITING SOFTWARE. THE AS-BUILT CONSTRUCTION PLANS SHALL HAVE A SIGNED VERIFICATION ON THE TITLE SHEET FROM THE CONTRACTOR INDICATING THAT ALL RED-LINED AND FIELD CHANGES HAVE BEEN INCORPORATED INTO AS-BUILT CONSTRUCTION PLANS.

THE CONTRACTORS VERIFICATION STATEMENT INDICATES ALL KNOWN FIELD MODIFICATIONS MADE HAVE BEEN INCLUDED IN THE FORMAL AS-BUILT CONSTRUCTION PLANS. THE CONTRACTORS VERIFICATION STATEMENT SHALL BE SIGNED BY THE CONTRACTORS PROJECT MANAGER (OR ACCEPTABLE REPRESENTATIVE).

IN ADDITION TO THE INFORMATION SHOWN ON THE CONSTRUCTION PLANS, THE AS-BUILT CONSTRUCTION PLANS SHALL SHOW THE FOLLOWING:

1. ALL DEVIATIONS FROM THE ORIGINAL APPROVED CONSTRUCTION PLANS WHICH RESULT IN A CHANGE OF LOCATION, MATERIAL, TYPE OR SIZE OF WORK.
2. ANY UTILITIES, PIPES, WELLHEADS, ABANDONED PAVEMENTS, FOUNDATIONS OR OTHER MAJOR OBSTRUCTIONS DISCOVERED AND REMAINING IN PLACE WHICH ARE NOT SHOWN, OR DO NOT CONFORM TO LOCATIONS OR DEPTHS SHOWN IN THE PLANS. UNDERGROUND FEATURES SHALL BE SHOWN AND LABELED ON THE AS-BUILT CONSTRUCTION PLANS IN TERMS OF STATION, OFFSET AND ELEVATION.
3. THE FINAL OPTION AND SPECIFICATION NUMBER SELECTED FOR THOSE ITEMS WHICH ALLOW SEVERAL MATERIAL OPTIONS UNDER THE SPECIFICATION (E.G., CONDUIT).
4. CHANGES TO THE PAY ITEMS AND FINAL QUANTITIES AS PAID SHALL BE SHOWN ON THE GENERAL SUMMARY AND SUBSUMMARIES.
5. ADDITIONAL PLAN SHEETS MAY BE NEEDED IF NECESSARY TO SHOW WORK NOT INCLUDED IN THE CONSTRUCTION PLANS. IF ADDITIONAL PLAN SHEETS ARE NEEDED, THEY ARE REQUIRED TO BE PREPARED IN CONFORMANCE WITH THE LOCATION AND DESIGN MANUAL, VOLUME 3, SECTION 1200 - PLAN PREPARATION.

NOTATION SHALL ALSO BE MADE OF LOCATIONS AND THE EXTENT OF USE OF MATERIALS, OTHER THAN SOIL, FOR EMBANKMENT CONSTRUCTION (ROCK, BROKEN CONCRETE WITHOUT REINFORCING STEEL, ETC.).

THE PLAN INDEX SHALL SHOW THE PLAN SHEETS WHICH HAVE CHANGES APPEARING ON THEM.

TWO COPIES OF THE AS-BUILT CONSTRUCTION PLANS SHALL BE DELIVERED TO THE PROJECT ENGINEER FOR APPROVAL UPON COMPLETION OF THE PHYSICAL WORK BUT PRIOR TO THE REQUEST FOR FINAL PAYMENT. AFTER THE DEPARTMENT HAS APPROVED THE AS-BUILT CONSTRUCTION PLANS, THE ASSOCIATED ELECTRONIC FILES SHALL BE DELIVERED TO THE DISTRICT CAPITAL PROGRAMS ADMINISTRATOR. ACCEPTANCE OF THESE PLANS AND DELIVERY OF THE ASSOCIATED ELECTRONIC FILES IS REQUIRED PRIOR TO THE WORK BEING ACCEPTED AND THE FINAL ESTIMATE APPROVED.

PAYMENT FOR ALL THE ABOVE SHALL BE LUMP SUM UPON PROPER EXECUTION OF ALL WORK OF THIS ITEM AS DETERMINED BY THE PROJECT ENGINEER.

ITEM SPECIAL - PAVEMENT OVERLAY FABRIC COMPOSITE

DESCRIPTION. THIS WORK SHALL CONSIST OF FURNISHING AND INSTALLING PAVEMENT OVERLAY FABRIC COMPOSITE AS SHOWN ON THE PLANS AND AT LOCATIONS DESIGNATED BY THE ENGINEER. THIS FABRIC COMPOSITE MAY BE PLACED ON A MILLED SURFACE.

MATERIALS. PAVEMENT OVERLAY FABRIC COMPOSITE SHALL BE CONSTRUCTED OF LONG CHAIN SYNTHETIC POLYMERS COMPOSED OF AT LEAST 85 PERCENT OF POLYOLEPHINES, POLYESTERS, AND POLYAMIDES BY WEIGHT, SHALL BE RESISTANT TO CHEMICAL ATTACK, MILDEW, ROT, AND ATTACHED TO A FIBERGLASS GRID. COMPOSITE SHALL MEET THE FOLLOWING PHYSICAL REQUIREMENTS:

PROPERTY PAVING FABRIC:	SPECIFICATION TEST METHOD GLASSGRID CG200 OR APPROVED EQUAL		
GRAB TENSILE STRENGTH, LBS.	90 MIN.	ASTM D 1682	
GRAB ELONGATION, PRECENT	50 MIN.	ASTM D 1682	
ASPHALT RETENTION GAL./SY.	0.20 MIN.	AASHTO M-288	
COMPOSITE ULTIMATE TENSILE STRENGTH (LBS/FT)	MD 6720 MIN. XD 13440 MIN.	ASTM D 6637	
MAXIMUM ELONGATION	LESS THAN 3%	ASTM D 6637	
PERCENT OPEN AREA	>50	TEX-621-J "TESTING GEOGRIDS"	
MELTING POINT MIN (DEGREES F)	1000	ASTM C338	
LOSS ON IGNITION %	>15	TEX-621-J "TESTING GEOGRIDS"	
MASS/UNIT AREA	16.0 OZ./SY MIN.	ASTM D 5261-92	

THE COMPOSITE FABRIC SHALL NOT BE EXPOSED TO ULTRAVIOLET RADIATION FOR MORE THAN 7 DAYS. THE FABRIC SHALL BE AT LEAST 60 INCHES BUT NO MORE THAN 150 INCHES IN WIDTH AND FURNISHED IN ROLLS OF APPROXIMATELY 104 YARDS IN LENGTH. THE FABRIC CAN BE CUT TO A 30 INCH WIDTH IF A 30 INCH WIDTH IS SPECIFIED IN THE PLAN.

THE ASPHALT SEALANT SHALL BE PG64-22 MEETING THE REQUIREMENTS OF 702.01.

CERTIFICATION SHALL BE FURNISHED IN ACCORDANCE WITH 101.061 BEFORE THE FABRIC IS PLACED. THE ENGINEER MAY REQUIRE SAMPLING FOR TESTING PURPOSES AS DIRECTED BY THE LABORATORY.

EQUIPMENT. THE CONTRACTOR SHALL PROVIDE EQUIPMENT FOR HEATING AND APPLYING BITUMINOUS MATERIAL. HEATING EQUIPMENT AND DISTRIBUTORS SHALL MEET THE REQUIREMENTS OF 407.

THE MECHANICAL LAYDOWN EQUIPMENT SHALL BE MOUNTED ON A FOUR-WHEELED VEHICLE THAT IS CAPABLE OF DRIVING OVER THE FABRIC WHILE IT IS BEING INSTALLED TO CONTROL THE TENSION ON THE MATERIAL. THE LAYDOWN MACHINE SHALL BE EQUIPPED WITH CLUTCHES TO ADJUST THE ROLL TENSION AND BROOMS TO SMOOTH OUT WRINKLES DURING INSTALLATION. MANUAL LAYDOWN MAY ONLY BE USED IN AREAS INACCESSIBLE TO THE LAYDOWN MACHINE.

CONSTRUCTION DETAILS

1. SURFACE PREPARATION: THE CRACKS AND ENTIRE ROAD SURFACE TO BE TREATED, AND AT LEAST ONE ADDITIONAL FOOT ON EACH SIDE, SHALL BE CLEANED BY SWEEPING, BLOWING, OR OTHER METHODS UNTIL ALL DUST, MUD, CLAY LUMPS, VEGETATION, AND FOREIGN MATERIAL ARE REMOVED ENTIRELY FROM THE PAVEMENT BEFORE THE BITUMINOUS MATERIAL IS APPLIED. CARE SHALL BE EXERCISED TO PREVENT MATERIAL SO REMOVED FROM BECOMING MIXED WITH THE NEW SURFACE. LARGE CRACKS AND POTHoles SHOULD BE FILLED.

2. APPLICATION OF ASPHALT SEALANT: THE APPLICATION OF THE ASPHALT SEALANT SHALL CONFORM TO THE APPLICABLE PORTIONS OF 407. THE ASPHALT SEALANT SHALL BE UNIFORMLY SPRAYED OVER THE AREA TO BE COVERED BY FABRIC AT A RATE OF 0.25 TO 0.30 GALLON PER SQUARE YARD.

THE QUANTITY APPLIED WILL VARY WITH THE SURFACE CONDITION OF THE EXISTING PAVEMENT (DEGREE OF POROSITY, FOR EXAMPLE). THE FABRIC ALONE, UNDER HEAT OF THE OVERLAY, WILL ABSORB AT LEAST 0.20 GALLON PER SQUARE YARD. WITHIN INTERSECTIONS OR OTHER ZONES WHERE VEHICLE BRAKING IS COMMON PLACE, THE APPLICATION SHALL BE REDUCED 20 PERCENT. THE SEALANT SHALL BE APPLIED TO AN AREA TWO TO SIX INCHES WIDER THAN THE WIDTHS OF THE FABRIC BEING PLACED, BUT RESTRICTED TO THE AREA OF IMMEDIATE FABRIC LAYDOWN. APPLICATION SHALL BE BY DISTRIBUTOR WITH HAND SPRAYING ALLOWED ONLY WHERE THE DISTRIBUTOR CANNOT BE USED. ASPHALT SPILLS SHALL BE CLEANED FROM THE ROAD SURFACE TO AVOID FLUSHING AND POSSIBLE MOVEMENT AT THESE ASPHALT RICH AREAS.

THE ASPHALT CEMENT USED AS A SEALANT SHALL HAVE DISTRIBUTOR TANK TEMPERATURE BETWEEN 300 DEGREES AND 350 DEGREES F. APPLICATION TEMPERATURE IS NOT CRITICAL AFTER THE ASPHALT IS SPRAYED ON THE PAVEMENT. IF THE FABRIC IS TO BE OVER-SPRAYED, DISTRIBUTOR TANK TEMPERATURES SHOULD NOT EXCEED 350 DEGREES F TO AVOID DAMAGE TO THE FABRIC.

3. COMPOSITE FABRIC PLACEMENT: THE COMPOSITE FABRIC SHALL BE PLACED ON THE ASPHALT SEALANT AS SOON AS PRACTICAL AND BEFORE THE TACKINESS OF THE SEALANT IS LOST. THE COMPOSITE SHALL BE PLACED AS SMOOTHLY AS POSSIBLE TO AVOID WRINKLES. IT SHALL BE UNROLLED SO THAT THE SOFT SIDE IS UNWOUND INTO THE SEALANT AND THE GRID SIDE UP, THUS PROVIDING OPTIMUM BOND BETWEEN FABRIC AND PAVEMENT DURING THE CONSTRUCTION PROCESS. WRINKLES SEVERE ENOUGH TO CAUSE "FOLDS" SHALL BE SLIT AND LAID FLAT. SMALL WRINKLES, WHICH FLATTEN UNDER COMPACTION ARE NOT DETRIMENTAL TO PERFORMANCE. THE COMPOSITE SHALL BE BROOMED OR SQUEEGEED TO REMOVE AIR BUBBLES AND MAKE COMPLETE CONTACT WITH THE ROAD SURFACE AS RECOMMENDED BY THE FABRIC MANUFACTURER. THE FABRIC SHALL BE LAID STRAIGHT, WITHIN THE SEALANT AREA. MODERATE CURVES CAN BE NEGOTIATED BY STRETCHING THE FABRIC ON THE OUTSIDE OF THE CURVE BY ADJUSTING THE DRAG ON THE BRAKES OF THE LAYDOWN EQUIPMENT. TRANSVERSE JOINTS SHALL BE "SHINGLED" IN THE DIRECTION OF PAVING.

LONGITUDINAL JOINTS SHALL BE MADE BY OVERLAPPING THE FABRIC ONE TO TWO INCHES. TRANSVERSE JOINTS SHALL BE MADE BY OVERLAPPING THE FABRIC MINIMUM OF FOUR INCHES. ADDITIONAL SEALANT (ABOUT 0.20 GAL. PER SQ. YD.) SHALL BE ADDED TO THE JOINTS AS REQUIRED. THE ADDITIONAL SEALANT FOR TRANSVERSE JOINTS MAY BE APPLIED BY HAND SPRAYING OR WITH MOP AND BUCKET IF EXTREME CARE IS TAKEN TO NOT EXCEED THE SPECIFIED RATE.

TO ENHANCE THE BOND OF THE FABRIC WITH THE EXISTING PAVEMENT AND TO SMOOTH OUT ANY WRINKLES FOR FOLDS IN THE FABRIC, THE CONTRACTOR MAY BE REQUIRED TO PNEUMATICALLY ROLL THE FABRIC AFTER IT IS PLACED.

4. TREATMENT OF THE APPLIED COMPOSITE PRIOR TO PLACEMENT OF ASPHALT CONCRETE: TACK COAT THE FABRIC PRIOR TO PLACEMENT OF THE ASPHALT CONCRETE OVERLAY. TACK COAT SHALL BE APPLIED AT A RATE OF 0.02 TO 0.05 GALLON PER SQUARE YARD. PLACEMENT OF THE ASPHALT CONCRETE OVERLAY SHALL CLOSELY FOLLOW FABRIC LAYDOWN. IN THE EVENT THAT THE SEALANT BLEEDS THROUGH THE FABRIC BEFORE THE ASPHALT CONCRETE IS PLACED, IT MAY BE NECESSARY TO BLOT THE SEALANT BY SPREADING SAND OR ASPHALT CONCRETE OVER THE AFFECTED AREAS. THIS WILL PREVENT ANY TENDENCY FOR CONSTRUCTION EQUIPMENT TO PICK UP THE FABRIC WHEN DRIVING OVER IT.

TURNING OF THE PAVER AND OTHER VEHICLES SHALL BE GRADUAL TO AVOID MOVEMENT OR DAMAGE TO THE COMPOSITE. UNESSENTIAL TRAFFIC ON COMPOSITE SHOULD BE ELIMINATED. IF IT IS NECESSARY TO OPEN THE ROAD TO TRAFFIC AFTER FABRIC PLACEMENT, BUT PRIOR TO PAVING, IT IS ADVISABLE TO SPREAD A SMALL AMOUNT OF SAND OVER THE MEMBRANE TO PREVENT TIRES FROM STICKING TO THE SEALANT OR PULLING UP THE COMPOSITE. THIS PRACTICE IS TO BE AVOIDED IF POSSIBLE TO PREVENT DAMAGE TO THE MEMBRANE. QUICK STOPS AND SHARP TURNS MAY DAMAGE THE MATERIAL. IF RAIN PRIOR TO THE OVERLAY SHOULD CAUSE A BLISTERED APPEARANCE AND SOME BOND LOSS THROUGHOUT THE MEMBRANE, IT SHOULD BE CORRECTED BY PNEUMATIC ROLLING UNTIL ADHESION IS RESTORED.

5. ASPHALT CONCRETE: THE ASPHALT CONCRETE OVERLAY SHALL CONFORM TO 401 SPECIFICATION WITH A MINIMUM THICKNESS OF 1.5". A TWO COURSE OVERLAY IS PREFERRED.

METHOD OF MEASUREMENT. THE ACCEPTED FABRIC COMPOSITE PLACED IN ACCORDANCE WITH THESE SPECIFICATIONS AND AS DIRECTED WILL BE MEASURED BY THE SQUARE YARD OF ROADWAY, RAMPS, AND TURNOUTS COVERED BY THE COMPOSITE FABRIC. LAPS IN COMPOSITE FABRIC WILL NOT BE MEASURED.

BLOTTING THE SEALANT, SPREADING SAND OR ASPHALT CONCRETE OVER THE MEMBRANE TO PREVENT TIRES FROM STICKING TO THE SEALANT OR PULLING UP THE FABRIC, ROLLING TO RESTORE BOND, OR APPLICATION OF A TACK COAT WILL NOT BE MEASURED FOR DIRECT PAYMENT BUT SHALL BE CONSIDERED A NECESSARY PART OF THE CONSTRUCTION INVOLVED AND THE COST THEREFORE SHALL BE INCLUDED IN OTHER APPROPRIATE CONTRACT UNIT PRICES. BASIS OF PAYMENT. THE ACCEPTED QUANTITIES OF PAVEMENT OVERLAY FABRIC COMPOSITE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD, WHICH PRICE AND PAYMENT SHALL BE FULL COMPENSATION FOR FURNISHING ALL LABOR, MATERIALS (INCLUDING ASPHALT SEALANT AND OVERLAP), TOOLS, EQUIPMENT AND INCIDENTALS FOR DOING ALL THE WORK INVOLVED IN FURNISHING AND PLACING THE COMPOSITE COMPLETE IN PLACE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT

THIS ITEM CONSISTS OF THE CONSTRUCTION OF BULKHEADS IN AN EXISTING 12- AND 15-INCH DIAMETER CONDUIT AND FILLING THE AREA SEALED OFF WITH ITEM 613, SAND OR OTHER MATERIAL APPROVED BY THE ENGINEER.

LOCATE THE BULKHEADS AT THE LIMITS OF THE AREA TO BE FILLED, AS INDICATED ON THE PLANS. THE BULKHEADS CONSIST OF BRICK OR CONCRETE MASONRY WITH A MINIMUM THICKNESS OF 12 INCHES.

PUMP THE FILL MATERIAL INTO PLACE OR BY OTHER MEANS APPROVED BY THE ENGINEER, SO THAT AFTER SETTLEMENT, AT LEAST 90 PERCENT OF THE CROSS-SECTIONAL AREA OF THE CONDUIT, FOR ITS ENTIRE LENGTH IS FILLED. THE LENGTH OF FILLED AND PLUGGED CONDUIT TO BE PAID FOR IS THE ACTUAL NUMBER OF FEET (MEASURED ALONG THE CENTERLINE OF EACH CONDUIT FROM OUTER FACE TO OUTER FACE OF BULKHEADS) FILLED AND PLUGGED AS DESCRIBED ABOVE.

IN LIEU OF FILLING AND PLUGGING THE EXISTING CONDUIT, THE PIPE MAY BE CRUSHED AND BACKFILLED PER 203, OR IT MAY BE REMOVED. THE LENGTH, MEASURED AS PROVIDED ABOVE, WILL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR, ITEM SPECIAL, FILL AND PLUG EXISTING CONDUIT.



ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS RS

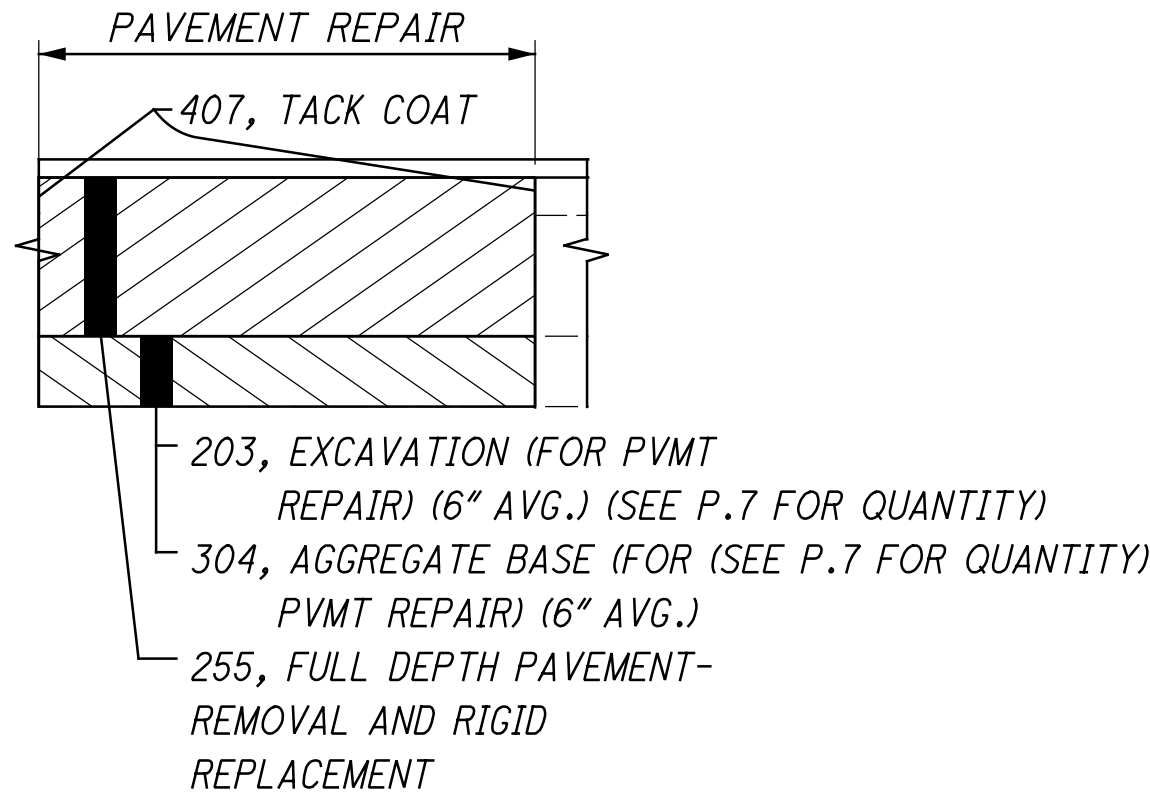
A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THIS ITEM SHALL CONSIST OF CUTTING AND REMOVING DETERIORATED PAVEMENT FULL DEPTH AND PLACING 13.25" CONCRETE CLASS RS, TYPE 2. THE MAXIMUM COMPACTED DEPTH OF ANY ONE LAYER SHALL BE 6 INCHES. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED PRIOR TO MAINLINE PAVEMENT PLANING.

IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REMOVED AND REPLACED TO THE LIMITS DESIGNATED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

255, FULL DEPTH PAVEMENT REMOVAL AND RIGID-REPLACEMENT, TYPE 2, CLASS RS, 100 SY.

255, FULL DEPTH PAVEMENT SAWING 200 FT



ITEM 611 - PIPE CULVERTS, SEWERS, AND DRAINS

THIS WORK SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER. A 12 INCH, TYPE F, CONDUIT SHALL BE CONSTRUCTED WITH ITEM 707.42 PERFORATED POLYVINYL CHLORIDE CORRUGATED SMOOTH INTERIOR PIPE. 6 INCH, TYPE F DRAIN SHALL BE A MINIMUM OF 36 INCHES BELOW THE TOP OF SUBGRADE OR TO THE TOP OF BEDROCK. AGGREGATE BACKFILL SHALL BE #8 WASHED RIVER GRAVEL (FREE OF CARBONATES) AND EXTENDED TO THE FINAL OUTLET. ITEM 255 SHALL BE USED IN TRENCHED ROADWAY AREAS OVER #8 GRAVEL. BACKFILL IN NON-ROADWAY AREAS ACCORDING TO 203 EMBANKMENT, ABOVE #8 GRAVEL.

ALL TRENCH, CLEANOUTS, END CAPS, TOOLS, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 611 - 6 INCH, TYPE F CONDUIT, AS PER PLAN.

ITEM 611 - 6 INCH, TYPE F FOR UNDERDRAIN OUTLET, AS PER PLAN 30 FT

ITEM 611 - 6 INCH, TYPE F CONDUIT, AS PER PLAN, 704.42 90 FT

255, FULL DEPTH PAVEMENT REMOVAL AND RIGID-REPLACEMENT, TYPE 2, CLASS RS, 6 SY.

ITEM 304 – AGGREGATE BASE (T=6"), 1 CY.

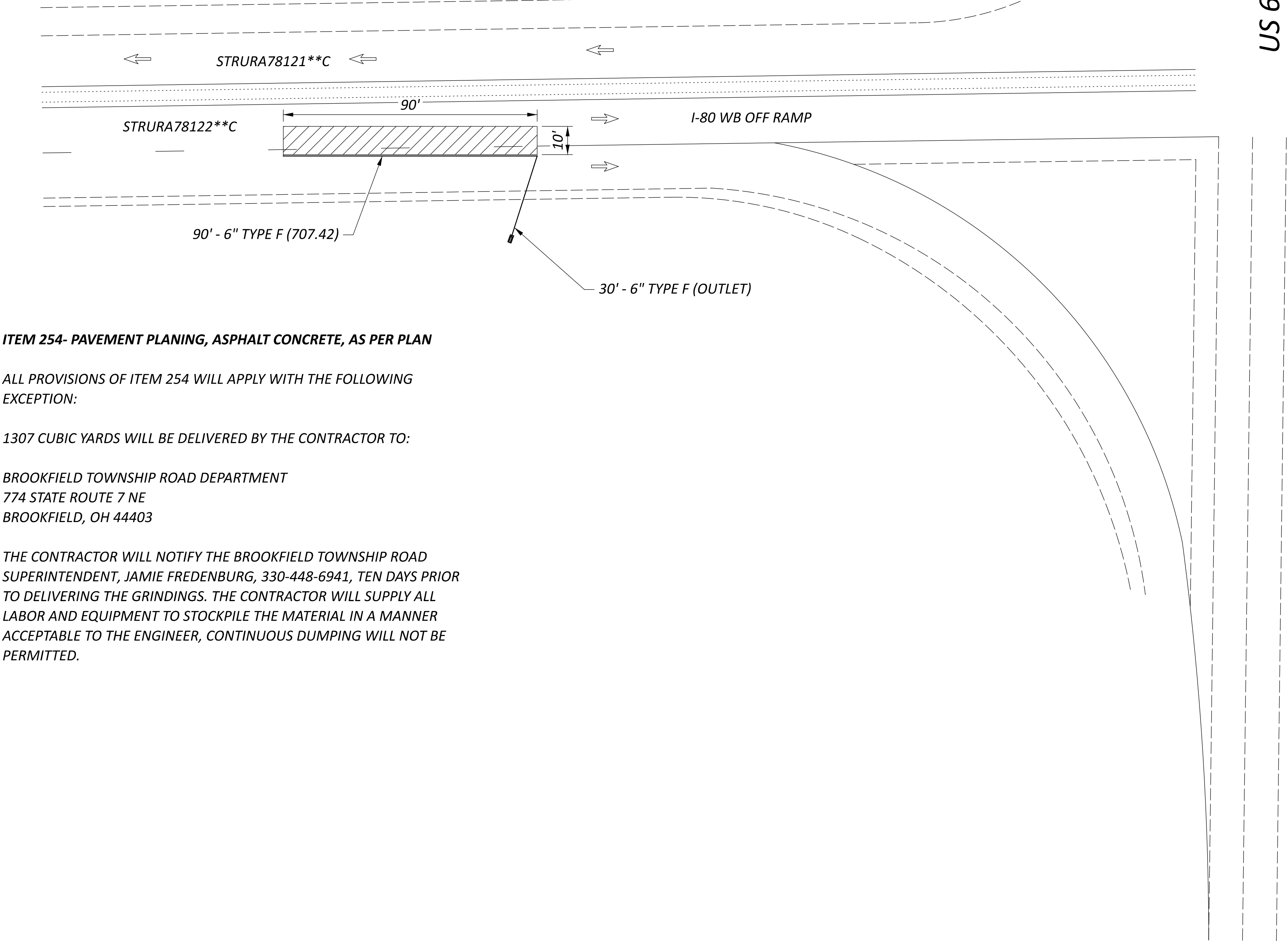
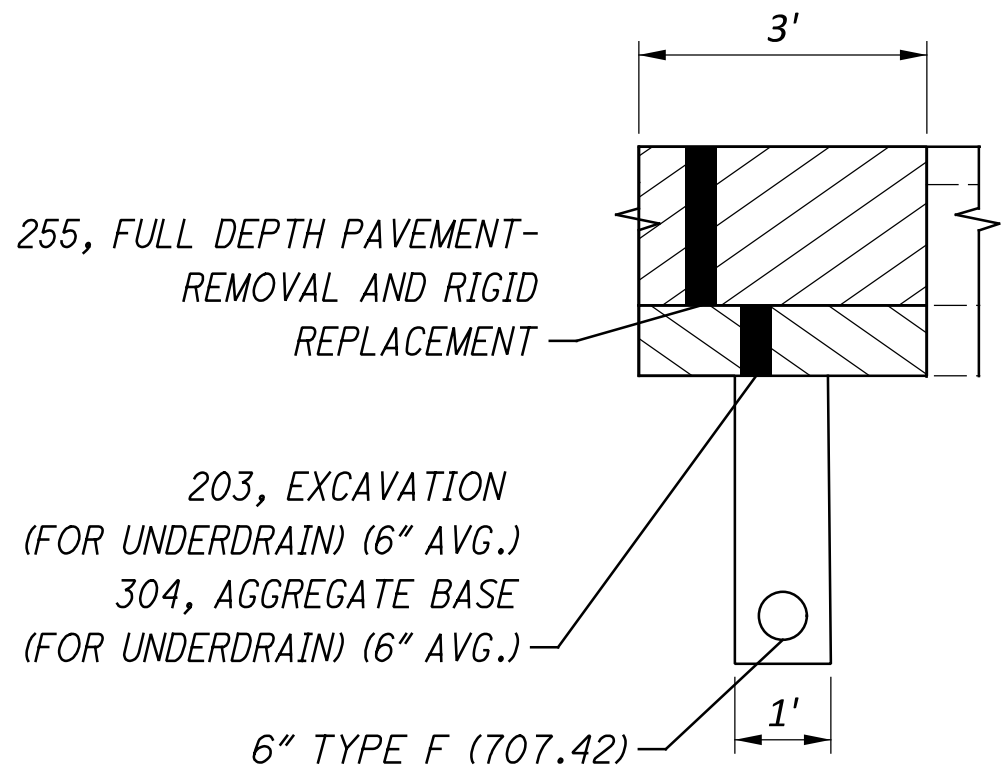
ITEM 601 – TIED CONCRETE BLOCK MAT, TYPE 1, 2 SY.

ITEM 255 - FULL DEPTH PAVEMENT SAWING

A QUANTITY SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE PERFORMED IN AREAS WHERE ITEM 611 CONDUIT IS TO BE PLACED CUTTING FROM THE SURFACE TO THE TOP OF SUBBASE.

ITEM 255 - FULL DEPTH PAVEMENT SAWING 41 FT

TRENCH FOR UNDERDRAIN OUTLET



ITEM 254- PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN

ALL PROVISIONS OF ITEM 254 WILL APPLY WITH THE FOLLOWING EXCEPTION:

1307 CUBIC YARDS WILL BE DELIVERED BY THE CONTRACTOR TO:

BROOKFIELD TOWNSHIP ROAD DEPARTMENT  
774 STATE ROUTE 7 NE  
BROOKFIELD, OH 44403

THE CONTRACTOR WILL NOTIFY THE BROOKFIELD TOWNSHIP ROAD SUPERINTENDENT, JAMIE FREDENBURG, 330-448-6941, TEN DAYS PRIOR TO DELIVERING THE GRINDINGS. THE CONTRACTOR WILL SUPPLY ALL LABOR AND EQUIPMENT TO STOCKPILE THE MATERIAL IN A MANNER ACCEPTABLE TO THE ENGINEER, CONTINUOUS DUMPING WILL NOT BE PERMITTED.

GENERAL NOTES

DESIGN AGENCY



DESIGNER

FA

REVIEWER

RMM 07-01-25

PROJECT ID

105145

SHEET

P.9

TOTAL

51



ITEM 614, MAINTAINING TRAFFIC

THIS ITEM SHALL CONSIST OF MAINTENANCE OF TRAFFIC ON EXISTING ROADWAYS AND RAMPS IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION, LATEST REVISION, THE SPECIFICATIONS AND THE FOLLOWING:

1. A MINIMUM OF ONE TEN-FOOT LANE IN EACH DIRECTION SHALL BE MAINTAINED ON US 62 AT ALL TIMES. A MINIMUM OF ONE TEN-FOOT BIDIRECTIONAL LANE SHALL BE MAINTAINED AT ALL OTHER LOCATIONS DURING CONSTRUCTION OF THE WORK.
2. THE CONTRACTOR SHALL INFORM THE DISTRICT OFFICE (330) 786-2208, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.
3. TRUCK MOUNTED ATTENUATORS [TMA'S] SHALL BE USED AS SHOWN IN THE STANDARD CONSTRUCTION DRAWINGS.
4. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO HAVE SUCCESSIVE WORK ZONES UNLESS THE DISTANCE BETWEEN THE DRUMS, BARRICADES OR CONES EXCEEDS TWO (2) MILES.
5. IN ADDITION TO THE REQUIREMENTS OF 614.11 WORK ZONE PAVEMENT MARKINGS, AT THE END OF EACH DAY OF WORK, THE CONTRACTOR SHALL REPLACE (WITH WORK ZONE MARKINGS) ALL LANE, CENTER, STOP OR CHANNELIZING LINES THAT WERE REMOVED OR COVERED DURING THE PAVEMENT REMOVAL OR PLACEMENT OPERATIONS. QUANTITIES FOR SUCH PLACEMENT ARE CARRIED AS PART OF THE ITEMS LISTED UNDER 614 WORK ZONE PAVEMENT MARKINGS.
6. PRIOR TO OPENING TO TRAFFIC EACH LANE SHALL BE IN A SAFE, PASSABLE CONDITION. ALL TRANSVERSE JOINTS SHALL EXTEND ACROSS THE FULL LANE AND SHOULDER WIDTH AND EACH LANE SHALL BE FREE FROM UNEVEN LONGITUDINAL JOINTS. THE CONTRACTOR SHALL PROVIDE ASPHALT WEDGES FOR TRANSVERSE JOINTS WHEREVER THERE ARE PAVEMENT ELEVATION DIFFERENCES.

7. THE CONTRACTOR SHALL INSTALL, MAINTAIN & SUBSEQUENTLY REMOVE WORK ZONE MARKING SIGNS & THEIR SUPPORTS WITHIN THE WORK LIMITS. THESE SIGNS INCLUDE "NO EDGE LINES", "DO NOT PASS" AND "PASS WITH CARE". ALL OTHER SIGNS WILL BE INCIDENTAL TO THE LUMP SUM PAY ITEM 614 MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED IN THE PLANS. A QUANTITY OF ITEM 614 WORK ZONE MARKING SIGNS HAS BEEN INCLUDED IN THE PLANS AS PER CMS 614.04.

8. THE CONTRACTOR SHALL SET A WORK ZONE AT THE REQUEST OF THE ENGINEER TO ALLOW THE LAYOUT OF THE PARTIAL/FULL DEPTH PAVEMENT REPAIR AREAS. THIS WORK IS INCIDENTAL TO ITEM 614 MAINTAINING TRAFFIC

THE FOLLOWING QUANTITIES SHALL BE USED FOR THE MAINTENANCE OF TRAFFIC ON THIS PROJECT:

614, WORK ZONE CENTER LINE, CLASS I, 0.51 MILE (MILLED SURFACE)

614, WORK ZONE LANE LINE, CLASS I, 8.94 MILE (MILLED SURFACE)

614, WORK ZONE CHANNELIZING LINE, CLASS I, 12" 8748 FT (MILLED SURFACE)

614, WORK ZONE STOP LINE, CLASS I, 509 FT (MILLED SURFACE)

614, WORK ZONE MARKING SIGN, (ALL PHASES) 12 EACH

614, WORK ZONE CENTER LINE, CLASS III, 642 PAINT 0.51 MILE (SURFACE COURSE)

614, WORK ZONE LANE LINE, CLASS III, 642 PAINT, 8.94 MILE (SURFACE COURSE)

614, WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT 8748 FT

614, WORK ZONE STOP LINE, CLASS III, 642 PAINT, 509 FT (SURFACE COURSE)

614, WORK ZONE EDGE LINE, CLASS III 17.72 MI (AS DIRECTED BY ENGINEER)

ITEM 614, MAINTAINING TRAFFIC (CONTINUED)

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. 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.

SEQUENCE OF CONSTRUCTION

PREPHASE: ALL EXISTING CONFLICTING MARKINGS AND SIGNS SHALL BE REMOVED PRIOR TO PLACING TRAFFIC IN PHASE I. ALL REMOVALS SHALL BE INCIDENTAL TO LUMP SUM BID ITEM 614, MAINTAINING TRAFFIC.

PHASE 1: LOON AREA AT TRU 62 AT HIBLER LN

THIS PHASE INCLUDES LOON CONSTRUCTION FOR THE TRUCK U-TURN. ALL NORTHBOUND LANES SHALL REMAIN OPEN TO TRAFFIC, AS SHOWN ON SHEETS P.13-P.14. FOR THE SOUTHBOUND DIRECTION, THE ON-RAMP FROM BROOKFIELD RD TO US 62 SHALL BE CLOSED AS SHOWN ON SHEET P.13, AND ALL TRAFFIC SHALL BE SHIFTED TO A SINGLE LANE, AS DETAILED ON SHEET P.14.

PHASE 2: WIDENING NORTHBOUND LEFT LANE ON US 62 AT HIBLER LN

THIS PHASE INVOLVES THE ROAD WIDENING FOR THE NORTHBOUND DIRECTION AT TRU 62 AT HIBLER LANE. ON-RAMP FROM BROOKFIELD RD (SOUTHBOUND SR-7) TO US 62 SHALL BE CLOSED. DURING PHASE 2, LANES ADJACENT TO THE MEDIAN FOR BOTH SOUTHBOUND AND NORTHBOUND DIRECTIONS SHALL BE CLOSED IN ACCORDANCE WITH SHEETS P.15-P.16. THE MEDIAN CLOSURE AND TRAFFIC RESTRICTIONS AT THE US-62/HIBLER LANE INTERSECTION SHALL NOT EXCEED 30 CALENDAR DAYS.

PHASE 3: TRU 62 AT FRANKLIN AVE

THIS PHASE INCLUDES THE ADDITION OF LEFT-TURN LANES AND THE RECONSTRUCTION OF THE MEDIAN ON US 62 AT FRANKLIN AVE. TRAFFIC IN BOTH SOUTHBOUND AND NORTHBOUND DIRECTIONS SHALL BE MANAGED AND DIRECTED AS SHOWN ON SHEETS P.17-P.18. THE CONTRACTOR IS PERMITTED TO CLOSE THE US-62/FRANKLIN AVENUE INTERSECTION BETWEEN 8:00PM AND 5:00AM TO PERFORM CULVERT INSTALLATION WORK. THE CLOSURE SHALL BE LIMITED TO NO MORE THAN TWO CONSECUTIVE NIGHTS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

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 & PIO
ROAD & RAMP CLOSURES	>= 2WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERNS 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.

TRAFFIC CONTROL INSPECTOR

THE CONTRACTOR SHALL DESIGNATE AN INDIVIDUAL OTHER THAN THE SUPERINTENDENT & SUBJECT TO THE APPROVAL OF THE ENGINEER, TO CONTINUOUSLY INSPECT ALL TRAFFIC CONTROL DEVICES WHENEVER CONSTRUCTION WORK IS BEING PERFORMED WITHIN THE WORK LIMITS OF THE PROJECT. THE DESIGNATED INDIVIDUAL SHALL ALSO INSPECT ALL TRAFFIC DEVICES AT THE BEGINNING & END OF EACH WORK DAY. THE DESIGNATED INDIVIDUAL OR A QUALIFIED REPRESENTATIVE SHALL ALSO BE AVAILABLE ON AN AROUND THE CLOCK BASIS TO REPAIR AND/OR REPLACE DAMAGED OR MISSING TRAFFIC CONTROL DEVICES. THESE INDIVIDUALS SHALL BE EQUIPPED WITH CELLULAR PHONES & THEIR NAMES & PHONE NUMBERS SHALL BE GIVEN TO THE PROJECT ENGINEER AT THE PRE-CONSTRUCTION MEETING. THE DESIGNATED INDIVIDUAL MAY HAVE OTHER CONSTRUCTION RELATED DUTIES AS LONG AS IMMEDIATE ATTENTION IS GIVEN TO TRAFFIC CONTROL. PAYMENT FOR THE SERVICES OF THE TRAFFIC CONTROL INSPECTOR SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, 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. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

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 AWAY FROM ALL 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.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED 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 PRE-PROGRAMMED 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 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.

614 PORTABLE CHANGEABLE MESSAGE SIGN,

AS PER PLAN

TWO (2) SIGNS 6 MONTHS EACH & FOUR (4) SIGNS 1 MONTH EACH = 16 SNMT

DETOUR NOTIFICATION

THE CONTRACTOR SHALL ADVISE THE PROJECT ENGINEER EIGHTEEN (18) DAYS IN ADVANCE OF WHEN THE DETOUR ROUTE SHOULD BE IN EFFECT. ALL WORK ZONE DEVICES REQUIRED SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. PAYMENT FOR ALL WORK ASSOCIATED WITH THE DETOUR SHALL BE INCLUDED UNDER THE LUMP SUM BID FOR ITEM 614, DETOUR SIGNING.

DESIGN AGENCY



DESIGNER

FA

REVIEWER

RMM 07-01-25

PROJECT ID

105145

SHEET

P.10

TOTAL

51



ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

- DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

- DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED 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 FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

- FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:

- ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
- AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
- AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

- THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR
- THE ACTIVE WORK AREA Laterally CLOSEST TO THE OPEN TRAVELED LANE; OR

- OTHER LOCATION AS APPROVED BY THE ENGINEER.

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

LEOS 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 LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS’ DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (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 QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 100 HOURS

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

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

TIME LIMITATION, TRAFFIC ON A MILLED SURFACE

THE MAXIMUM ALLOWABLE TIME FOR TRAFFIC TO BE PLACED ON A MILLED SURFACE SHALL BE 7 CONSECUTIVE CALENDAR DAYS. SHOULD THE CONTRACTOR FAIL TO MEET THIS REQUIREMENT, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$2,500 PER DAY THAT THE TRAFFIC IS PLACED ON A MILLED SURFACE BEYOND THE SPECIFIED LIMIT.

ADVANCED NOTICE TO PAVE

THE CONTRACTOR SHALL SUBMIT FOR APPROVAL TO THE DISTRICT CONSTRUCTION ENGINEER A DETAILED SCHEDULE 15 DAYS PRIOR TO THE PLACEMENT OF THE OVERLAY COURSES, ON HOW THEY PROPOSE TO PROSECUTE THE PAVING OPERATIONS. THE DETAILS SHALL SHOW THE ORDER OF PERFORMANCE OF EACH STAGE (START TO FINISH) OF THE WORK INCLUDING THE MAINTENANCE OF TRAFFIC THAT WILL BE USED.

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

NOTICE OF CLOSURE SIGNS (W20-H13) 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 FLATSHEET 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 SIGN DISPLAYED  
OF CLOSURE TO PUBLIC

RAMP & >=2 WEEKS 14 CALENDAR DAYS  
PRIOR TO CLOSURE

ROAD > 12 HOURS 7 CALENDAR DAYS  
& < 2 WEEKS PRIOR TO CLOSURE

CLOSURES <= 12 HOURS 2 BUSINESS 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-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

WILL BE  
CLOSED  
FOR DAYS  
INFO: 330-786-2208

W20-H13-60

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

NO WORK SHALL BE PERFORMED & 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	(OTHER HOLIDAY OR SPECIAL EVENT)

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 6:00AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00AM WEDNESDAY
TUESDAY (GEN./REG. ELECTION)	5:00AM TUESDAY THROUGH 12:00AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00AM WEDNESDAY THROUGH 6:00AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00AM MONDAY

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

NEWLY CONSTRUCTED LANE ADDITIONS, ONCE COMPLETED AND INITIALLY OPENED TO TRAFFIC, SHALL BE OPEN TO TRAFFIC DURING ALL SUBSEQUENT DESIGNATED HOLIDAYS AND SPECIAL EVENTS, AND RELATED PERIODS OF TIME, SPECIFIED ABOVE.

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

LANE VALUE CONTRACT			
DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME PERIOD
US-62	AS PER MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS) NOTE ABOVE	PER LANE/PER MINUTE	\$95

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. 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.

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 30 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET P.13. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$ 3,000 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

DESIGN AGENCY



DESIGNER

FA

REVIEWER

RMM 07-01-25

PROJECT ID

105145

SHEET

P.11

TOTAL

51

ITEM 809 – STOP-LINE RADAR DETECTION, AS PER PLAN  
ITEM 809 – ADVANCE RADAR DETECTION, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF FURNISHING AND INSTALLING STOP-LINE RADAR DETECTION - WAVETRONIX SMARTSENSOR MATRIX DETECTION UNIT OR ADVANCE RADAR DETECTION - WAVETRONIX SMARTSENSOR ADVANCE DETECTION UNIT (MODEL SS-200E). THE DETECTION UNIT SHALL INCLUDE THE FOLLOWING:

- 1) POWER SHALL BE PROVIDED FROM THE TRAFFIC CABINET.
- 2) ALL REQUIRED INPUTS CARDS SHALL BE INCLUDED IN THE TRAFFIC CABINET AND SHALL BE COMPATIBLE WITH CALTRANS, NEMA TS1 AND NEMA TS2 DETECTOR RACKS. THE CARDS SHALL PROVIDE TRUE PRESENCE DETECTOR CALLS OR CONTACT CLOSURE TO THE TRAFFIC CONTROLLER.
- 3) THE UNIT SHALL BE MOUNTED DIRECTLY TO A POLE OR MAST ARM, AS RECOMMENDED BY THE MANUFACTURER. CABLE(S) SHALL BE PROVIDED AS REQUIRED AND RECOMMENDED BY THE MANUFACTURER.
- 4) SURGE PROTECTION DEVICES, AS RECOMMENDED BY THE MANUFACTURER SHALL BE INCLUDED BOTH AT THE POLE WHERE THE UNIT IS LOCATED TO PROTECT THE UNIT AND IN THE TRAFFIC CABINET TO PROTECT THE CABINET ELECTRONICS.
- 5) THE MANUFACTURER'S REPRESENTATIVE SHALL BE ON SITE DURING INSTALLATION AND TESTING AND SHALL PROVIDE ONSITE TRAINING ON THE SETUP, OPERATION AND MAINTENANCE OF THE UNIT.
- 6) A SERIAL TO ETHERNET COMMUNICATIONS MODULE AND ETHERNET CABLE (MIN. 7 FEET)
- 7) THE POWER SUPPLY AND COMMUNICATION MODULES SHALL BE SECURED TO A SINGLE PANEL THAT CAN BE MOUNTED INTERIOR TO THE TRAFFIC CABINET. THE PANEL SHALL INCLUDE MODULAR-PLUG STYLE CONNECTIONS FOR UP TO FOUR (4) SENSOR CABLES. ADDITIONAL SENSORS MAY BE HARD-WIRED TO THE COMMUNICATION MODULES, AS NECESSARY.
- 8) THE CONTRACTOR SHALL INSTALL THE RADAR DETECTION PRIOR TO MILLING/DISABLING THE EXISTING LOOPS.
- 9) THE INSTALLATION SHALL INCLUDE ALL CONTROLLER PROGRAMMING FOR COMPLETE INSTALLATION, WHICH INCLUDES MODIFICATIONS FOR REMOVAL OF EXISTING DETECTION.
- 10) THE CONTRACTOR SHALL CONTACT THE DISTRICT OFFICE (330-786-2267) THREE WORKING DAYS PRIOR TO INSTALLING THE DETECTION TO REMOVE THE CABINET LOCKS. ANY LOOP DETECTORS DISTURBED BY THE PLANING SHOULD BE ABANDONED IN PLACE.
- 11) THE CONTRACTOR SHALL DISCONNECT AND LEAVE THE LOOP DETECTOR AMPLIFIERS IN THE CONTROLLER.

PAYMENT FOR EACH DETECTION UNIT SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR EACH UNIT, COMPLETE AND IN PLACE INCLUDING ALL REQUIRED CABINET HARDWARE, MOUNTING BRACKETS, CABLES, CONDUIT AND CONNECTIONS TESTED AND ACCEPTED, AND ANY OTHER NECESSARY HARDWARE TO ESTABLISH A FULLY FUNCTIONAL DETECTION SYSTEM.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:  
ITEM 809 – STOP-LINE RADAR DETECTION, AS PER PLAN, 8 EACH  
ITEM 809 – ADVANCE RADAR DETECTION, AS PER PLAN, 2 EACH

INTERSECTION	SLM	STOP LINE RADAR	ADVANCE RADAR	STOP LINE DIRECTION	ADVANCE DIRECTION	COMMENTS
US 62 @ LOVES TRUCK STOP	4.69	2	2	WB, EB	NB, SB	
US 62 @ HUBBARD MASURY	4.84	2		WB, SB		SB LEFT TURN
US 62 @ FLYING J TRUCK STO	5.33	2		NB, EB		NB LEFT TURN
US 62 @ CHESTNUT RIDGE RD	6.24	2		WB, EB		
US 62 @ I-80						HAS WAVETRONIX

ASPHALT PAVING LIMITATION

THE CONTRACTOR SHALL NOT ANTICIPATE OR SCHEDULE PLACING ASPHALT (ASPHALT SURFACE COURSE, ASPHALT INTERMEDIATE COURSE, ASPHALT CONCRETE BASE, ETC.) BETWEEN NOVEMBER 1 AND APRIL 1 WHEN SUBMITTING THEIR INITIAL BAR CHART PROGRESS SCHEDULE TO THE DISTRICT CONSTRUCTION ENGINEER (DCE) AS SPECIFIED IN CMS SECTION 108.02A. THIS LIMITATION SHALL ALSO INCLUDE INITIAL BASE LINE SCHEDULES AND ALL UPDATES IF A CPM SCHEDULE IS REQUIRED.

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING’S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER’S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

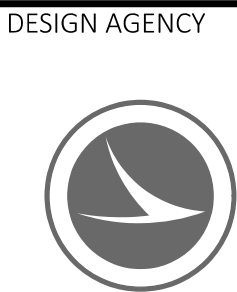
THE FOLLOWING HAS BEEN CARRIED TO THE GENERAL SUMMARY:  
ITEM 614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) 7 EACH

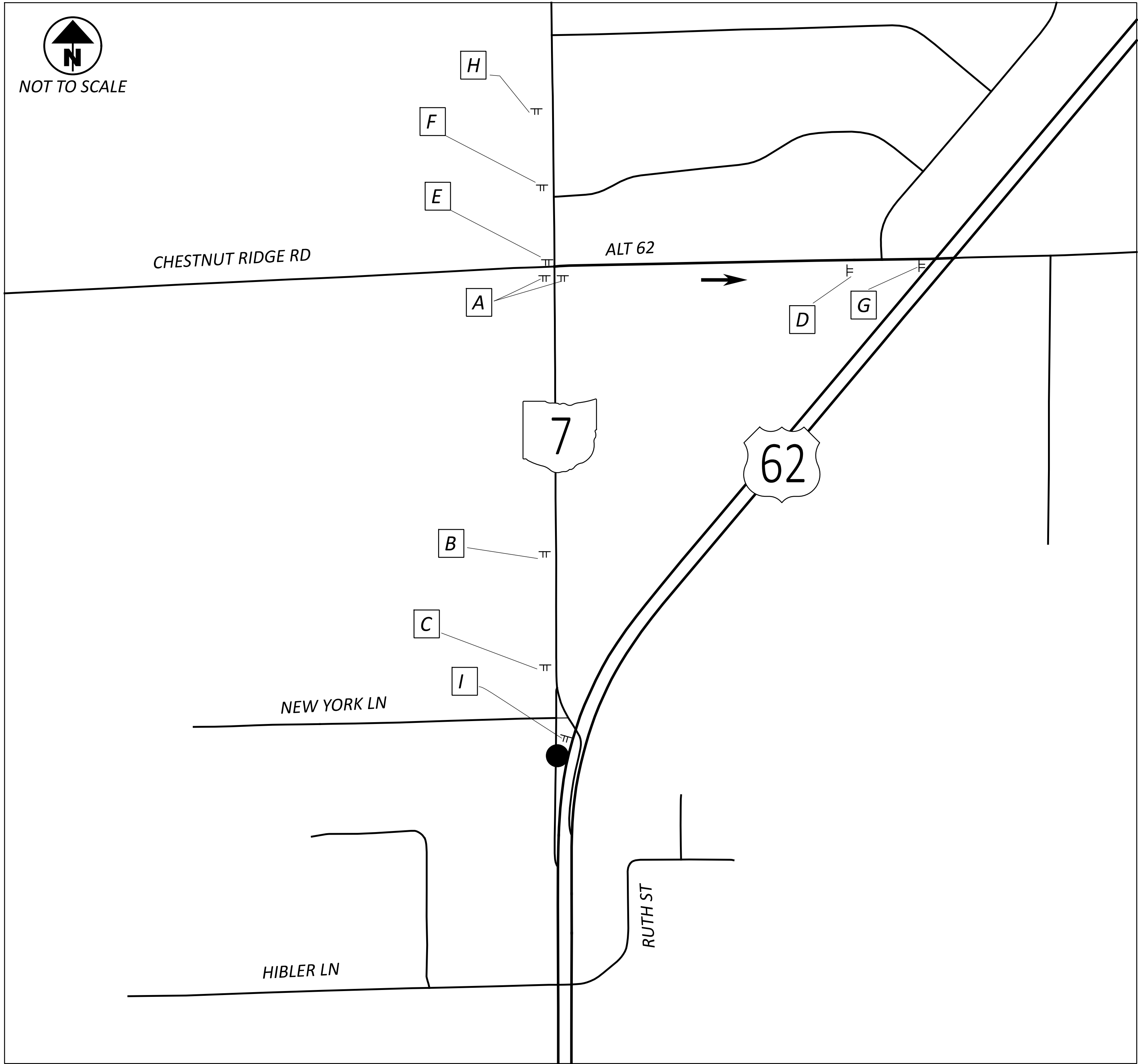
TRU 80 WB OFF RAMP TO US 62 CLOSURE

THE TRU 80 WB OFF RAMP TO US 62 WILL BE CLOSED FOR 1 NIGHT FROM 6PM TO 6AM TO REPAIR THE PAVEMENT AND INSTALL UNDERDRAINS. THE DETOUR SHALL BE SIGNED USING PCMS AND SHALL BE I-80 WB TO TRU 193 AND I-80 EB TO US 62.

THESE DETOURS WILL BE IN EFFECT AS DIRECTED BY THE ENGINEER FOR RESURFACING OPERATIONS ADJACENT TO THE SPECIFIED RAMPS. THE PCMS QUANTITIES ARE INCLUDED IN THE PCMS QUANTITY PROVIDED ON P.10. ANY ADDITIONAL COSTS TO INSTITUTE THE DETOURS BELOW SHALL BE INCLUDED UNDER THE LUMP SUM FOR BID ITEM 614, DETOUR SIGNING.

LOOP RAMP DETOURS					
RAMP DESIGNATION	RAMP DESCRIPTION	DURATION	DETOUR ROUTE	APPROX. NUMBER OF PCMS	ADDITIONAL RESTRICTIONS
RAMP D	80 EAST TO 62 EAST	1 CALENDAR DAY (7AM SATURDAY TO 7AM SUNDAY)	USE EXIT 234A	1	
RAMP C	US 62 WEST TO SR 82 EAST (SHARON BEDFORD RD)	1 CALENDAR DAY (7AM SATURDAY TO 7AM SUNDAY)	US 62 WEST TO SR 7 NORTH TO SR 82 E	1	
RAMP B	SR 82 WEST TO US 62 WEST	1 CALENDAR DAY (7AM SATURDAY TO 7AM SUNDAY)	SR 82 WEST / ADDISON RD	1	RAMP B SHALL BE CLOSED SIMULTANEOUSLY WITH RAMP C: RAMP B SHALL NOT BE CLOSED WITH RAMPS F AND G
RAMP F	US 62 EAST TO SR 82 WEST	1 CALENDAR DAY (7AM SATURDAY TO 7AM SUNDAY)	ADDISON RD	1	RAMP F SHALL BE CLOSED SIMULTANEOUSLY WITH RAMP G: RAMP F SHALL NOT BE CLOSED WITH RAMPS C AND B
RAMP G	SR 82 EAST T OUS 62 EAST	1 CALENDAR DAY (7AM SATURDAY TO 7AM SUNDAY)	ADDISON RD	1	RAMP G SHALL BE CLOSED SIMULTANEOUSLY WITH RAMP F: RAMP G SHALL NOT BE CLOSED WITH RAMPS C AND B





DETOUR ROUTE FOR: TRU-7-5.65



DETOUR ROUTE: FOLLOW US-62 ALTERNATE TO US-62 WEST

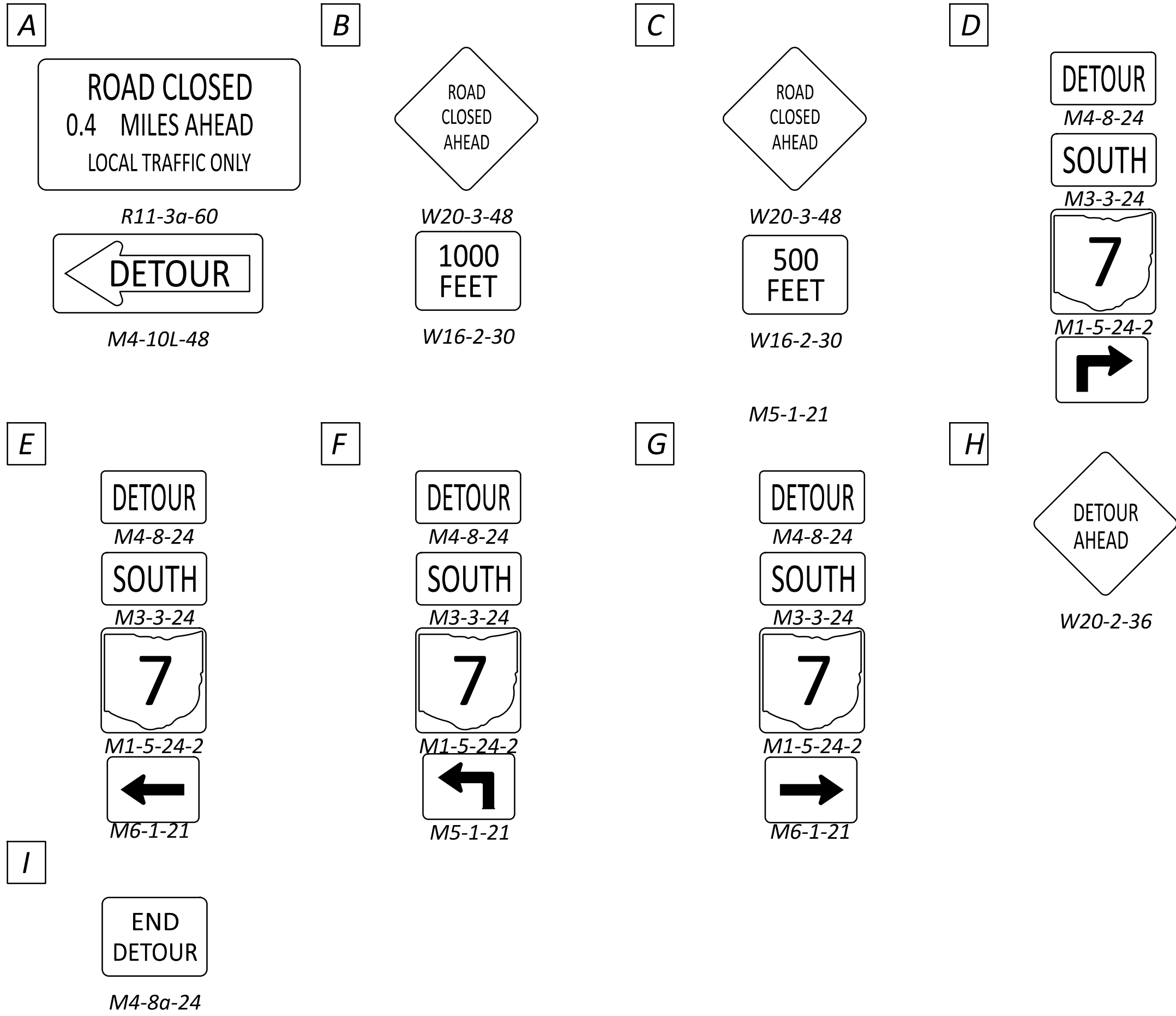


CLOSE SR-7 PER STANDARD CONSTRUCTION DRAWING MT-101.60



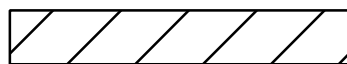





ON TYPE III BARRICADE WITH TYPE B FLASHERS MOUNTED PER SCD MT-101.60

REFER TO THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 6H-8 (TYPICAL APPLICATION 8), FOR SIGN SPACING.

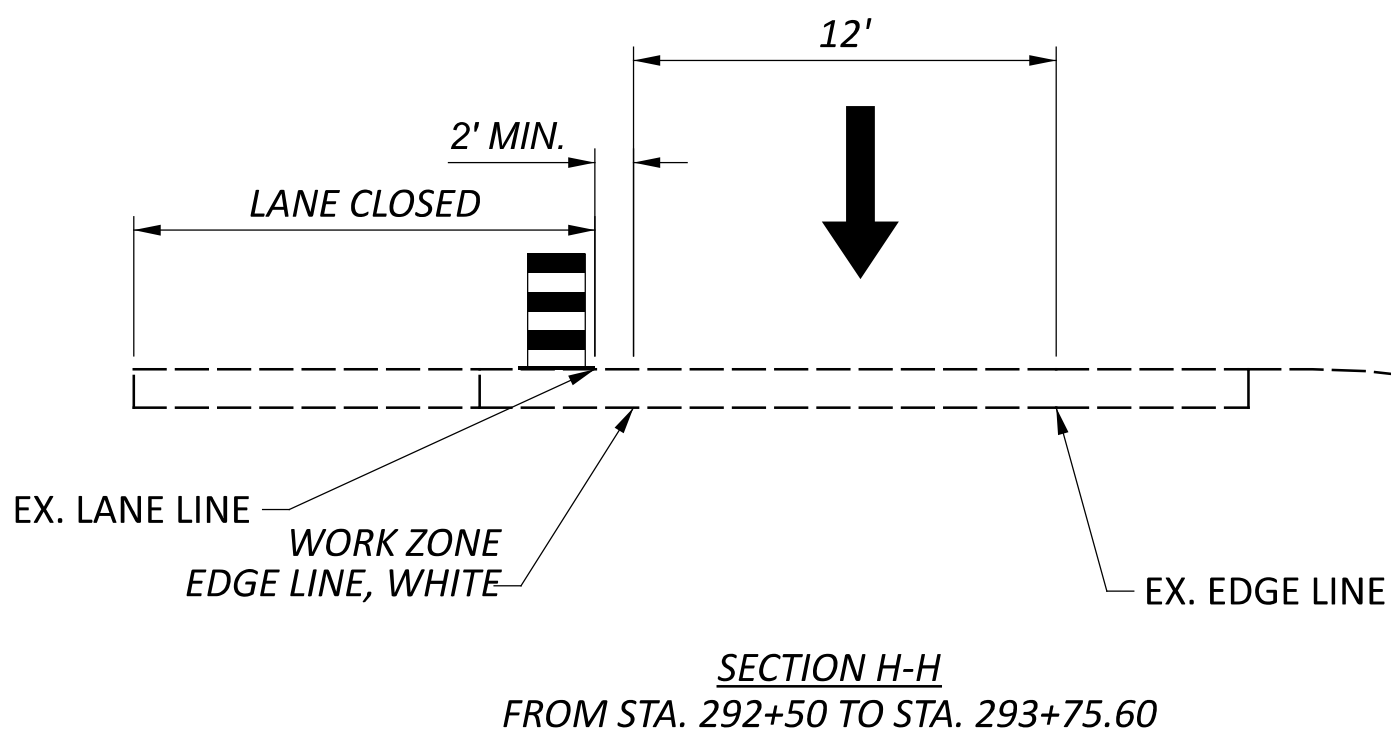
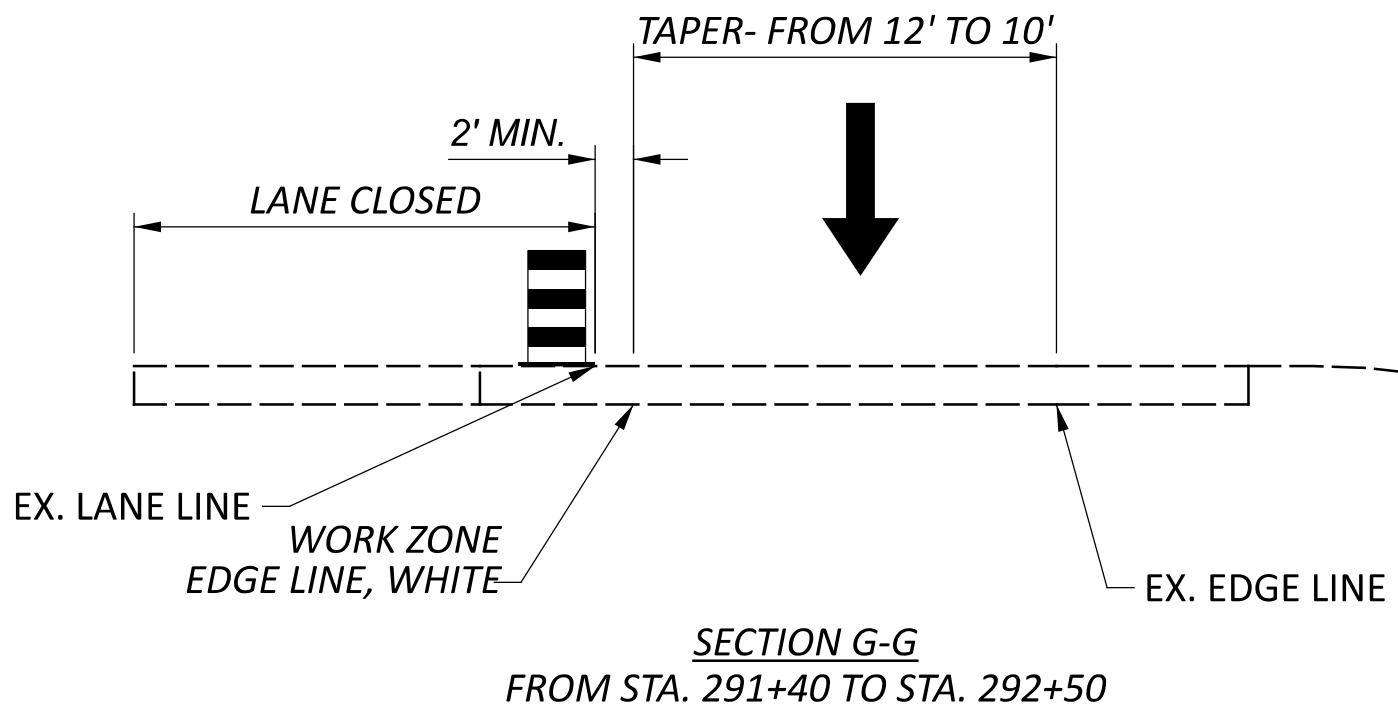
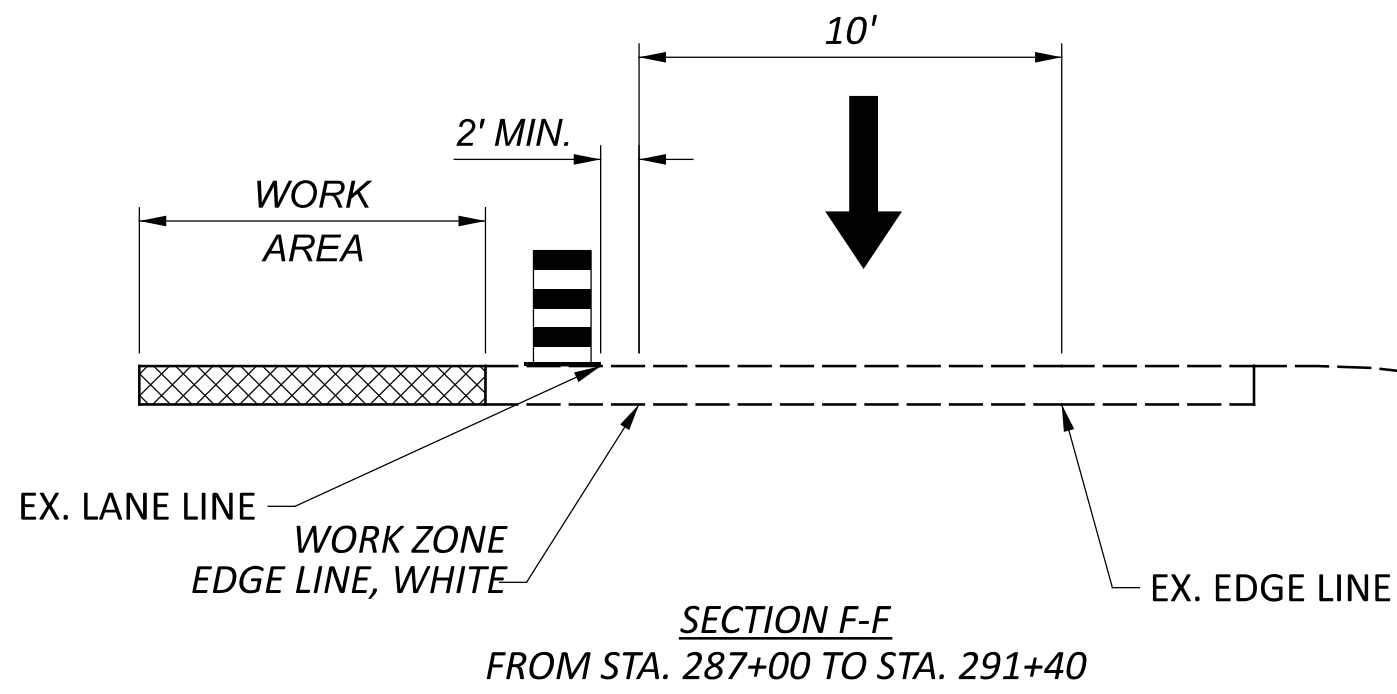
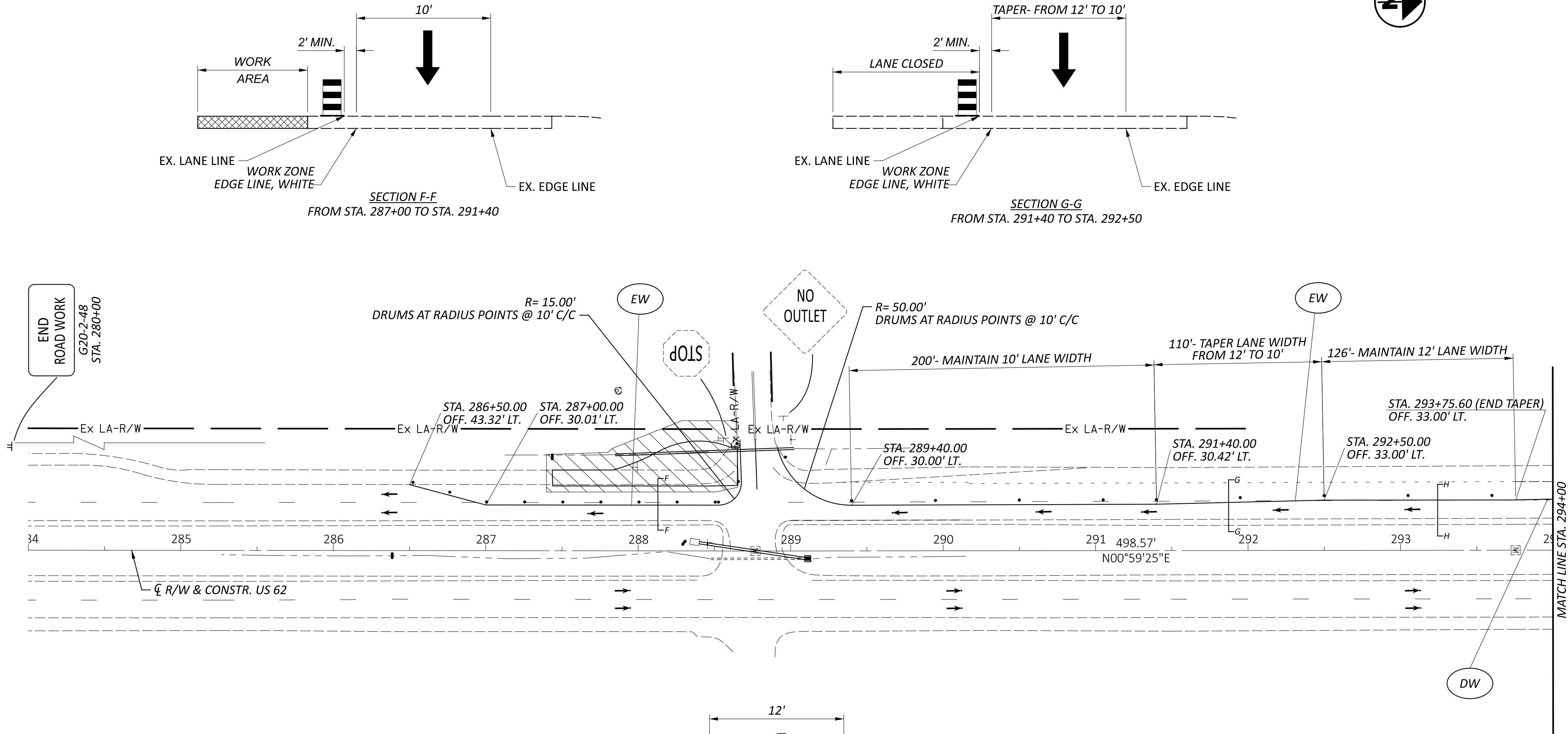




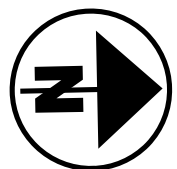
LEGEND

- WORK AREA 
- DIRECTION OF TRAVEL 
- DRUMS 
-  WORK ZONE DOTTED LINE, WHITE
-  WORK ZONE EDGE LINE, WHITE
-  WORK ZONE EDGE LINE, YELLOW

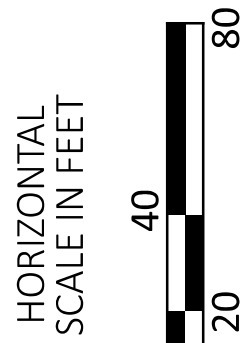
NOTE: ALL OFFSETS ARE MEASURED FROM THE  $\phi$  R/W & CONSTR. US 62 UNLESS OTHERWISE SPECIFIED.



MOT STRIPING (SHEET TOTAL)	
DW	25 FT
EW	815 FT



MAINTENANCE OF TRAFFIC-PHASE 1  
BEGIN TO STA. 294+00



DESIGN AGENCY



DESIGNER

FA

REVIEWER

RMM 07-01-25

PROJECT ID

105145

SHEET

P.14

TOTAL

51



LEGEND

WORK AREA

DIRECTION OF TRAVEL

DRUMS

ARROW BOARD

DW

WORK ZONE DOTTED LINE, WHITE

EW

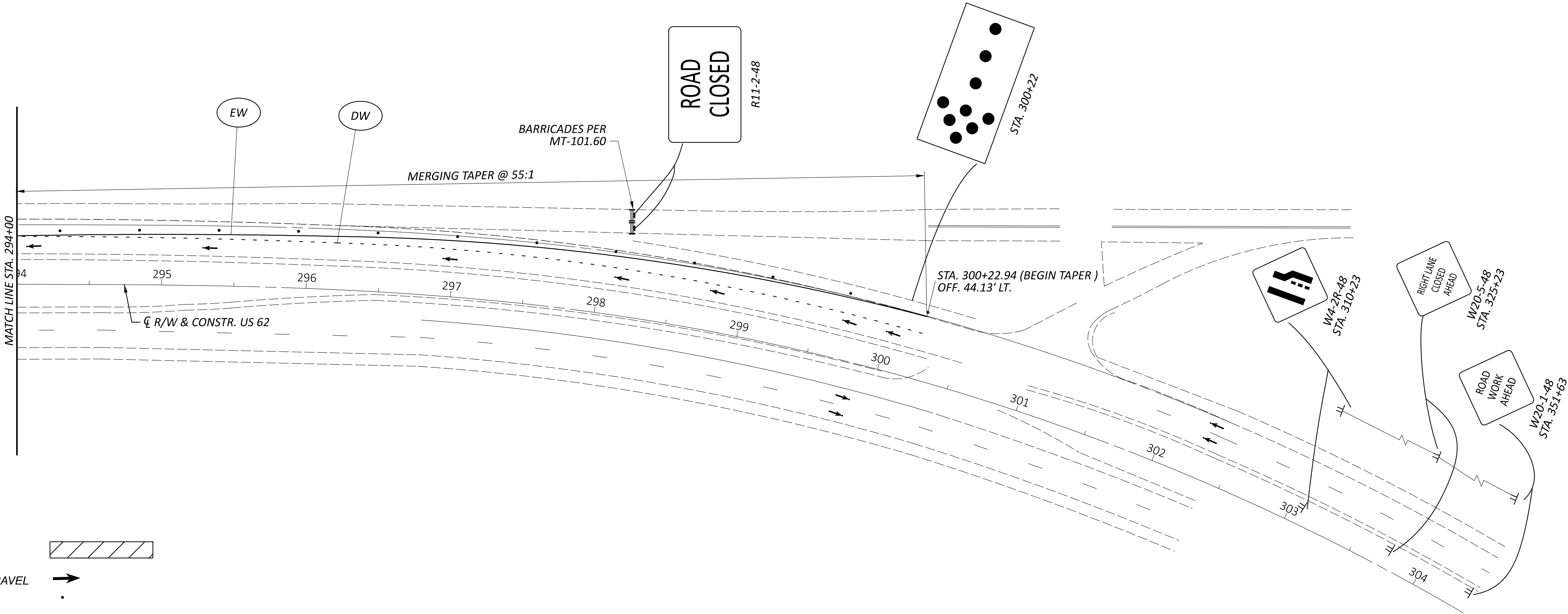
WORK ZONE EDGE LINE, WHITE

EY

WORK ZONE EDGE LINE, YELLOW

MOT STRIPING (SHEET TOTAL)	
DW	630 FT
EW	634 FT

NOTE: ALL OFFSETS ARE MEASURED FROM THE  $\varnothing$  R/W & CONSTR. US 62 UNLESS OTHERWISE SPECIFIED.



MAINTENANCE OF TRAFFIC-PHASE 1  
STA. 294+00 TO END

DESIGN AGENCY



DESIGNER

FA

REVIEWER

RMM 07-01-25

PROJECT ID

105145

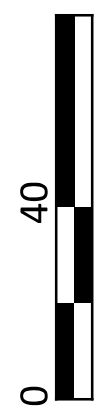
SHEET

P.15

TOTAL

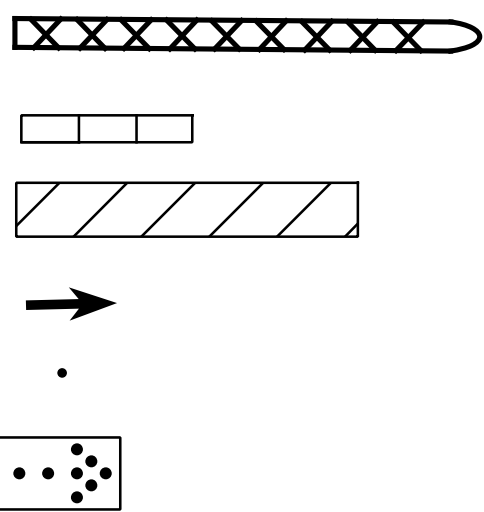
51

HORIZONTAL  
SCALE IN FEET



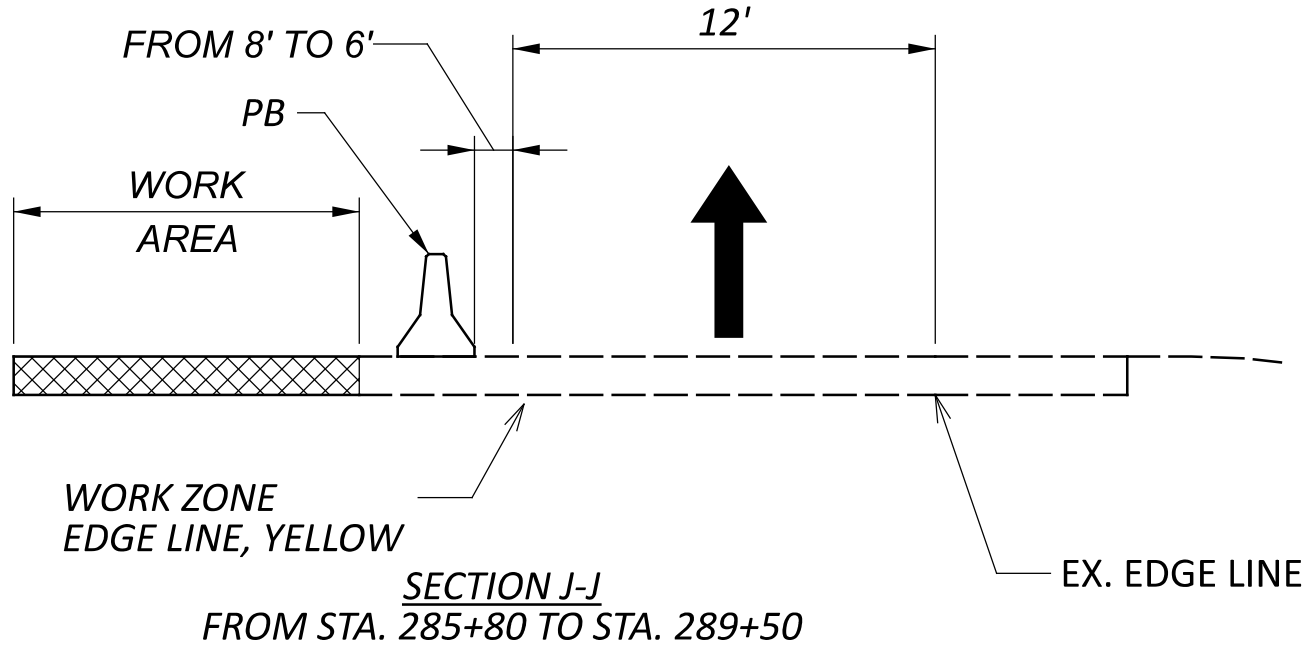
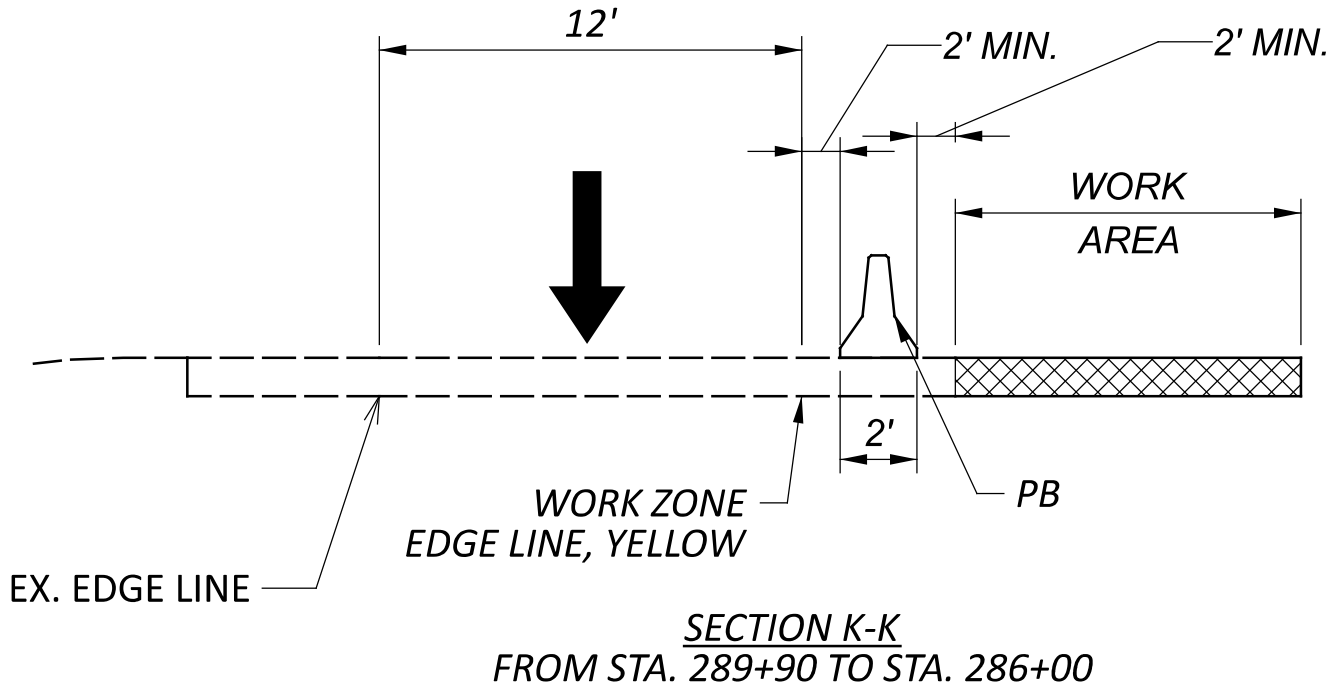
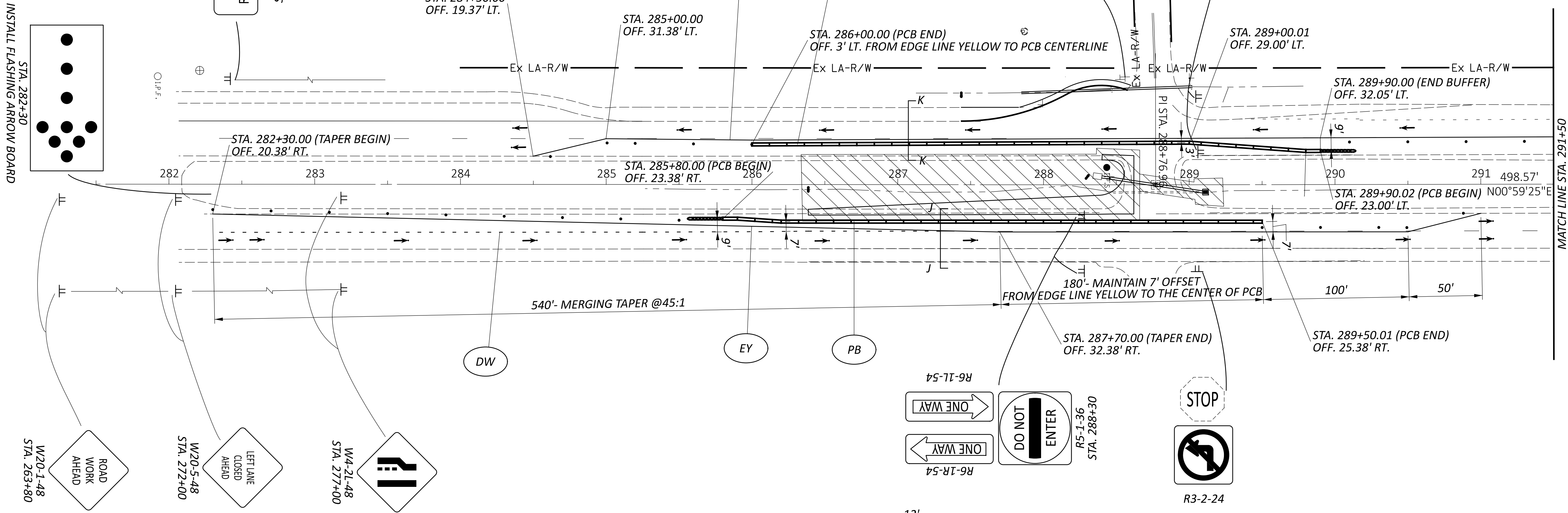
LEGEND

ATTENUATOR  
PORTABLE CONCRETE BARRIER  
WORK AREA  
DIRECTION OF TRAVEL  
DRUMS  
ARROW BOARD

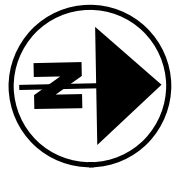


DW WORK ZONE DOTTED LINE, WHITE  
EY WORK ZONE EDGE LINE, YELLOW  
PB PORTABLE CONCRETE BARRIER

NOTE: ALL OFFSETS ARE MEASURED FROM THE  $\zeta$  R/W & CONSTR. US 62 UNLESS OTHERWISE SPECIFIED.



MOT STRIPING (SHEET TOTAL)	
DW	500 FT
EY	1576 FT
PB	760 FT
OBJECT MARKER, ONE WAY	16 EACH
BARRIER REFLECTOR, TYPE 1 (ONE WAY)	16 EACH



MAINTENANCE OF TRAFFIC-PHASE 2  
BEGIN TO STA. 291+50

DESIGN AGENCY



DESIGNER

FA

REVIEWER

RMM 07-01-25

PROJECT ID

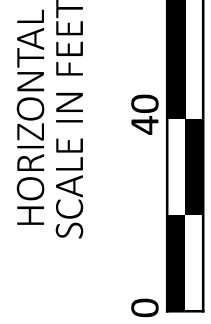
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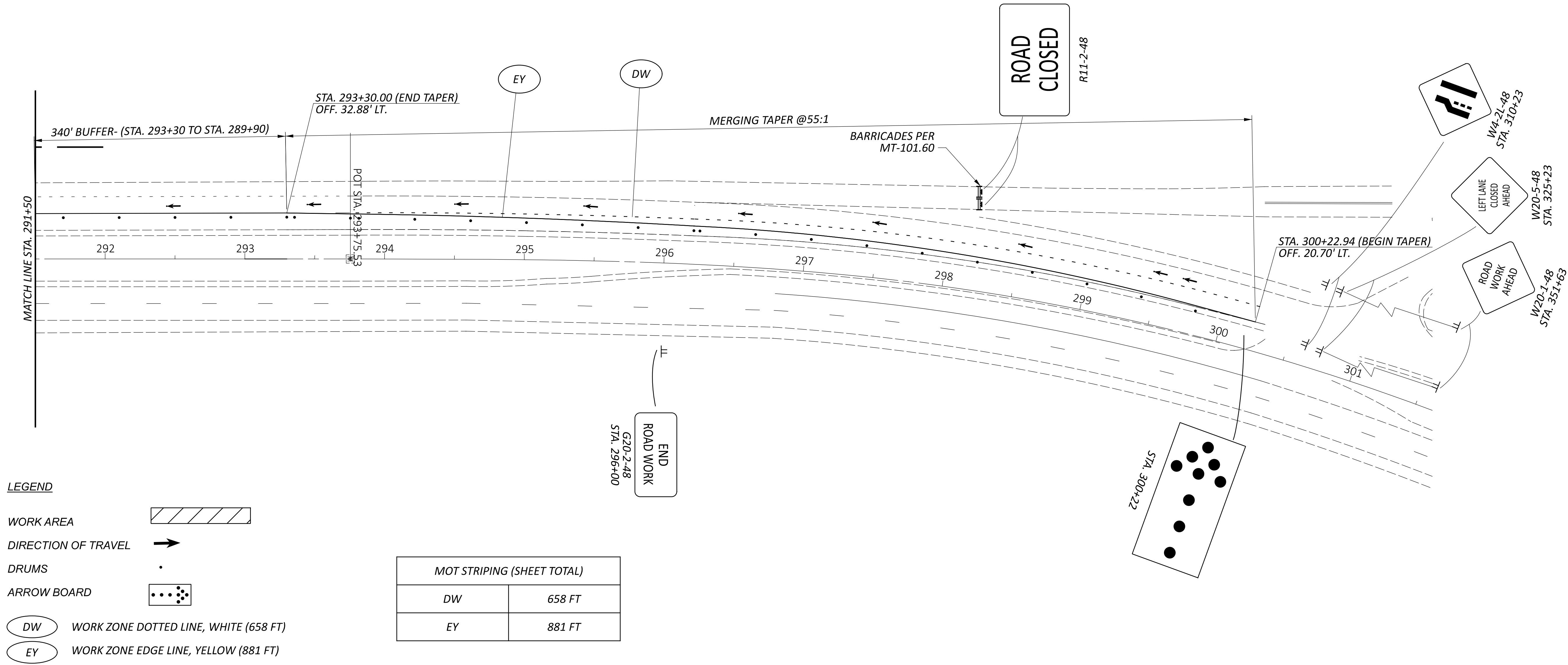
SHEET

P.16

TOTAL

51





MAINTENANCE OF TRAFFIC-PHASE 2  
STA. 291+50 TO END

DESIGN AGENCY



DESIGNER  
FA

REVIEWER  
RMM 07-01-25

PROJECT ID  
105145

SHEET  
P.17

TOTAL  
51







LEGEND

ATTENUATOR

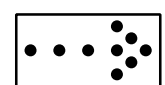
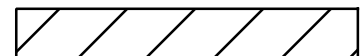
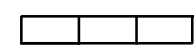
PORTABLE CONCRETE BARRIER

WORK AREA

DIRECTION OF TRAVEL

DRUMS

ARROW BOARD



WORK ZONE DOTTED LINE, WHITE



WORK ZONE EDGE LINE, WHITE



WORK ZONE EDGE LINE, YELLOW

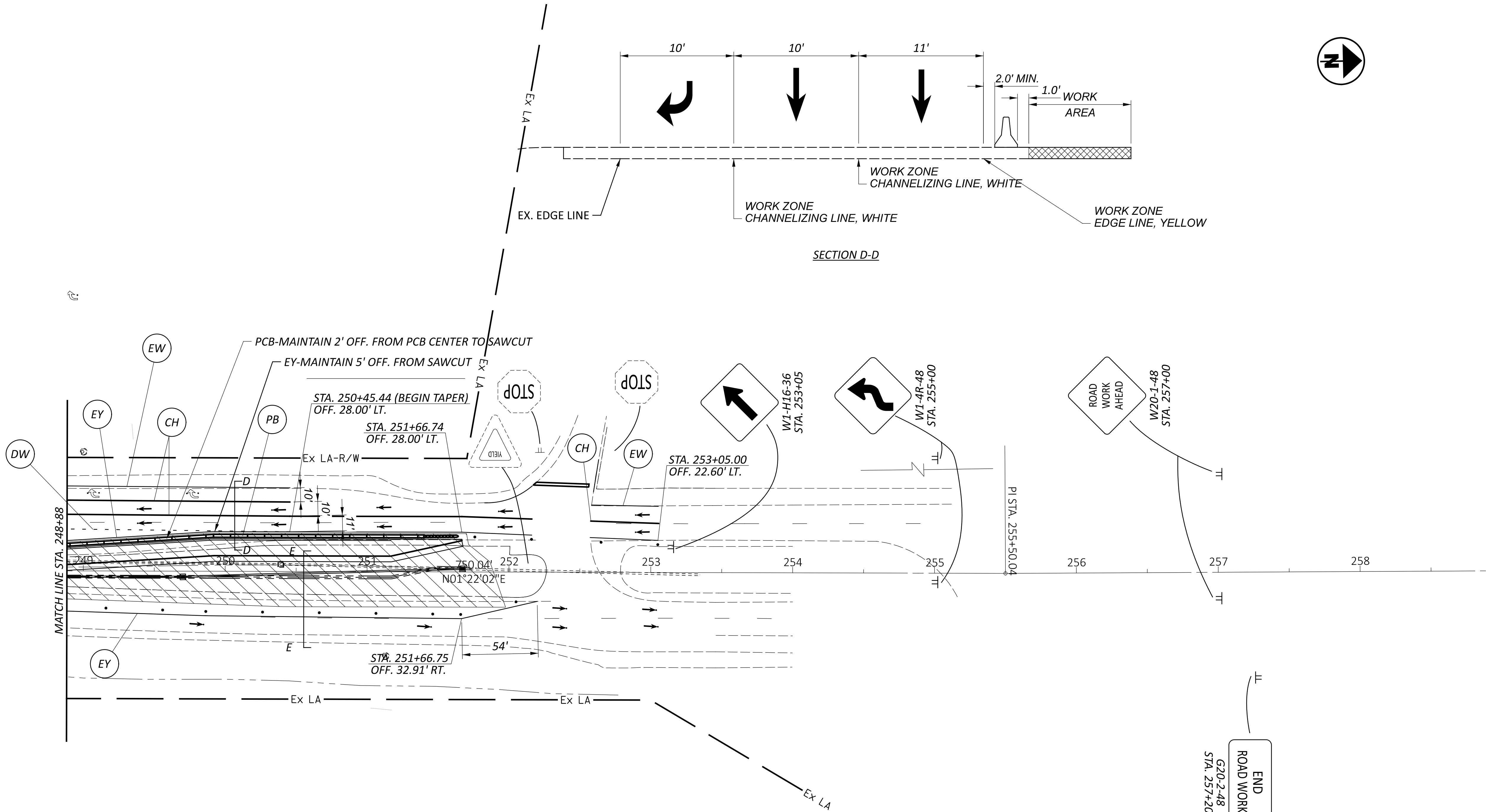


PORTABLE CONCRETE BARRIER



WORK ZONE CHANNELIZING LINE

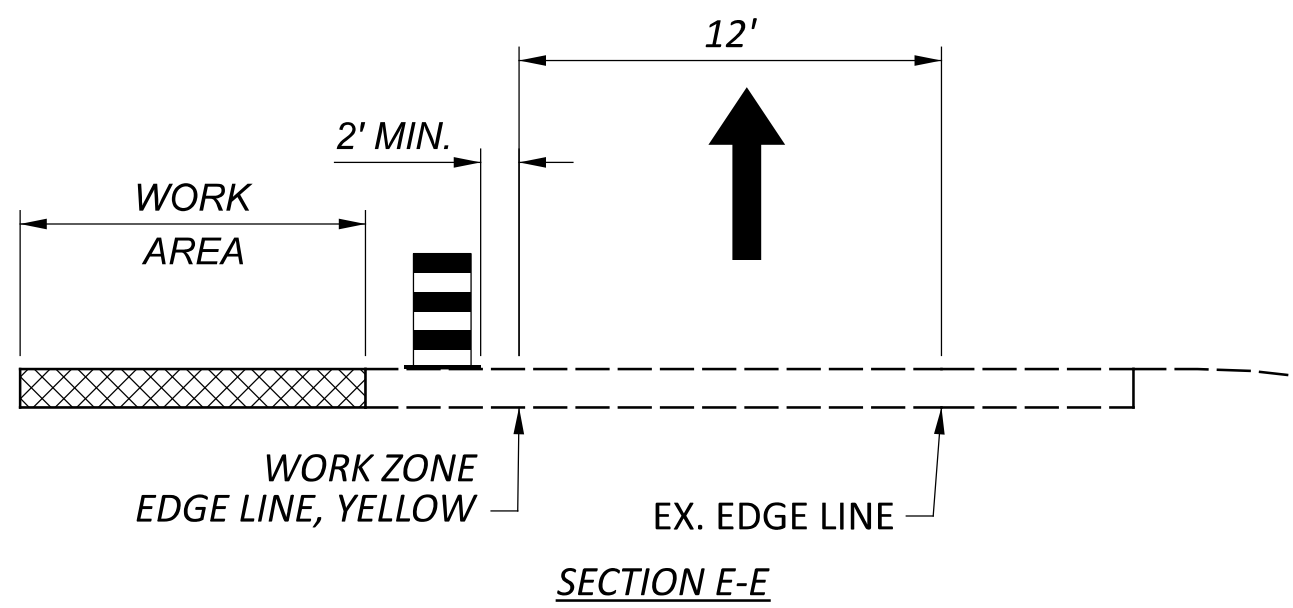
NOTE: ALL OFFSETS ARE MEASURED FROM THE C R/W & CONSTR. US 62 UNLESS OTHERWISE SPECIFIED.



SECTION D-D

MOT STRIPING (SHEET TOTAL)	
DW	177 FT
EW	258 FT
EY	683 FT
PB	251 FT
CH	530 FT
OBJECT MARKER, ONE WAY	5 EACH
BARRIER REFLECTOR, TYPE 1 (ONE WAY)	5 EACH

TOTAL MOT STRIPING (CARRIED TO GENERAL SUMMARY)	
DW	2407 FT
EW	2153 FT
EY	4611 FT
PB	1644 FT
CH	1047 FT
OBJECT MARKER, ONE WAY	35 EACH
BARRIER REFLECTOR, TYPE 1 (ONE WAY)	35 EACH



SECTION E-E

MAINTENANCE OF TRAFFIC-PHASE 3  
STA. 248+88 TO END

DESIGN AGENCY



DESIGNER

FA

REVIEWER

RMM 07-01-25

PROJECT ID

105145

SHEET

P.19

TOTAL

51

HORIZONTAL  
SCALE IN FEET



SHEET NUMBER											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.6	P.7	P.8	P.9	P.23	P.24	P.25	P.26	P.28	P.40		01/NHS	02/NHS	03/IMS						
																		ROADWAY	
						2						2		202	20010	2	EACH	HEADWALL REMOVED	
	75				965	197						1,040		202	23000	1,040	SY	PAVEMENT REMOVED	
						3						197		202	35100	197	FT	PIPE REMOVED, 24" DIAMETER AND UNDER	
					1							3		202	58100	3	EACH	CATCH BASIN REMOVED	
												1		202	60010	1	EACH	MONUMENT ASSEMBLY REMOVED	
						421						421		SPECIAL	20270000	421	FT	FILL AND PLUG EXISTING CONDUIT	P.8
	24										24			202	98100	24	EACH	REMOVAL MISC.:BARRIER REFLECTOR	P.7
									740			740		203	10000	740	CY	EXCAVATION	
	117										100		17	203	10000	117	CY	EXCAVATION (FOR PAVEMENT REPAIR)	
									126			126		203	20000	126	CY	EMBANKMENT	
	75				1,898							1,973		204	10000	1,973	SY	SUBGRADE COMPACTION	
					1							1		204	45000	1	HOUR	PROOF ROLLING	
	469										469			209	60200	469	STA	LINEAR GRADING	
					1							1		623	38500	1	EACH	MONUMENT ASSEMBLY, TYPE C	
					643							643		SPECIAL	69012060	643	SY	PAVEMENT OVERLAY FABRIC COMPOSITE	
		LS									LS			SPECIAL	69091000	LS		AS-BUILT CONSTRUCTION PLANS	P.8
		38									38			831	00101	38	FT	LONGITUDINAL CHANNELIZING DEVICE, AS PER PLAN, NEW	P.8
		38									38			831	00101	38	FT	LONGITUDINAL CHANNELIZING DEVICE, AS PER PLAN, REUSE	P.8
		38									38			831	00500	38	FT	REMOVAL OF LONGITUDINAL CHANNELIZING DEVICE	
						2						2		601	32204	2	CY	EROSION CONTROL	
	4		2				6					10	2	601	21050	12	SY	ROCK CHANNEL PROTECTION, TYPE C WITH GEOTEXTILE FABRIC	
177											177			659	00300	177	CY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	
1,591											1,591			659	10000	1,591	SY	TOPSOIL	
0.22											0.22			659	20000	0.22	TON	SEEDING AND MULCHING	
																		COMMERCIAL FERTILIZER	
0.33											0.33			659	31000	0.33	ACRE		
9											9			659	35000	9	MGAL	LIME	
						338						338		670	00700	338	SY	WATER	
								LS				LS		832	15000	LS		DITCH EROSION PROTECTION	
								LS				LS		832	15002	LS		STORM WATER POLLUTION PREVENTION PLAN	
																		STORM WATER POLLUTION PREVENTION INSPECTIONS	
								LS				LS		832	15010	LS			
											3,000			832	30000	3,000	EACH	STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	
																		EROSION CONTROL	
						1.14						1.14		602	20000	1.14	CY	DRAINAGE	
	20											20		605	13300	20	FT	CONCRETE MASONRY	
							1,174					1,174		605	14020	1,174	FT	6" UNCLASSIFIED PIPE UNDERDRAINS	
	20						48					68		605	14020	1,174	FT	6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
			30											611	00510	68	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
													30	611	00511	30	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS, AS PER PLAN	P.9
			90										90	611	01501	90	FT		
						432						432		611	01501	90	FT	6" CONDUIT, TYPE F, AS PER PLAN, 704.42	P.9
						220						220		611	04400	432	FT	12" CONDUIT, TYPE B	
						11						11		611	05900	220	FT	15" CONDUIT, TYPE B	
						71						71		611	05900	11	FT	15" CONDUIT, TYPE B, 706.02	
														611	07400	71	FT	18" CONDUIT, TYPE B	
						3						3		611	98180	3	EACH		
						3						3		611	98300	3	EACH	CATCH BASIN, NO. 3A	
						1						1		611	98370	1	EACH	CATCH BASIN, NO. 5	
						1						1		611	98470	1	EACH	CATCH BASIN, NO. 6	
						1						1		611	98470	1	EACH	CATCH BASIN, NO. 2-2B	
	2						3					5		611	99710	5	EACH	PRECAST REINFORCED CONCRETE OUTLET	
	1,800										1,800			251	01000	1,800	SY	PAVEMENT	
					1,459							1,459		252	01500	1,459	FT	PARTIAL DEPTH PAVEMENT REPAIR (441) (LONGITUDINAL)	
				171,822							171,822			254	01000	171,822	SY	FULL DEPTH PAVEMENT SAWING	
				31,356							31,356			254	01001	31,356	SY	PAVEMENT PLANING, ASPHALT CONCRETE (T=1.5")	
	900										900			255	12000	900	SY	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (T=1.5")	P.9
																		FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS QC1	
			106										106	255	19100	106	SY		
																		FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS QC RS	
	4,050		241								4,050		241	255	20000	4,291	FT		
	17				387							404		301	56000	404	CY	FULL DEPTH PAVEMENT SAWING	
	117										100		17	304	20000	117	CY	ASPHALT CONCRETE BASE, PG64-22, (449)/(T=8")	
																		AGGREGATE BASE (FOR PAVEMENT REPAIR)	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

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REVIEWER

RMM 07-01-25

PROJECT ID

105145

SHEET

P.20

TOTAL

51

SHEET NUMBER											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.7	P.9	P.10	P.11	P.12	P.13	P.19	P.23	P.24	P.46	P.47	01/NHS	02/NHS	03/IMS						
13	1							320				333	1	304	20000	334	CY	PAVEMENT (CONTINUED)	
14							18,286	315			18,286	329		407	20000	18,615	GAL	NON-TRACKING TACK COAT	P.7
							7,867				7,867			408	10001	7,867	GAL	PRIME COAT, AS PER PLAN @ 0.40 GAL/SY	
							5,845				5,845			441	00100	5,845	CY	ANTI-SEGREGATION EQUIPMENT	
3							8,466	73			8,466	76		442	10000	8,542	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446) (T=1.5")	
5								121				126		442	22400	126	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (449) (T=2.5")	
								115				115		452	10010	115	SY	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
								528				528		609	26000	528	FT	CURB, TYPE 6	
							547				547			617	10101	547	CY	COMPACTED AGGREGATE, AS PER PLAN (T=1" AVG.)	P.7
							14				14			618	40600	14	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
																		TRAFFIC CONTROL	
											160			621	00100	160	EACH	RPM	P.7
											884			621	00101	884	EACH	RPM, AS PER PLAN (WHITE/RED)	
											519			621	54000	519	EACH	RAISED PAVEMENT MARKER REMOVED	
5						35					40			626	00102	40	EACH	BARRIER REFLECTOR, TYPE 1 (ONE WAY)	
90											90			626	00110	90	EACH	BARRIER REFLECTOR, TYPE 2 (ONE WAY)	
											132			630	03101	132	FT	GROUND MOUNTED SUPPORT, NO. 3 POST, AS PER PLAN	P.7
											1			630	08600	1	EACH	SIGN POST REFLECTOR (RED)	
											6			630	08600	6	EACH	SIGN POST REFLECTOR (WHITE)	
											2			630	08600	2	EACH	SIGN POST REFLECTOR (YELLOW)	
											35			630	80100	35	SF	SIGN, FLAT SHEET	
											3			630	84900	3	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
											4			630	85100	4	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	
											7			630	86002	7	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
									4.52		4.52			646	10010	4.52	MILE	EDGE LINE, 6"	
									2.34		2.34			646	10110	2.34	MILE	LANE LINE, 6"	
											0.22			646	10200	0.22	MILE	CENTER LINE	
											4,598			646	10310	4,598	FT	CHANNELIZING LINE, 12"	
											355	154		646	10400	509	FT	STOP LINE	
											805	250		646	10600	1,055	FT	TRANSVERSE/DIAGONAL LINE	
											134	400		646	10620	534	FT	CHEVRON MARKING	
											523			646	10800	523	SF	ISLAND MARKING	
											44	10		646	20300	54	EACH	LANE ARROW	
											1,390			646	20504	1,390	FT	DOTTED LINE, 6"	
												13.2		807	12010	13.2	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6"	
												6.6		807	12110	6.6	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"	
											0.29	0.29		807	12200	0.29	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, CENTER LINE	
											4,150	4,150		807	12310	4,150	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12"	
											3,030	3,030		807	12410	3,030	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6"	
											19.89	19.89		850	10010	19.89	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
											3,030	3,030		850	10110	3,030	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
											4,150	4,150		850	10130	4,150	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
											0.2	0.2		850	20010	0.2	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
				2							2			809	69001	2	EACH	ADVANCE RADAR DETECTION, AS PER PLAN	P.11
				8							8			809	69101	8	EACH	STOP LINE RADAR DETECTION, AS PER PLAN	P.11
			100								100			614	11110	100	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
				7							7			614	12380	7	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
					LS						LS			614	12420	LS		DETOUR SIGNING	
		12									12			614	12460	12	EACH	WORK ZONE MARKING SIGN	
						35					35			614	13350	35	EACH	OBJECT MARKER, ONE WAY	
											16			614	18601	16	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.9
		16									8.94			614	20010	8.94	MILE	WORK ZONE LANE LINE, CLASS I, 6"	
		8.94									8.94			614	20560	8.94	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
		0.51									0.51			614	21000	0.51	MILE	WORK ZONE CENTER LINE, CLASS I	
		0.51									0.51			614	21550	0.51	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

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REVIEWER

RMM 07-01-25

PROJECT ID

105145

SHEET

P.21

TOTAL

51

MODEL: Sheet\_3 PAPER: 34x22 (in.) DATE: 12/15/2025 TIME: 12:37:07 PM PLTDRW: OHDOT\_PDF.plt PENTBL: OHDOT\_Pen.tbl USER: Joel.Filzsimmons@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 105145 PRODUCT: OpenRoadsDesigner 24.00.00.205  
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## GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

FA

REVIEWER

RMM 07-01-25

PROJECT ID

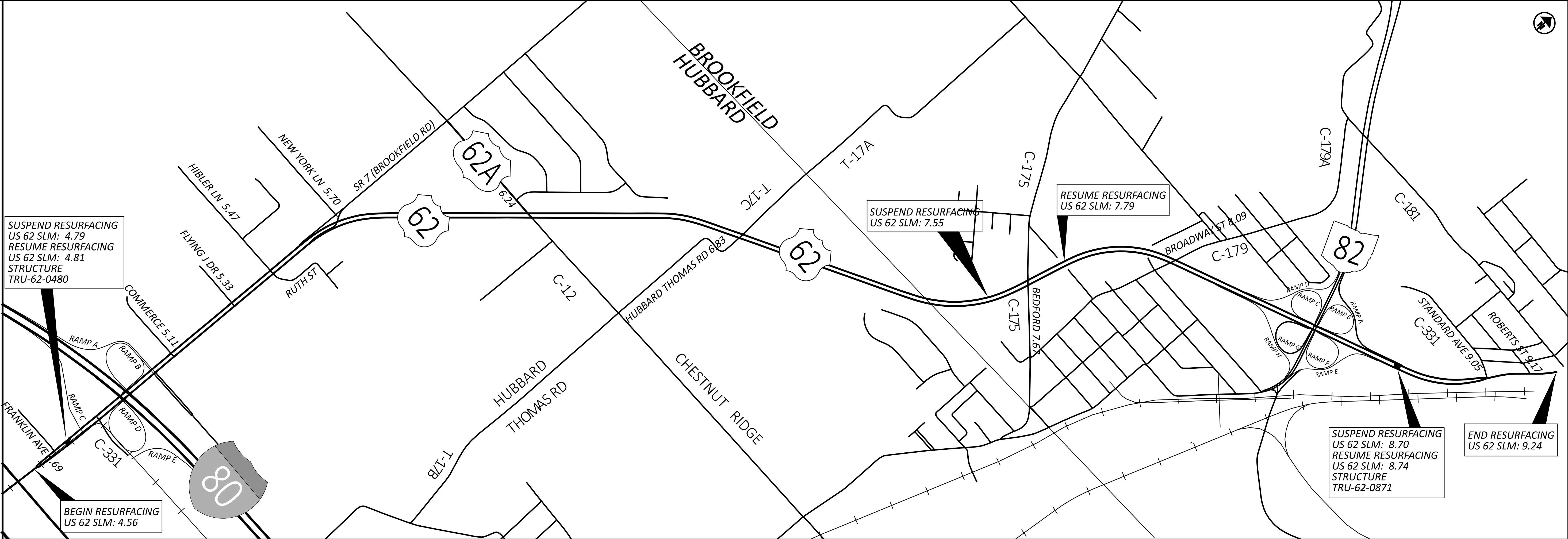
105145

SHEET	TOTAL
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P.22

51





SLM RANGE				TYPICAL SECTION	SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	254	254	407	408	441	442	617	618										COMMENTS
										PAVEMENT PLANING, ASPHALT CONCRETE (T=1.5")	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (T=1.5")	NON-TRACKING TACK COAT @ 0.09 GAL/SY	PRIME COAT, AS PER PLAN @ 0.40 GAL/SY	ANTI-SEGREGATION EQUIPMENT	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446) (T=1.5")	COMPACTED AGGREGATE, AS PER PLAN (T=1" AVG.)	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)										
					FT	FT	SQ YD	SQ YD	SY	SY	GAL	GAL	CY	CY	CY	MILE											
US 62																											
4.56	TO	4.63	1	LT/RT	369.60	70.00	2874.67		2874.67		258.72	131.41	82.13	119.78	9.13												
4.63	TO	4.77		LT/RT	739.20	90.00	7392.00		7392.00		665.28	262.83	205.33	308.00	18.25												
4.77	TO	4.79	2	LT/RT	105.60	98.00	1149.87		1149.87		103.49	37.55	29.33	47.91	2.61												
4.81	TO	5.00	2	LT/RT	1003.20	104.00	11592.53		11592.53		1043.33	356.69	306.53	483.02	24.77												
5.00	TO	5.10	2	LT/RT	528.00	120.00	7040.00		7040.00		633.60	187.73	190.67	293.33	13.04												
5.10	TO	5.19	2	LT/RT	475.20	107.00	5649.60		5649.60		508.46	168.96	158.40	235.40	11.73												
5.19	TO	5.39	2	LT/RT	1056.00	90.00	10560.00		10560.00		950.40	375.47	322.67	440.00	26.07												
5.39	TO	5.42	2	LT/RT	158.40	72.00	1267.20		1267.20		114.05	56.32	52.80	52.80	3.91												
5.42	TO	5.47		LT/RT	264.00	66.00	1936.00		1936.00		174.24	93.87	58.67	80.67	6.52												
5.47	TO	5.59	2	LT/RT	633.60	72.00	5068.80		5068.80		456.19	225.28	176.00	211.20	15.64	0.48											
5.59	TO	5.68	2	LT/RT	475.20	96.00	5068.80		5068.80		456.19	168.96	158.40	211.20	11.73	0.36											
5.68	TO	6.10	2	LT/RT	2217.60	72.00	17740.80		17740.80		1596.67	788.48	500.19	739.20	54.76	1.68											
6.10	TO	6.30	2	LT/RT	1056.00	88.00	10325.33		10325.33		929.28	375.47	293.33	430.22	26.07	0.80											
6.30	TO	7.55	2	LT/RT	6600.00	72.00	52800.00		52800.00		4752.00	2346.67	1466.67	2200.00	162.96	5.00											
7.79	TO	8.47	2	LT/RT	3590.40	72.00	28723.20	1229.17	14976.18	14976.18	2695.71	1276.59	863.98	1248.02	88.65	2.72										INCLUDES RAMPS	
8.47	TO	8.70	2	LT/RT	1214.40	96.00	12953.60		6476.80	6476.80	1165.82	431.79	371.07	539.73	29.99	0.92											
8.74	TO	9.05	2	LT/RT	1636.80	72.00	13094.40		6547.20	6547.20	1178.50	581.97	381.92	545.60	40.41	1.24											
9.05	TO	9.18	3	LT/RT	686.40	58.00	4423.47		2211.73	2211.73	398.11		152.53	184.31													
9.18	TO	9.24	3	LT/RT	316.80	65.00	2288.00		1144.00	1144.00	205.92		73.92	95.33													
SUBTOTALS									171821.52	31355.92	18285.97	7866.03	5844.54	8465.73	546.25	13.20											
TOTALS CARRIED TO GENERAL SUMMARY									171822	31356	18286	7867	5845	8466	547	14											

RESURFACING CALCULATIONS

DESIGN AGENCY



DESIGNER  
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REVIEWER  
RMM 07-01-25

PROJECT ID  
105145

SHEET  
P.23

TOTAL  
51

REF NO.	SHEET NO.	STATION TO STATION					CADD GENERATED AREA	202	202	204	204	252	301	304	304	407	442	442	452	609	623	SPECIAL						COMMENTS
								PAVEMENT REMOVED	MONUMENT ASSEMBLY REMOVED	SUBGRADE COMPACTION	PROOF ROLLING	FULL DEPTH PAVEMENT SAWING	ASPHALT CONCRETE BASE, PG64-22, (449)(T=8")	AGGREGATE BASE(T=6")	AGGREGATE BASE(T=4")	NON-TRACKING TACK COAT @ 0.06 GAL/SY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446) (T=1.5")	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (449) (T=2.5")	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS OC 1P	CURB, TYPE 6	MONUMENT ASSEMBLY, TYPE C	PAVEMENT OVERLAY FABRIC COMPOSITE						
							SY	SY	EACH	SY	HOUR	FT	CY	CY	CY	GAL	CY	CY	SY	FT	EACH	SY						
	P.29	244+16.11	RT	TO	247+09.47	RT	618.22	433.67		673.78		623	127.09	103.04		111.28	25.76	42.93				202						
	P.29	244+18.46	LT	TO	246+77.00	LT	114.93								12.77				114.93	527.41								
	P.30	248+16.74	RT	TO	251+66.74	LT	601.73	234.33		654.62		381	137.42	109.10		111.31	25.07	41.79										
	P.29-P.30	244+16.11	LT/RT	TO	251+66.74	LT/RT					0.7											195						
	P.37	286+38.65	RT	TO	288+62.00	RT	255.89	136.44		295.11		293	62.32	49.19		46.06	10.66	17.77				159						NB TAPER
	P.37	287+43.83	LT	TO	288+65.00	LT	256.22	160.22		274.00		162	59.41	45.67		46.12	10.68	17.79				87						SB LOON
	P.37	288+76.96	LT/RT	TO	288+76.96	LT/RT			1												1							
	P.37	286+35.65	LT/RT	TO	289+11.16	LT/RT					0.3																	
																						</						

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REF NO.	SHEET NO.	STATION TO STATION						202	202	202	602	SPECIAL	611	611	611	611	611	611	601	670							
								CATCH BASIN REMOVED	HEADWALL REMOVED	PIPE REMOVED, 24" AND UNDER	CONCRETE MASONRY	FILL AND PLUG EXISTING CONDUIT	CATCH BASIN, NO. 2-2B	CATCH BASIN, NO. 3A	CATCH BASIN, NO. 5	CATCH BASIN, NO. 6	12" CONDUIT, TYPE B	15" CONDUIT, TYPE B	15" CONDUIT, TYPE B, 706.02	18" CONDUIT, TYPE B	ROCK CHANNEL PROTECTION, TYPE C WITH GEOTEXTILE FABRIC	DITCH EROSION PROTECTION					
																							EACH	EACH	FT	CY	FT
R-01	P.44	247+04.42	LT	TO	248+78.73	LT		1				213															
R-02	P.44	248+78.73	LT	TO	250+39.18	LT		1				158															
R-03	P.44	250+39.18	LT	TO	251+67.24	LT		1		128																	
R-04	P.45	289+02.00	LT	TO	288+46.25	LT			1																		
R-05	P.45	288+46.25	LT	TO				1																			
P-13	P.45	289+02.00	LT	TO	288+46.25	LT				56																	
P-14	P.45	289+11.16	RT	TO	288+48.00	RT				13		50															
D-01	P.44	245+50.00	LT	TO	246+64.00									1													
D-02	P.44	246+64.00	LT	TO	246+64.00									1													
D-03	P.44	246+64.00	LT	TO	247+04.42	LT								1													
D-04	P.44	247+04.42	LT	TO	247+73.24	RT									1												
D-05	P.44	247+73.24	RT	TO					0.27																		
D-06	P.44	248+83.19	RT	TO	249+70.19	RT							1														
D-07	P.44	249+70.19	RT	TO	251+67.24	LT								1									143				
D-08	P.44	251+67.24	LT	TO	251+72.24	LT								1									70				
D-10	P.45	289+02.00	LT	TO	287+85.00	LT				0.27																	
D-11	P.45	287+85.00	LT	TO					0.27																		
D-12	P.45	289+11.16	RT	TO	288+40.00	LT								1									125				
D-13	P.45	288+40.00	LT	TO					0.33																		
P-01	P.44	245+50.00	LT	TO	246+64.00										112												
P-02	P.44	246+64.00	LT	TO	246+64.00										2												
P-03	P.44	246+64.00	LT	TO	247+04.42	LT									39												
P-04	P.44	247+04.42	LT	TO	247+73.24	RT											103										
P-06	P.44	248+83.19	RT	TO	249+70.19	RT																					
P-07	P.44	249+70.19	RT	TO	251+67.24	LT									85												
P-08	P.44	251+67.24	LT	TO	251+72.24	LT									195												
P-09	P.44	247+04.42	LT	TO	247+03.2	LT												5									
P-10	P.45	289+02.00	LT	TO	287+85.00	LT											117	6									
P-12	P.45	289+11.16	RT	TO	288+40.00	LT													71	1.33							
								</																			

# DRAINAGE CALCULATIONS

DESIGN AGENCY



DESIGNER

FA

REVIEWER

RMM 07-01-25

PROJECT ID  
105145

SHEET	TOTAL
P.25	5

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## UNDERDRAIN SUBSUMMARY

DESIGN AGENCY



DESIGNER

FA

REVIEWER

RMM 07-01-25

PROJECT ID

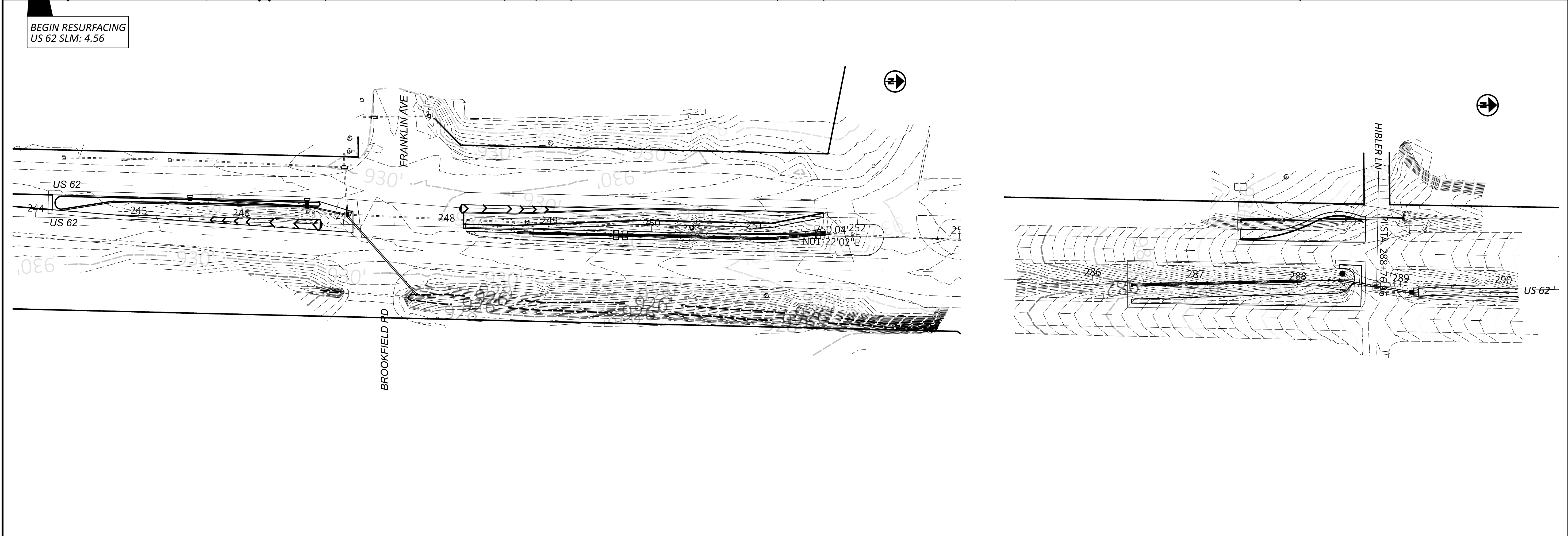
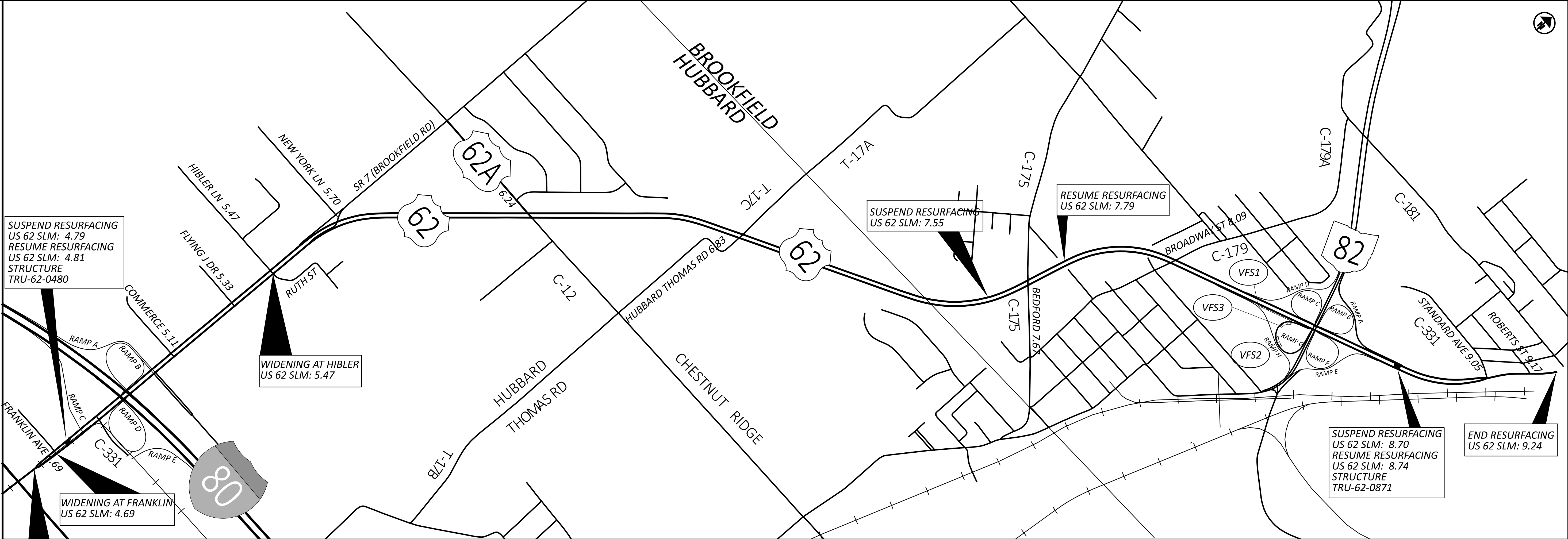
105145

SHEET	TOTAL
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P.26	5
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5





USGS MAP: SHARON WEST QUADRANGLE  
LATITUDE: 41°12'00" LONGITUDE: -80°33'10 "

\* LONGITUDE AND LATITUDE TO APPROX.  
CENTER OF PROJECT

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

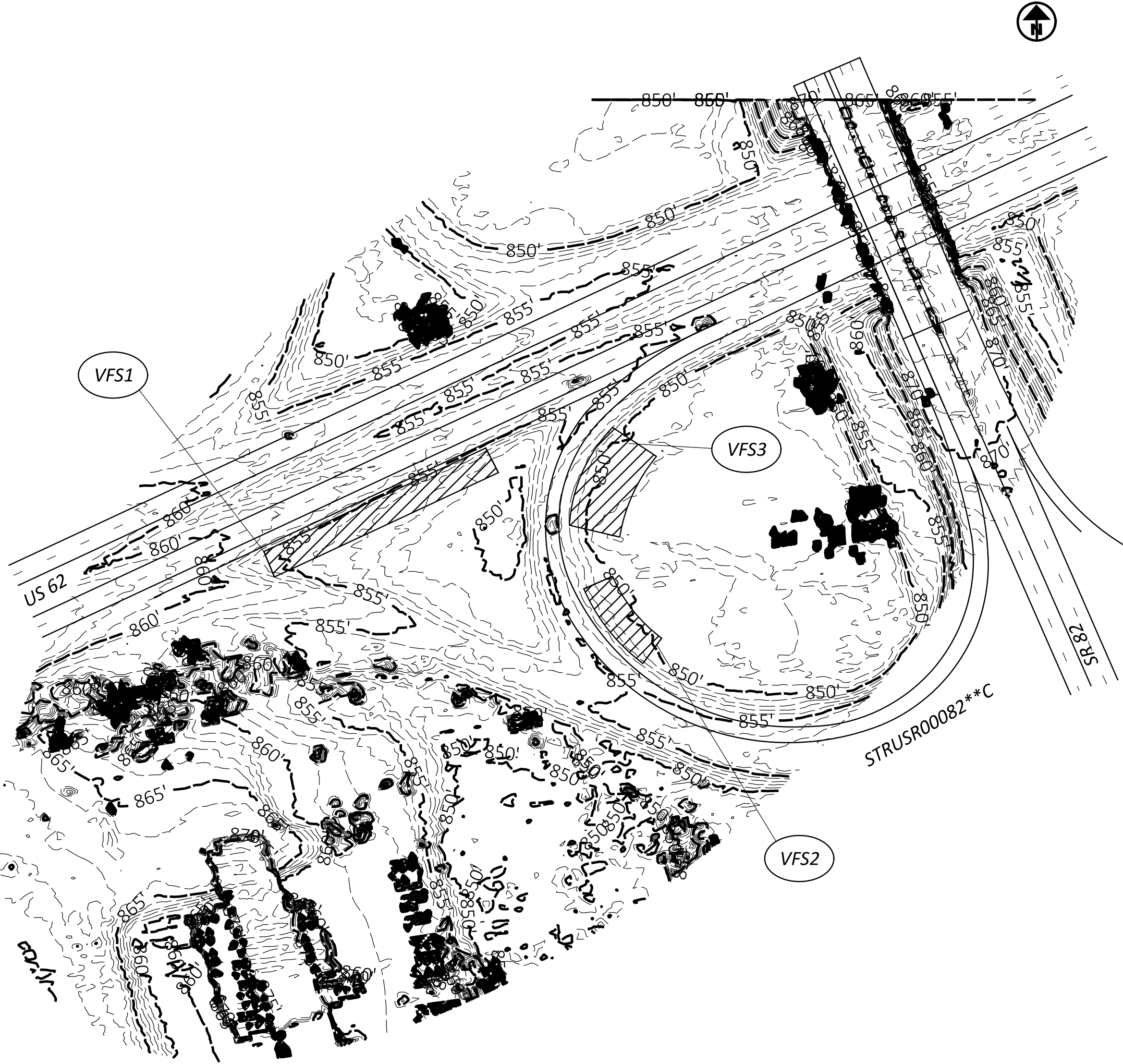
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832, STORM WATER POLLUTION PREVENTION INSPECTIONS, 1 LS  
832, STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE, 1 LS

BMP Type	Latitude/Longitude				BMP Width	BMP Length	EDA Treatment Credit
	Begin		End		(Feet)	(Feet)	(Acres)
Vegetated Filter Strip 1	41.213090	-80.531792	41.213418	-80.530816	30	264	0.44
Vegetated Filter Strip 2	41.212669	-80.530214	41.212967	-80.530529	34	158	0.18
Vegetated Filter Strip 3	41.213212	-80.530557	41.213473	-80.530384	56	158	0.22
				Treatment Provided			0.84
				Treatment Required*			0.71

\*Calculated per L&D Vol, 2, Sec. 1111.7

LEGEND

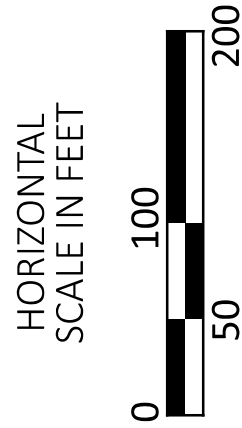
 VEGETATED FILTER STRIP



PROJECT DATA			
Total Area (Right-Of-Way)	92.00 AC	Runoff Coefficient for Pre-Construction Site	0.80
Project Earth Disturbed Area	3.59 AC	Runoff Coefficient for Post Construction Site	0.81
Estimated Contractor Earth Disturbed Area	0.25 AC	Post Construction BMP: Vegetated Filter Strips were provided.	
Impervious (Paved) Area for Pre-Construction Site	47.00 AC	Immediate Receiving Waters	Little Yankee Run
Impervious (Paved) Area for Post Construction Site	48.00 AC	Subsequent Receiving Water	Yankee Run

PROJECT DESCRIPTION

CONSTRUCTING LEFT TURN LANES AND MEDIAN RECONSTRUCTION ON TRU  
US 62 AT FRANKLIN AVE. CONSTRUCTING A TRUCK U-TURN AREA AT HIBLER  
LANE, AND RESURFACING 4.68 MILES OF TRU US 62



PROJECT SITE PLAN  
US 62 AT SR 82

DESIGN AGENCY



DESIGNER

FA

REVIEWER

RMM 07-01-25

PROJECT ID

105145

SHEET

P.28

TOTAL

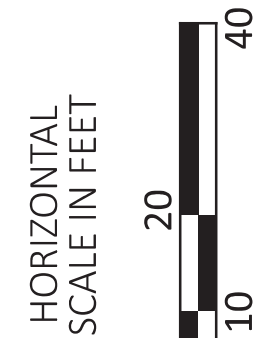
51



DETAILS SHEET P.41-P.42 FOR TAPER AND OTHER DIMENSION DETAILS.

Plan View Details:

- Ex LA (Existing Lane Alignment)
- Ex. 6" GAS PL-DEO [QL-D]
- Ex. 4" GAS PL-DEO [QL-D]
- EX-01 STA. 244+26.44 OFF. 58.73' LT.
- EX-02 STA. 245+29.62 OFF. 59.14' LT.
- NEW RUN (U2)—NOT TIE INTO D-01
- U1 ELEV. 928.40
- U2 ELEV. 928.04
- U3 ELEV. 928.18
- EX. DITCH
- EX. EOS
- EX. EOP
- PROP. CURB, TYPE 6
- 12" RCP
- 12" TYPE B
- 12" TYPE C
- 12" TYPE D
- 12" TYPE E
- 12" TYPE F
- 12" TYPE G
- 12" TYPE H
- 12" TYPE I
- 12" TYPE J
- 12" TYPE K
- 12" TYPE L
- 12" TYPE M
- 12" TYPE N
- 12" TYPE O
- 12" TYPE P
- 12" TYPE Q
- 12" TYPE R
- 12" TYPE S
- 12" TYPE T
- 12" TYPE U
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- 12" TYPE X
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- 12" TYPE Z
- 12" TYPE AA
- 12" TYPE AB
- 12" TYPE AC
- 12" TYPE AD
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- 12" TYPE LH
- 12" TYPE LI
- 12" TYPE LJ
- 12" TYPE LK
- 12" TYPE LL
- 12" TYPE LM
- 12" TYPE LN
- 12" TYPE LO
- 12" TYPE LP
- 12" TYPE LQ
- 12" TYPE LR
- 12" TYPE LS
- 12"



PLAN AND PROFILE - US 62 AT FRANKLIN AVE  
STA. 244+16.00 TO 247+00.00

DESIGN AGENCY



DESIGNER

FA

REVIEWER

REVIEWER  
BMM 07 01 25

RIVIVI 07-01-23

PROJECT ID: 105415

105145

SHEET	TOTAL
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P.29 51





DESIGNER

REVIEWER

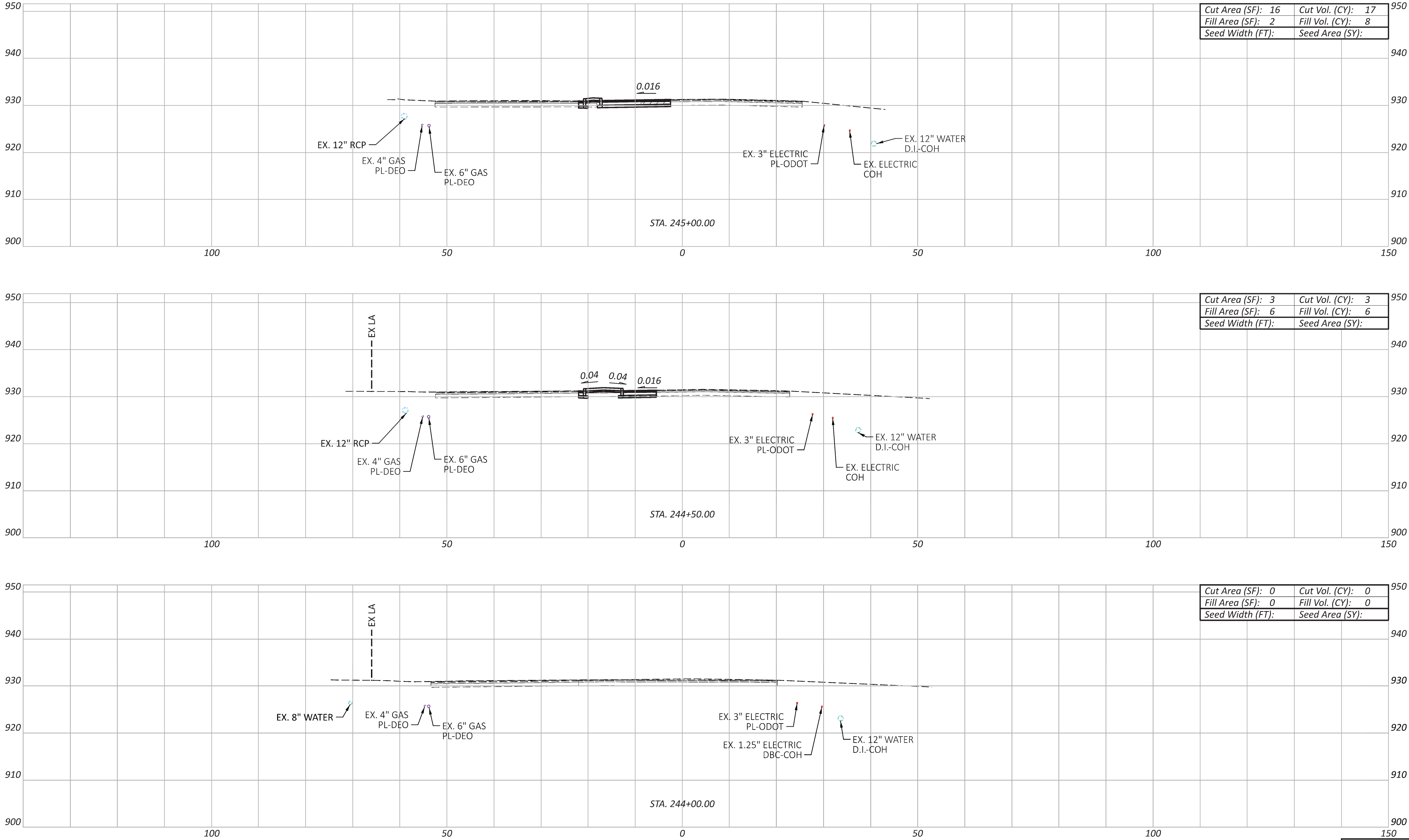
RMM 07-01-25

105145

SHEET	TOTAL
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P.30 51





CROSS SECTIONS- US 62 AT FRANKLIN AVE  
STA. 244+00 TO STA. 245+00

DESIGN AGENCY



DESIGNER

FA

REVIEWER

RMM 07-01-25

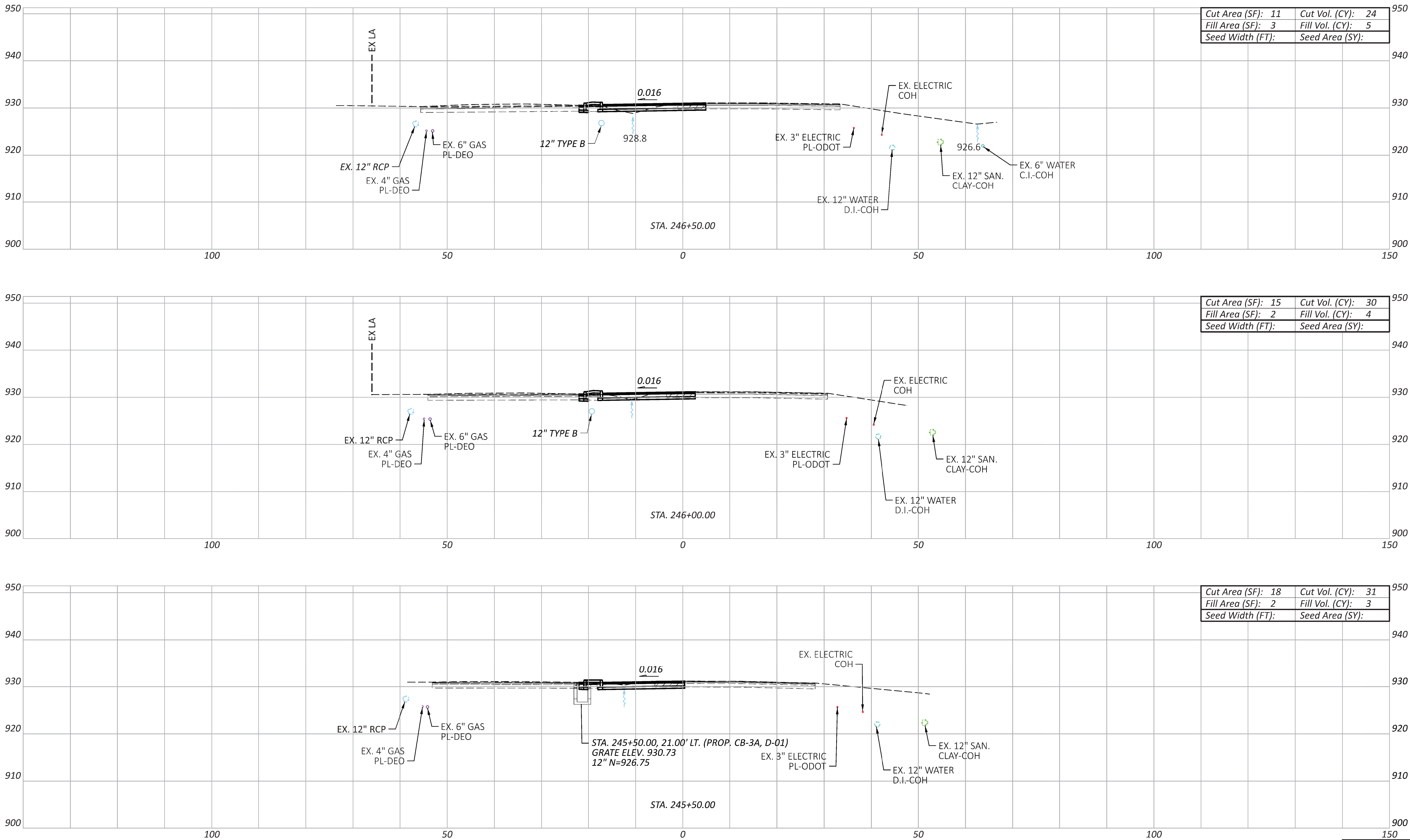
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105145

Sheet Totals

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SHEET	TOTAL
P.31	51



CROSS SECTIONS- US 62 AT FRANKLIN AVE  
STA. 245+50 TO STA. 246+50

DESIGN AGENCY



DESIGNER

FA

REVIEWER

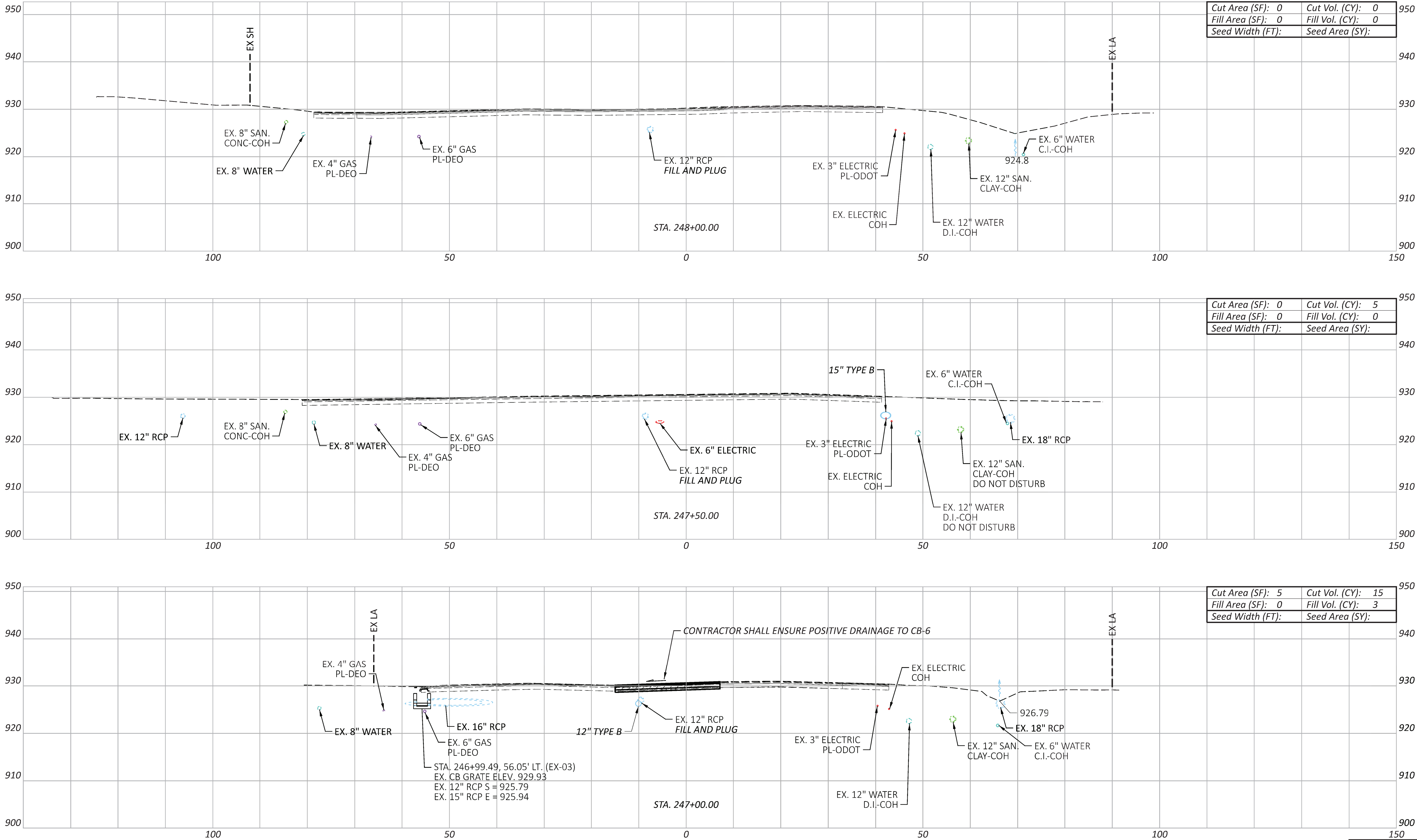
RMM 07-01-25

PROJECT ID

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Sheet Totals		
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P.32	51



CROSS SECTIONS- US 62 AT FRANKLIN AVE  
STA. 247+00 TO STA. 248+00

DESIGN AGENCY



DESIGNER

FA

REVIEWER

RMM 07-01-25

PROJECT ID

105145

Sheet Totals

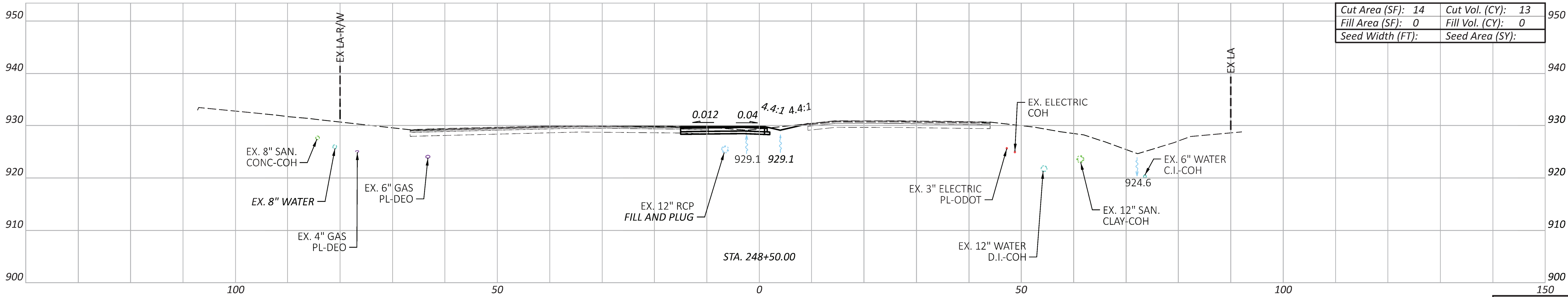
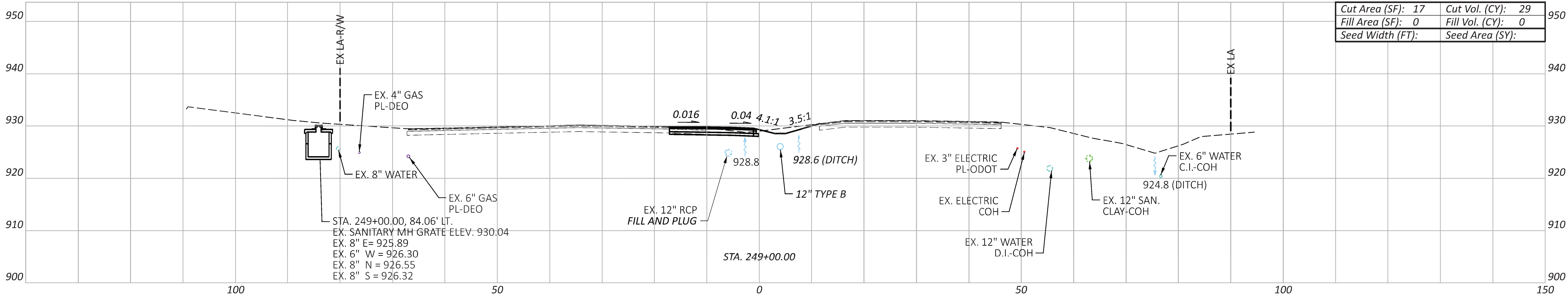
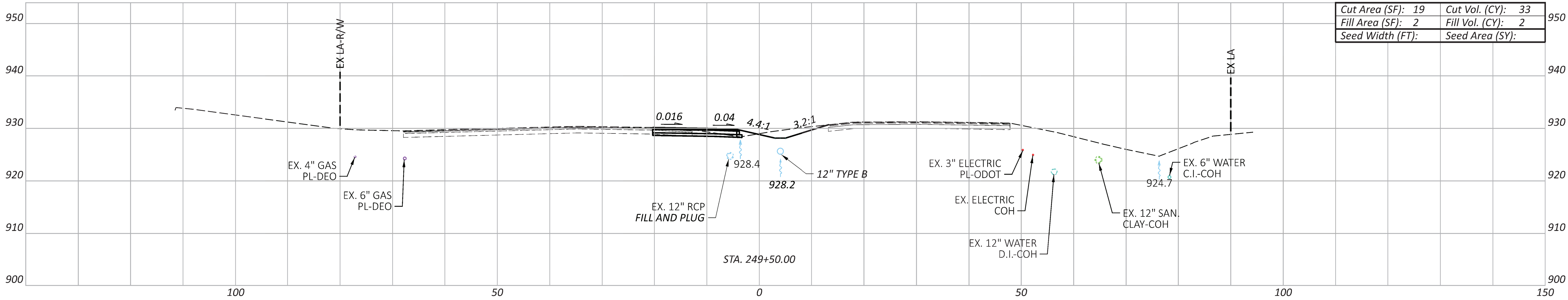
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SHEET TOTAL

P.33 51





Sheet Totals				105145	
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CROSS SECTIONS- US 62 AT FRANKLIN AVE  
STA. 248+0 TO STA. 249+50

DESIGN AGENCY



DESIGNER

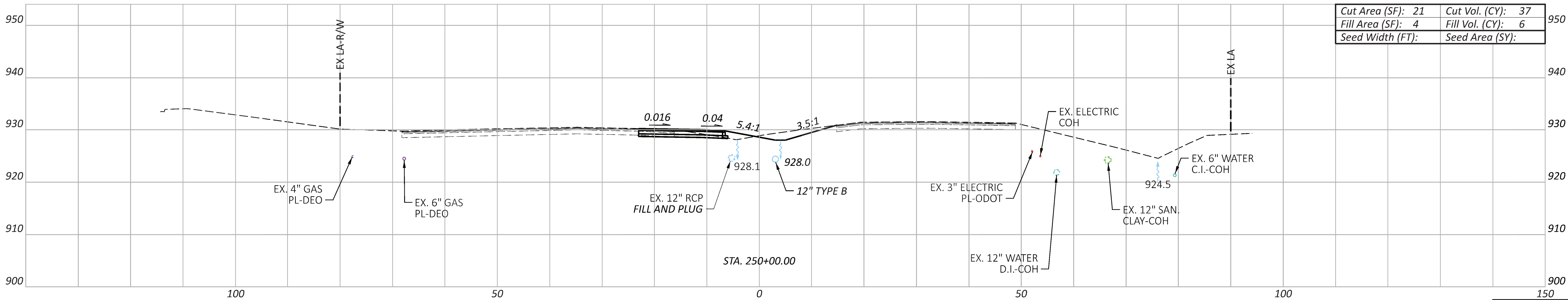
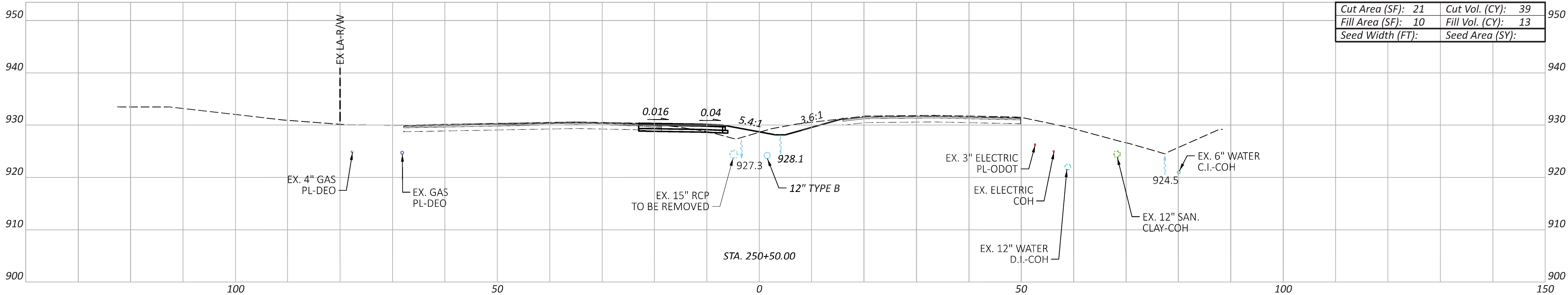
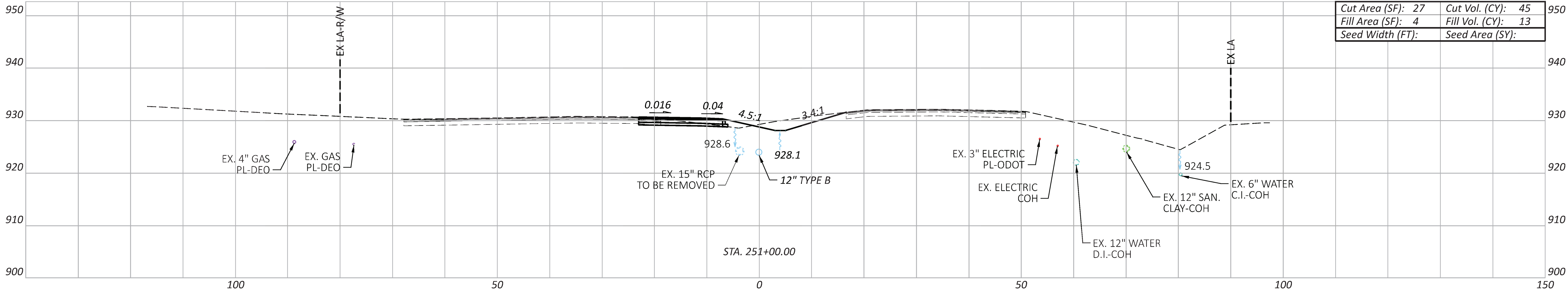
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REVIEWER

RMM 07-01-25

PROJECT ID

105145



CROSS SECTIONS- US 62 AT FRANKLIN AVE  
STA. 250+00 TO STA. 251+00

DESIGN AGENCY



DESIGNER

FA

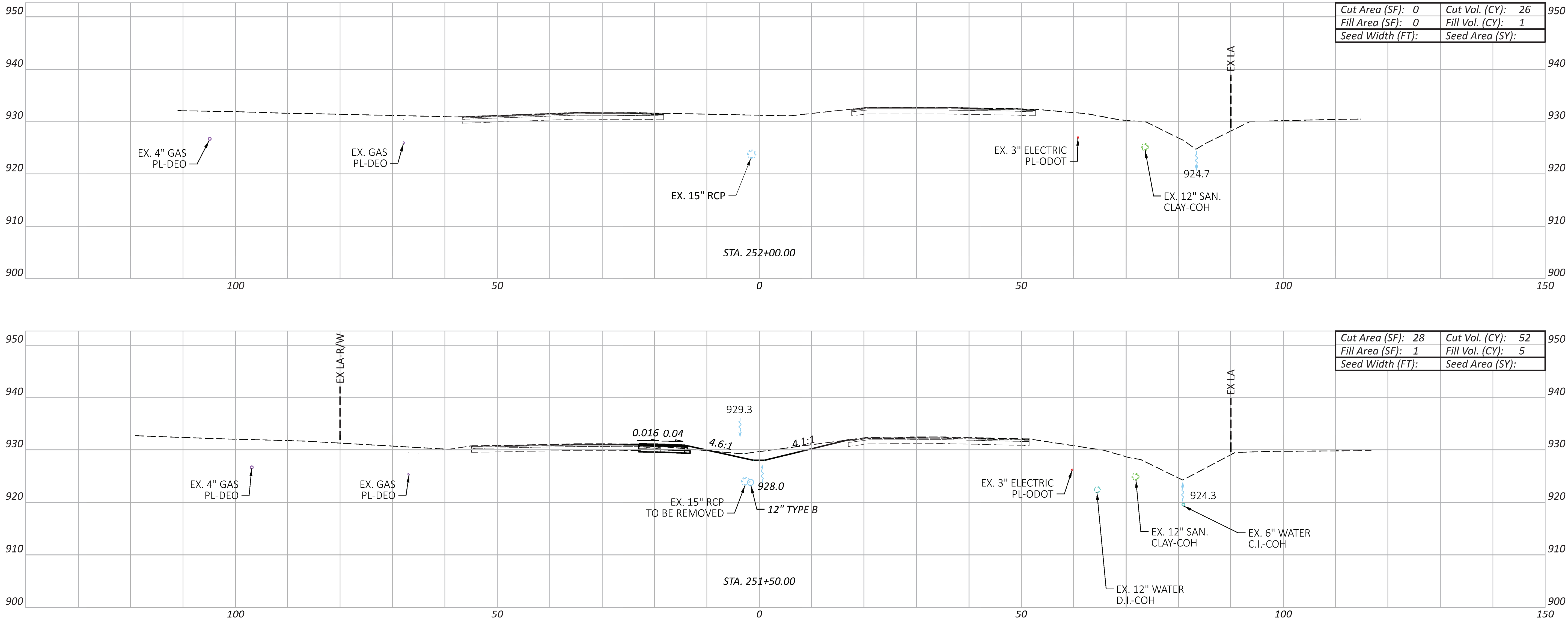
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RMM 07-01-25

PROJECT ID

105145

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
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CROSS SECTIONS- US 62 AT FRANKLIN AVE  
STA. 251+50 TO STA. 252+50

DESIGN AGENCY



DESIGNER

FA

REVIEWER

RMM 07-01-25

PROJECT ID

105145

Sheet Totals

Seeding	Cut	Fill
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SHEET	TOTAL
P.36	51

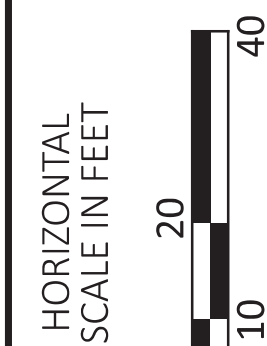


**TRU-62-4.56**

This profile view illustrates a proposed sewer line with stationing from 286 to 290. The vertical axis shows elevations from 960 to 1005 feet. The profile includes a dashed line for the existing ground and a solid line for the proposed sewer line. Key features include:

- Station 287+85.00:** 63.00' LT. (PROP. HW 2.1, D-11), 15" N = 985.75.
- Station 288+02.00:** 67.22' LT. (PROP. HW 2.1, D-10), 15" S = 987.75.
- Station 288+46.25:** 65.19' LT. (R-05), EX. 15" N = 987.63 TO BE REMOVED.
- Station 289+2.00:** 67.22' LT. (R-04), EX. 15" S = 988.21 TO BE REMOVED.
- Station 289+11.16:** 5.00' LT. (PROP. CB-5, D-12), GRATE ELEV. 988.57, 18" S = 986.50.
- Station 288+40.00:** 5.40' LT. (PROP. HW 2.1, D-13), 18" N = 986.00.
- Station 287+85.88:** EX. 12" SAN CSP-TCSE.
- Station 288+46.25:** EX. 4" GAS PL-ENBRIDGE ELEV. 985.97 (TOP OF PIPE).
- Station 288+46.25:** 117'-15" TYPE B @ 1.71%.
- Station 289+2.00:** 70'-60" TYPE B @ 0.70%.
- Station 286+01.03:** EX. GROUND ALONG CL R/W & CONSTR. US 62.

The profile also shows a dashed line for the existing ground and a solid line for the proposed sewer line. The sewer line is shown with a 1.71% slope from station 288+46.25 to 289+2.00, and a 0.70% slope from station 289+2.00 to 289+11.16. The sewer line is shown with a 1.71% slope from station 288+46.25 to 289+2.00, and a 0.70% slope from station 289+2.00 to 289+11.16.



PLAN PROFILE - US 62 AT HIBLER LN  
STA. 286+40 TO STA. 289+11



DESIGNER

REVIEWER

RMM 07-01-2

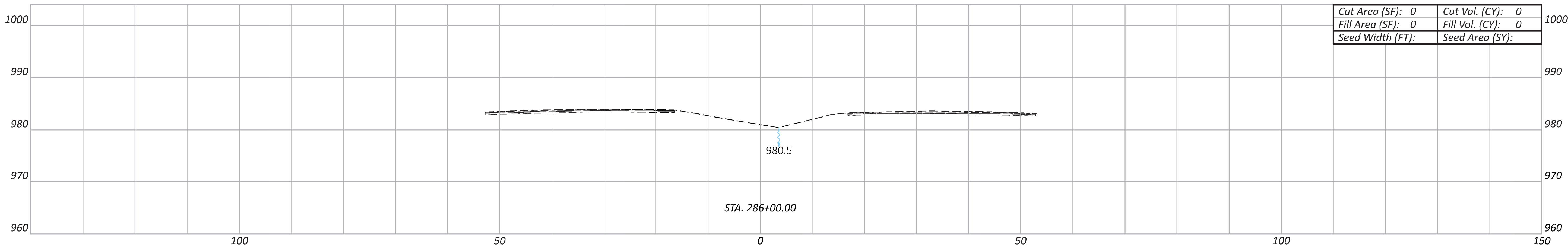
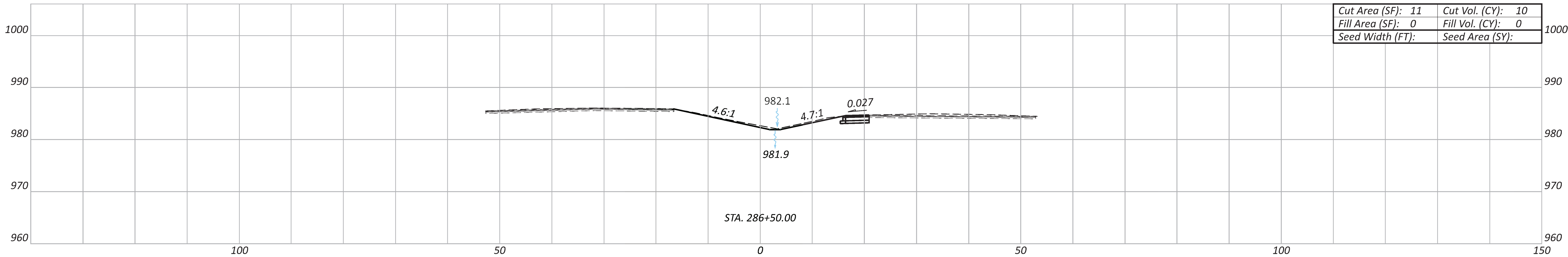
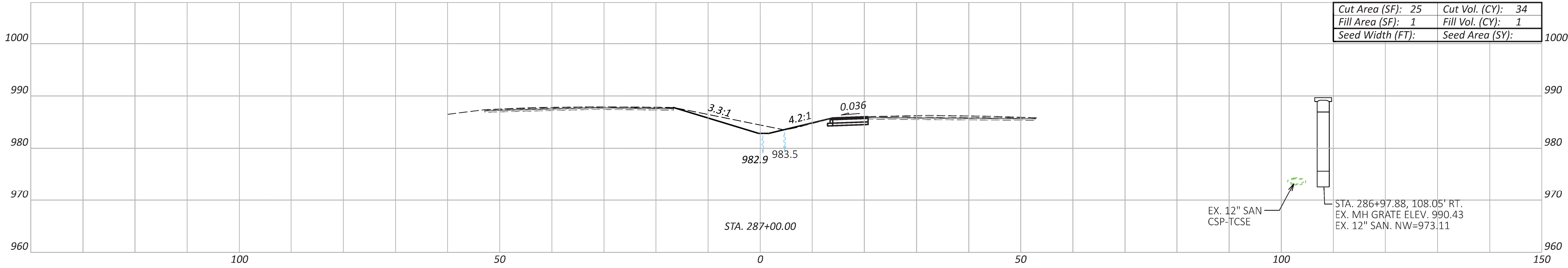
PROJECT ID

105145

SHEET	TOTAL
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P.37	5
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CROSS SECTIONS- US 62 AT HIBLER LN  
STA. 286+00 TO STA. 287+00

DESIGN AGENCY



DESIGNER

FA

REVIEWER

RMM 07-01-25

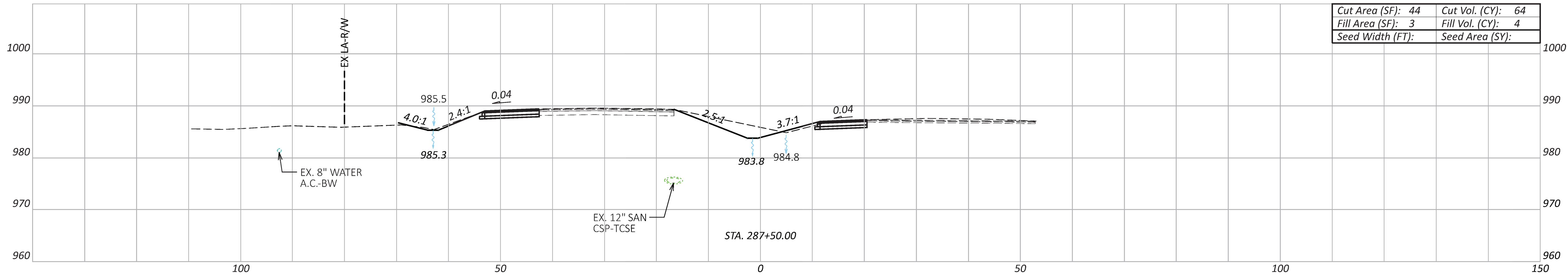
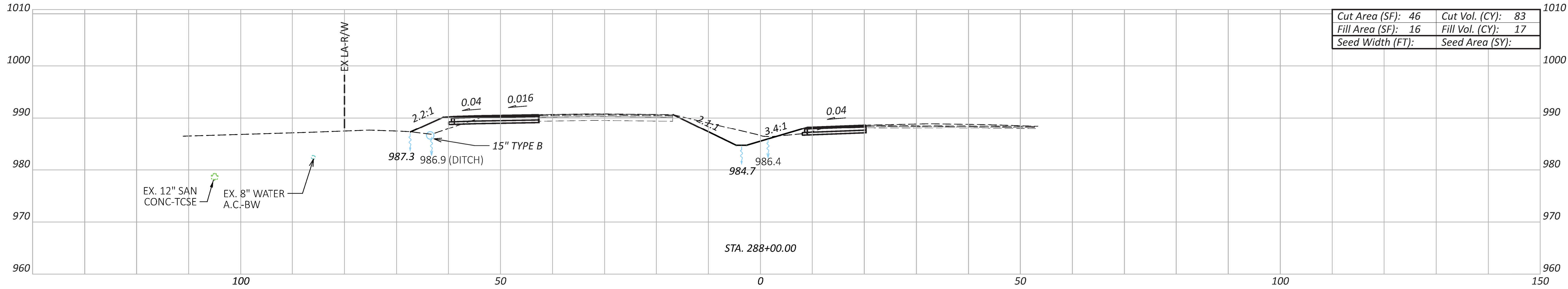
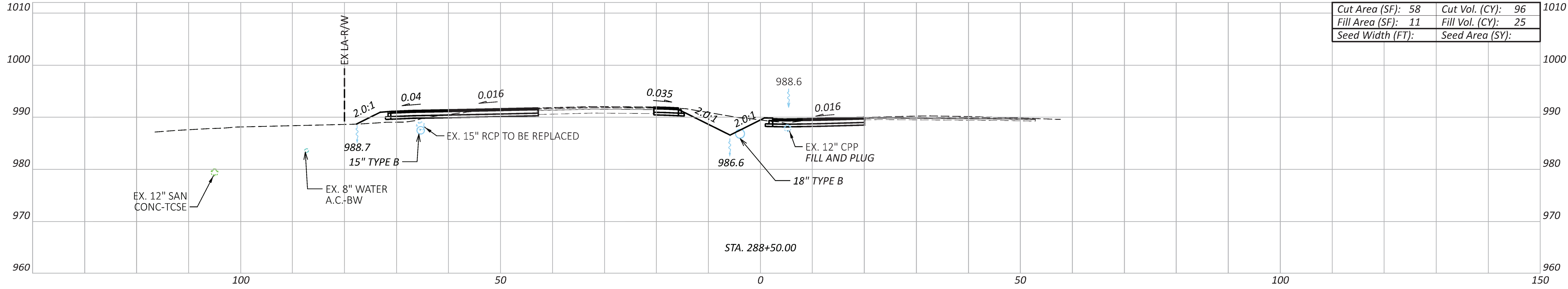
PROJECT ID

105145

Sheet Totals

Seeding	Cut	Fill
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SHEET	TOTAL
P.38	51



CROSS SECTIONS- US 62 AT HIBLER LN  
STA. 287+50 TO STA. 288+50

DESIGN AGENCY



DESIGNER

FA

REVIEWER

RMM 07-01-25

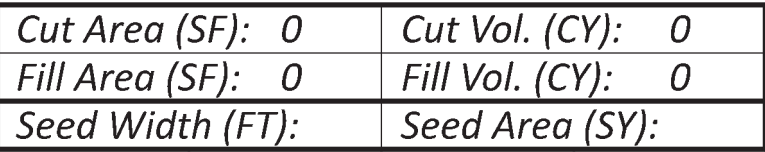
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105145

Sheet Totals

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SHEET	TOTAL
P.39	51



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Fill Area (SF): 0	Fill Vol. (CY): 10
Seed Width (FT):	Seed Area (SY):

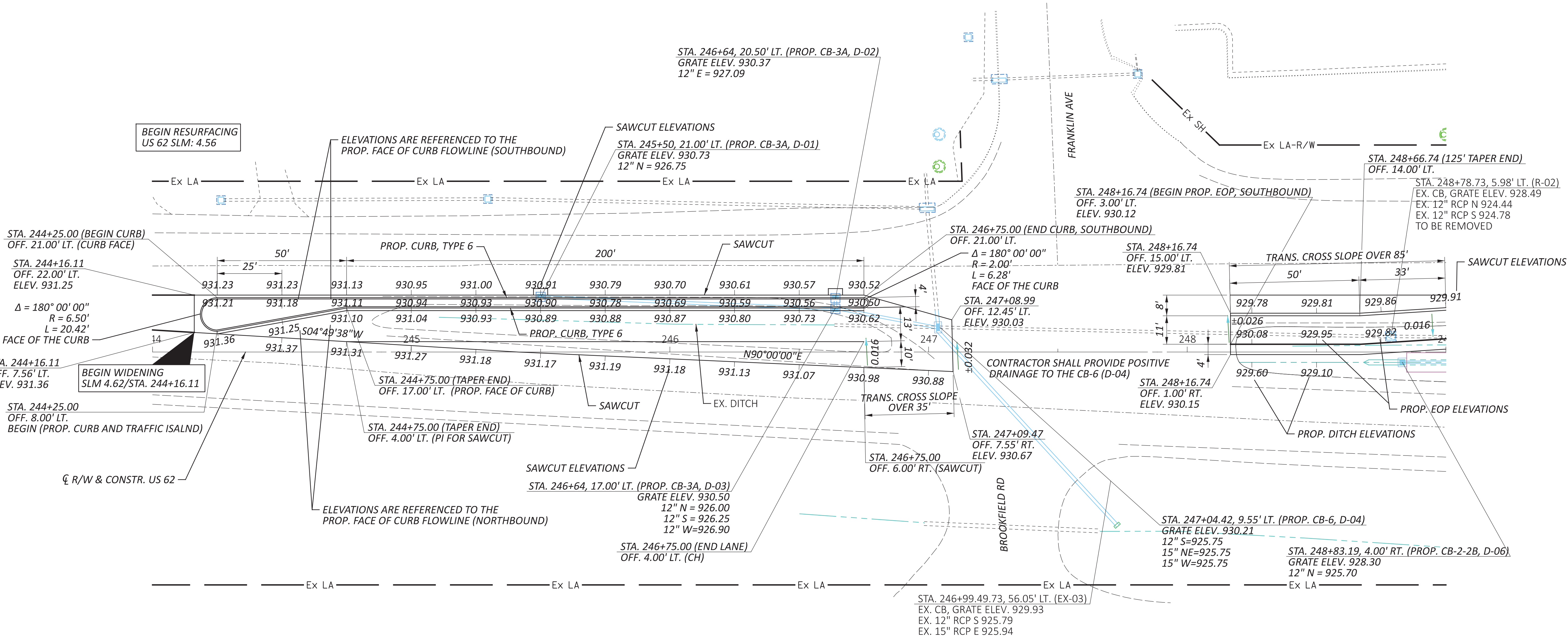
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NOTES:

FOR TYPICAL SECTION DETAILS, SEE SHEETS P.2-P.5  
FOR DRAINAGE DETAILS, SEE SHEET P.44  
ALL STATION/OFFSETS REFER TO  $\phi$  R/W & CONSTR. US 62 UNLESS NOTED OTHERWISE  
ALL ELEVATIONS AT 25' INTERVALS UNLESS NOTED OTHERWISE  
NOSE RAMPING AT ENDS OF MEDIAN, PER RM-3.1.



PAVEMENT DETAILS- US 62 AT FRANKLIN AVE  
STA. 244+16 TO STA. 249+00



DESIGN AGENCY



DESIGNER

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REVIEWER

RMM 07-01-25

PROJECT ID

105145

SHEET

P.41

TOTAL

51

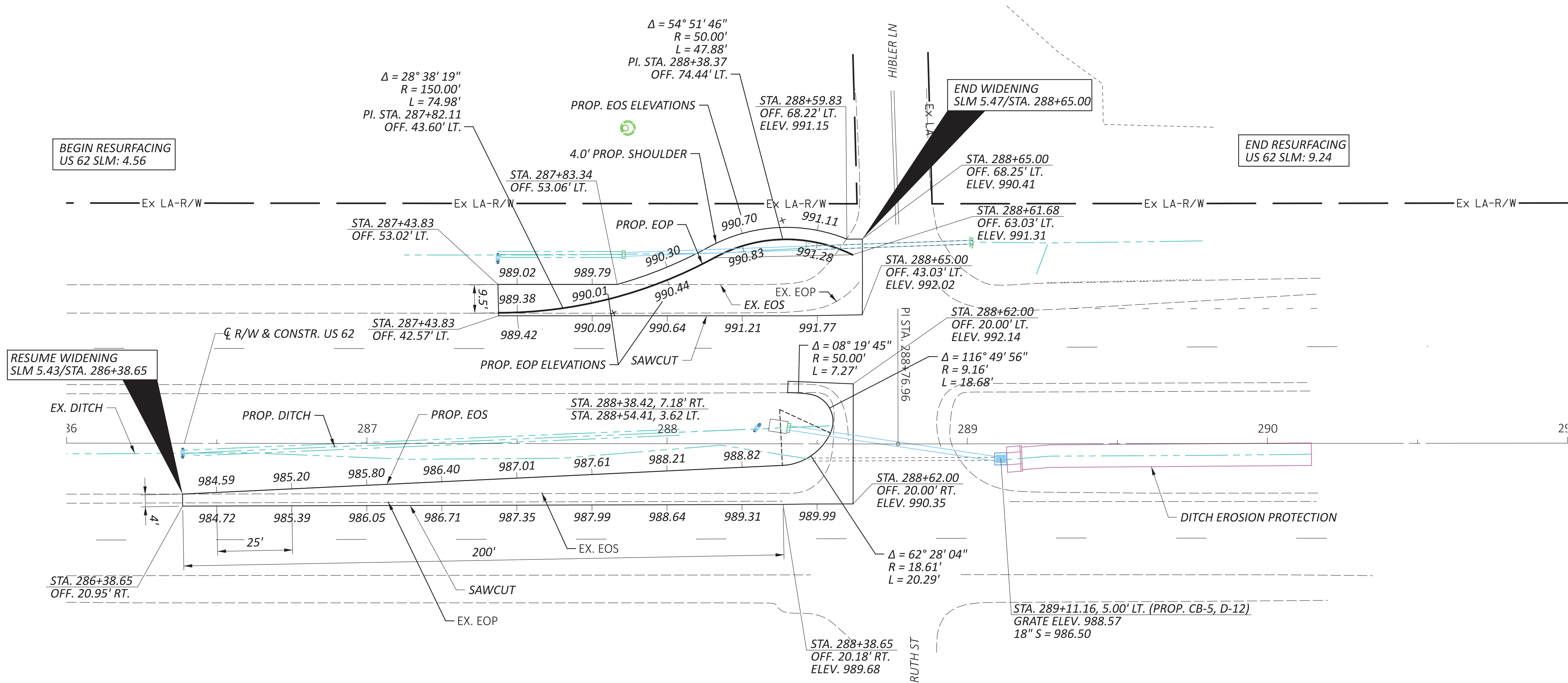




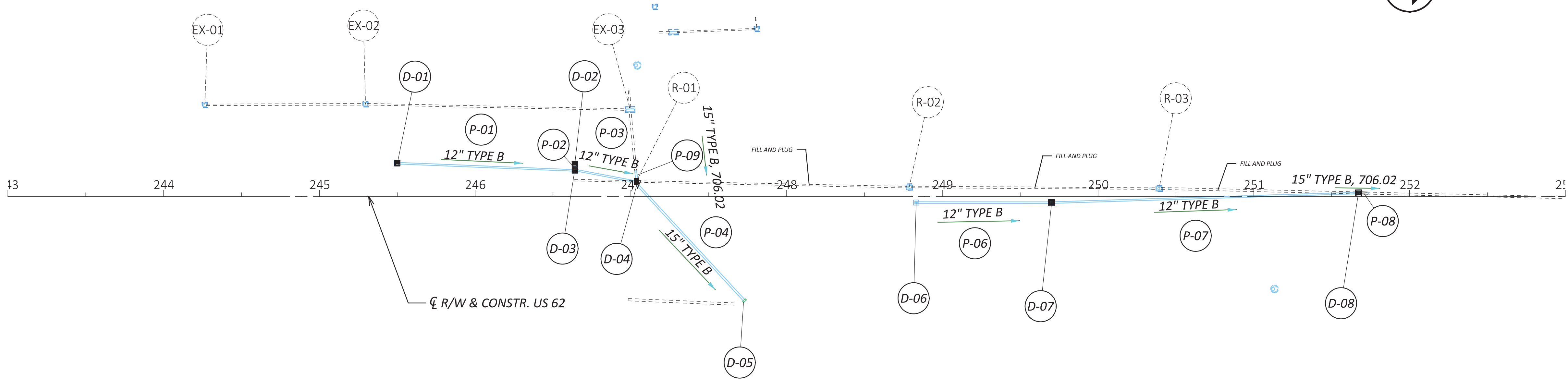
FOR TYPICAL SECTION DETAILS, SEE SHEETS P.2-P.5  
FOR DRAINAGE DETAILS, SEE SHEET P.44  
ALL STATION/OFFSETS REFER TO C R/W & CONSTR. US 62 UNLESS NOTED OTHERWISE  
ALL ELEVATIONS AT 25' INTERVALS UNLESS NOTED OTHERWISE

NOTES:

FOR TYPICAL SECTION DETAILS, SEE SHEETS P.2-P.5  
FOR DRAINAGE DETAILS, SEE SHEET P.45  
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ALL ELEVATIONS AT 25' INTERVALS UNLESS NOTED OTHERWISE



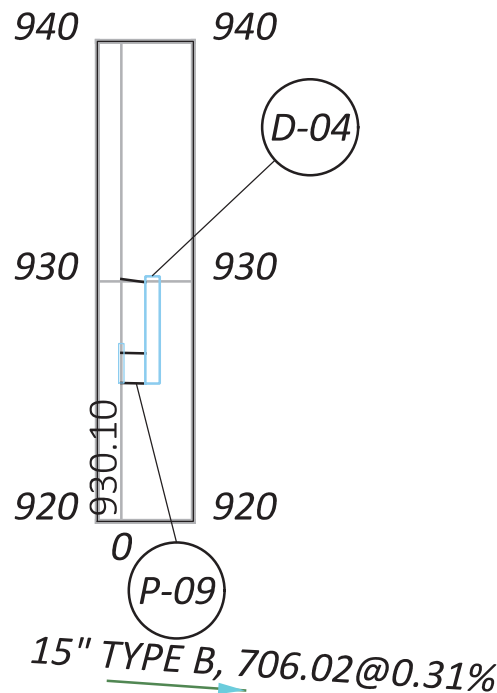
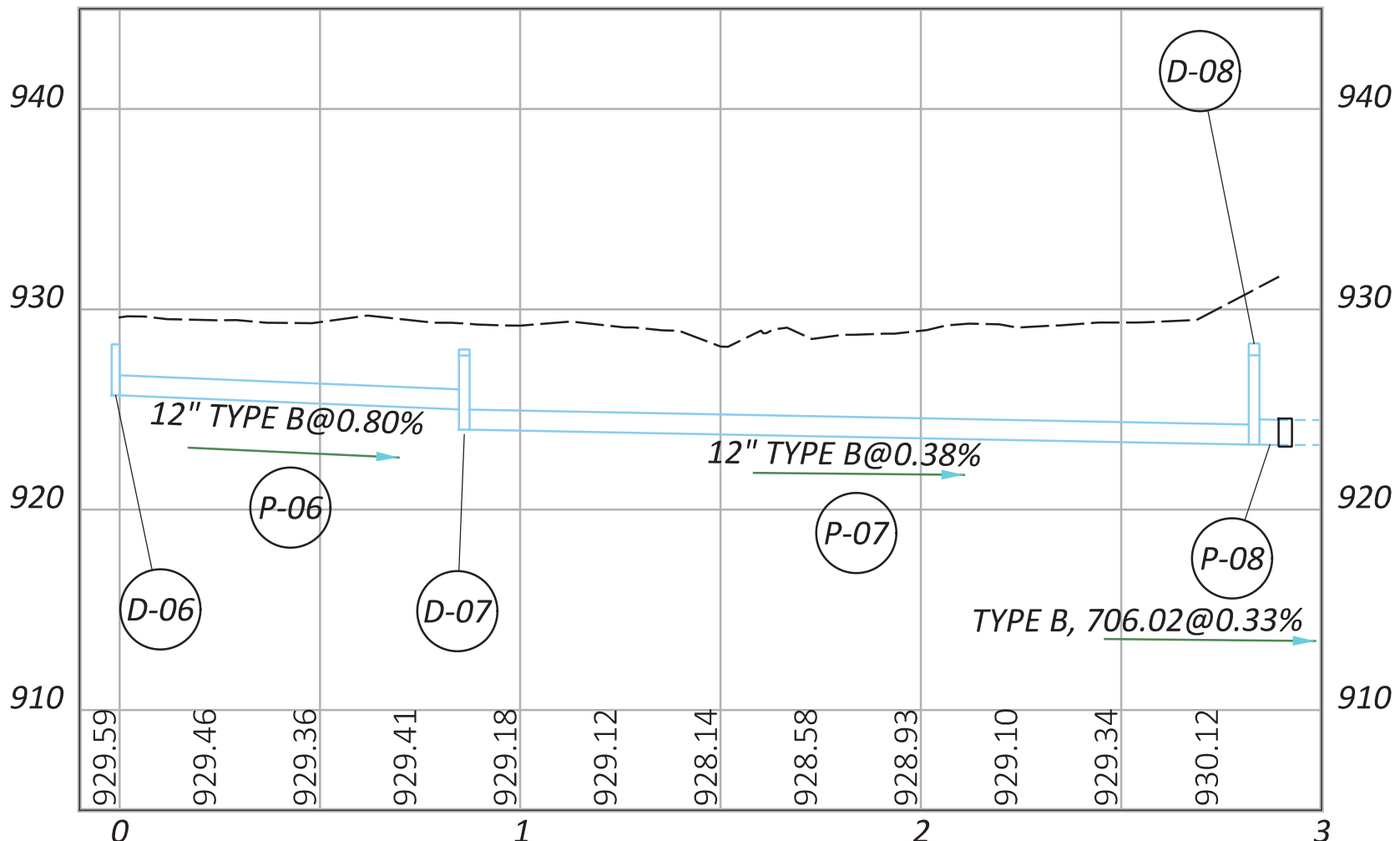
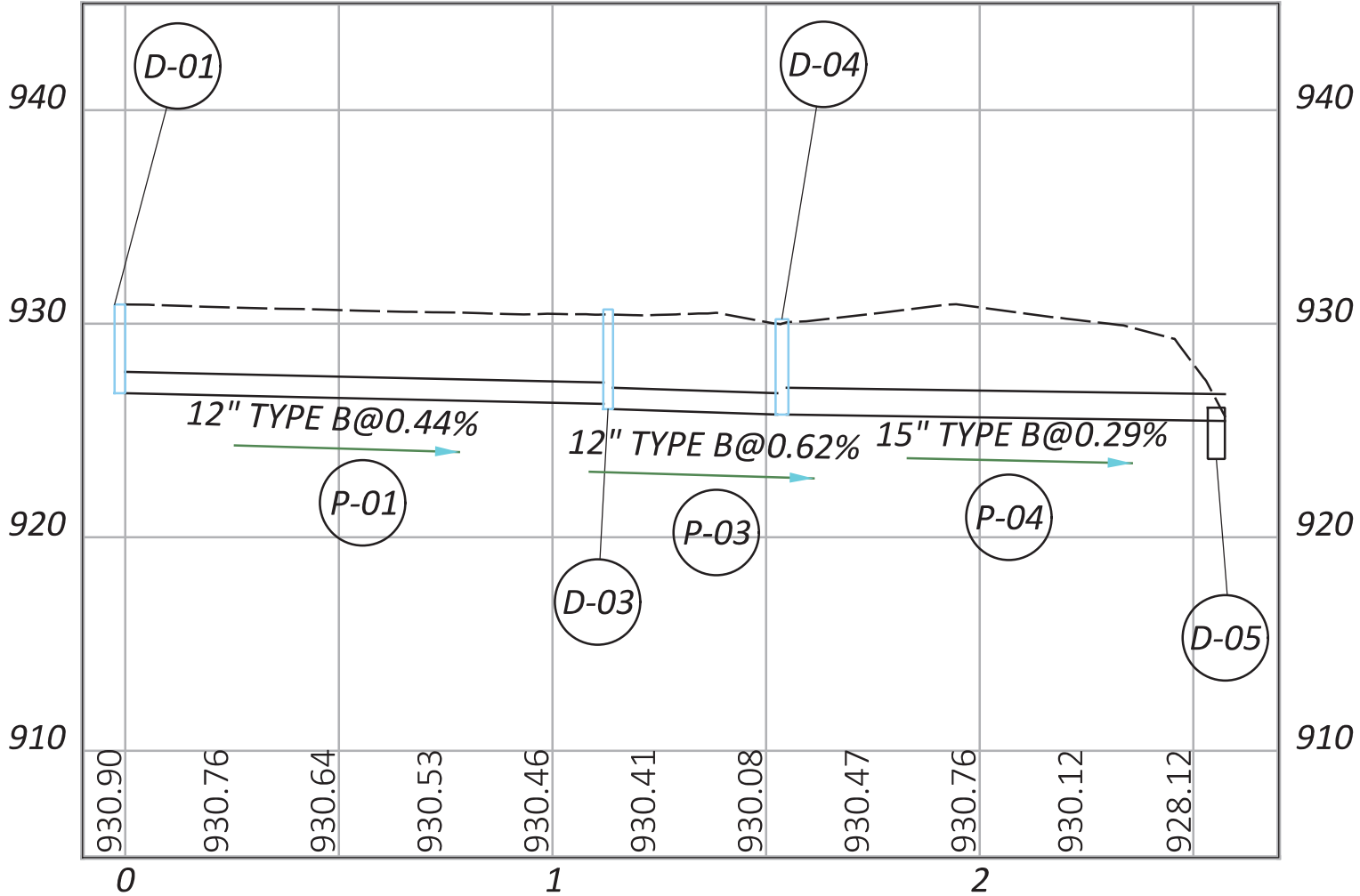
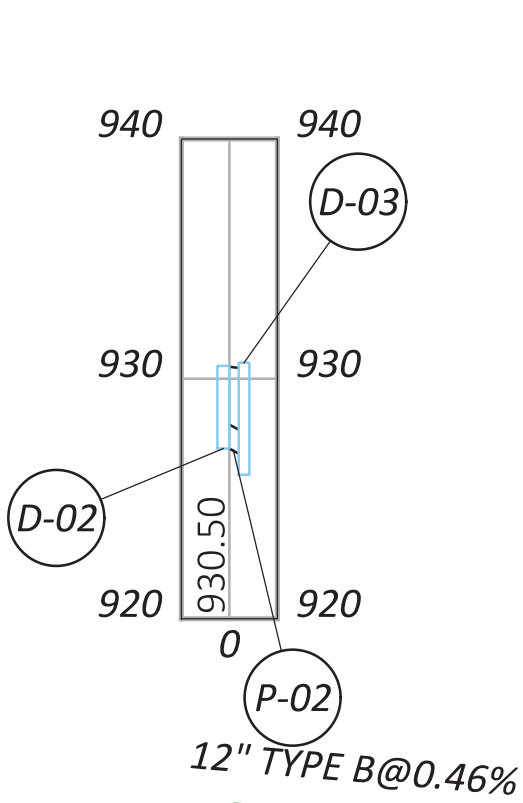




Note: P-05 NOT USED

DRAINAGE CONDUIT DETAILS										
REF. NO.	CFN	LENGTH (FT)	SIZE	TYPE	SLOPE	START STRUCT. REF. NO.	START INVERT ELEV.	STOP STRUCT. REF. NO.	STOP INVERT ELEV.	EXISTING DISPOSITION
P-01	1998887	112	12"	TYPE B	0.44%	D-01	926.75	D-02	926.25	
P-02	1998895	2	12"	TYPE B	0.46%	D-02	927.09	D-03	926.90	
P-03	1998891	39	12"	TYPE B	0.62%	D-03	926.00	D-04	925.75	
P-04	1998888	103	15"	TYPE B	0.29%	D-04	925.75	D-05	925.45	
P-06	1998892	85	12"	TYPE B	0.80%	D-06	925.70	D-07	925.00	
P-07	1998894	195	12"	TYPE B	0.38%	D-07	924.00	D-08	923.25	
P-08	1998893	6	15"	TYPE B	0.33%	D-08	923.25	TIE INTO EX.	923.23	
P-09	1980600	5	15"	TYPE B	0.31%	TIE INTO EX.	925.77	D-04	925.75	

DRAINAGE STRUCTURE DETAILS									
REF. NO.	REFERENCE ALIGNMENT	STATION	OFFSET	SIDE	TYPE	GRATE/RIM ELEV.	INVERT ELEV.	CONNECTED PIPES	EXISTING DISPOSITION
D-01	US 62	245+50.00	21.00	LT	CB-3A	930.73	926.75	(IN) N/A, (OUT) P-01 12" N 926.75	
D-02	US 62	246+64.00	20.50	LT	CB-3A	930.37	927.09	(IN) N/A, (OUT) P-02 12" E 927.09	
D-03	US 62	246+64.00	17.00	LT	CB-3A	930.50	926.00	(IN) P-01 12" S 926.25 & P-02 12" W 926.90, (OUT) P-03 12" N 926.00	
D-04	US 62	247+04.42	9.55	LT	CB-6	930.21	925.75	(IN) P-03 12" S 925.75 & P-09 15" W 925.75, (OUT) P-04 15" NE 925.75	
D-05	US 62	247+73.24	67.31	RT	HW		925.45	(IN) P-04 15" SW 925.45, (OUT) N/A	
D-06	US 62	248+83.19	4.00	RT	CB-2-2B	928.30	925.70	(IN) N/A, (OUT) P-06 12" N 925.70	
D-07	US 62	249+70.19	4.00	RT	CB-5	927.70	924.00	(IN) P-06 12" S 925.00, (OUT) P-07 12" N 924.00	
D-08	US 62	251+67.24	2.20	LT	CB-5	927.71	923.25	(IN) P-07 12" S 923.25, (OUT) P-08 15" N 923.25	

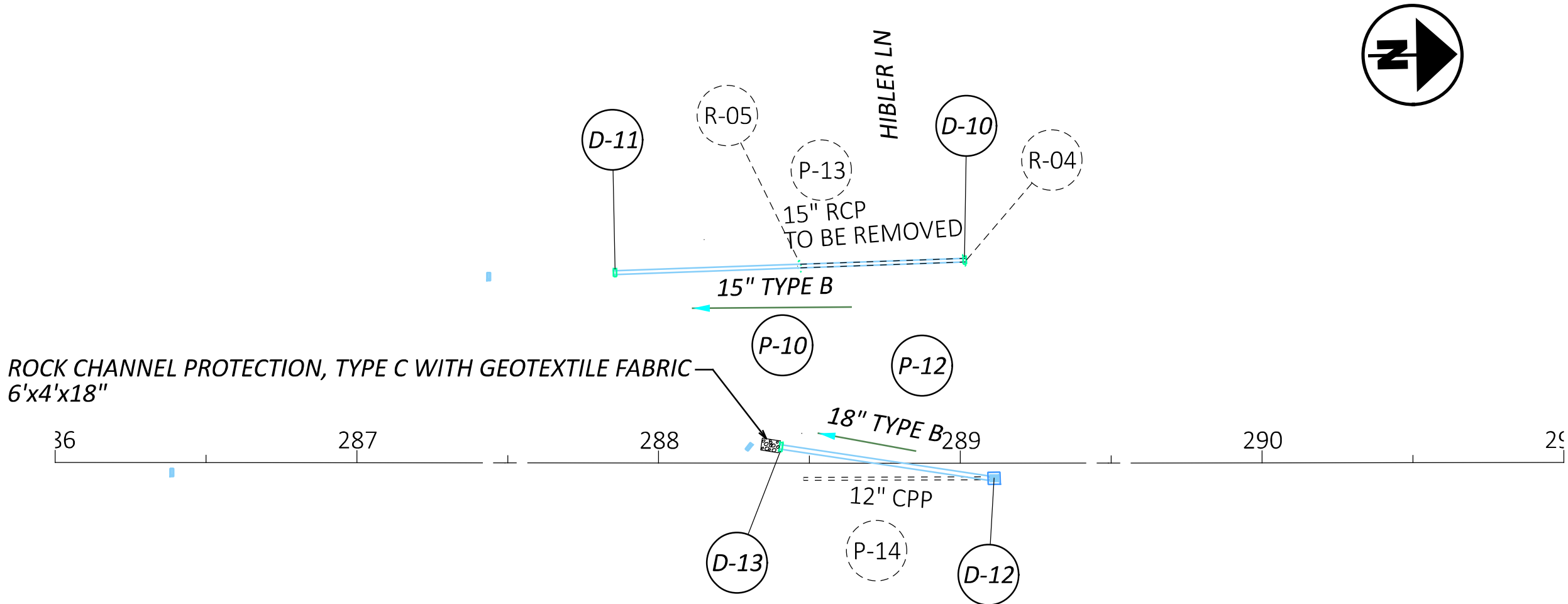
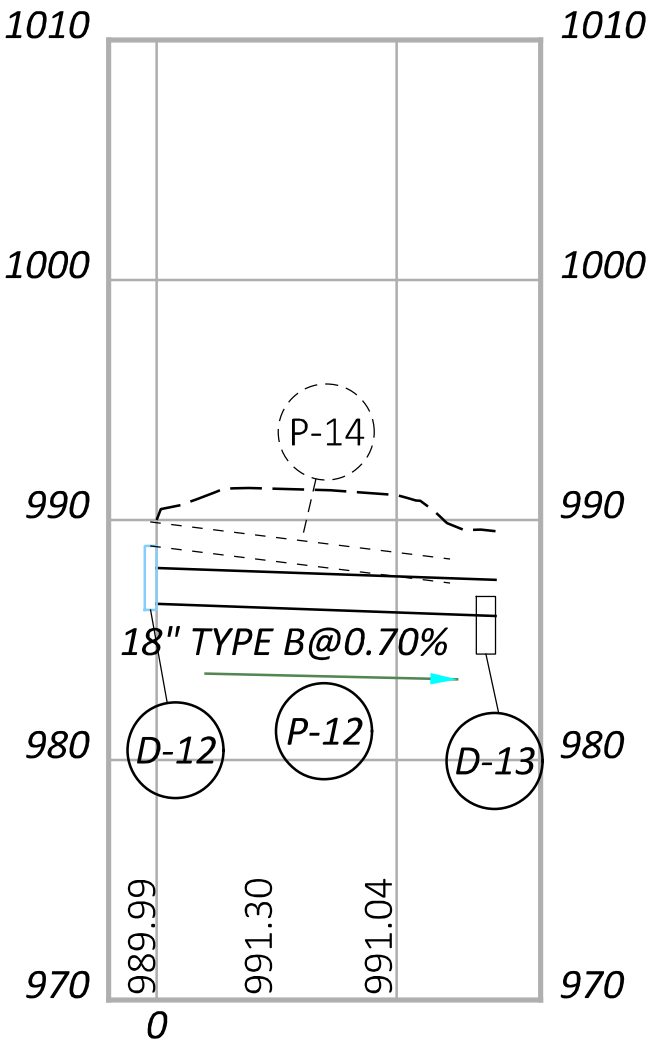
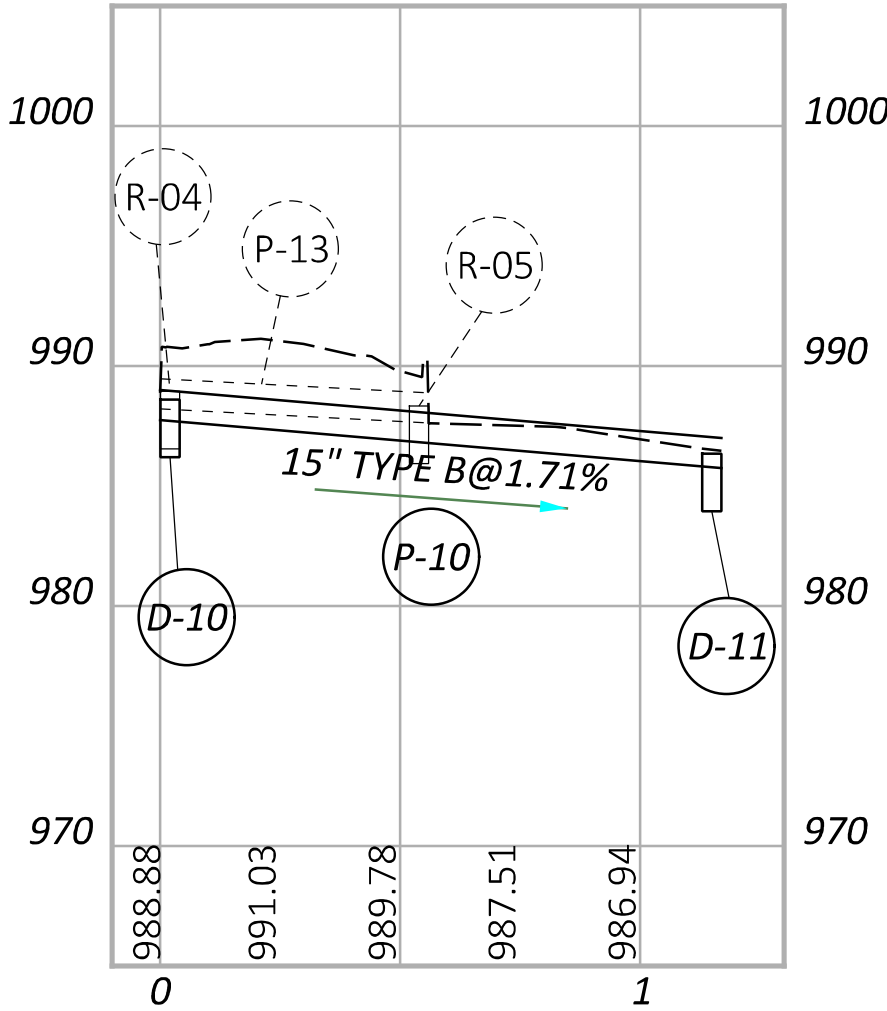




NOTE: P-11 NOT USED

DRAINAGE CONDUIT DETAILS										
REF. NO.	CFN	LENGTH (FT)	SIZE	TYPE	SLOPE	START STRUCT. REF. NO.	START INVERT ELEV.	STOP STRUCT. REF. NO.	STOP INVERT ELEV.	EXISTING DISPOSITION
P-10	1998899	117.00	15"	TYPE B	1.71%	D-10	987.75	D-11	985.75	
P-12	1998900	70.60	18"	TYPE B	0.70%	D-12	986.50	D-13	986.00	
P-13	1998890	56.00	15"	RCP	1.04%	R-04	988.21	R-05	987.63	TO BE REMOVED
P-14	1998886	63.00	12"	CPP	2.46%	N/A	988.92	N/A	987.37	TO BE FILLED & PLUGGED

DRAINAGE STRUCTURE DETAILS									
REF. NO.	REFERENCE ALIGNMENT	STATION	OFFSET	SIDE	TYPE	GRATE/RIM ELEV.	INVERT ELEV.	CONNECTED PIPES	EXISTING DISPOSITION
D-10	US 62	289+02.00	67.22	LT	HW	N/A	987.75	(IN) N/A, (OUT) P-10 15" S 987.75	
D-11	US 62	287+85.00	63.00	LT	HW	N/A	985.75	(IN) P-10 15" N 985.75, (OUT) N/A	
D-12	US 62	289+11.16	5.00	RT	CB-5	988.57	986.50	(IN) N/A, (OUT) P-12 18" S 986.50	
D-13	US 62	288+40.00	5.40	LT	HW	N/A	986.00	(IN) P-12 18" N 986.00, (OUT) N/A	
R-04	US 62	289+01.68	67.20	LT	HW	N/A	988.21	(IN) N/A, (OUT) P-13 15" S 988.21	TO BE REMOVED
R-05	US 62	288+46.25	65.19	LT	HW	N/A	987.63	(IN) P-13 15" N 987.63, (OUT) N/A	TO BE REMOVED



DRAINAGE DETAILS  
US 62 AT HIBLER LN



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PROJECT ID

105145

SHEET

P.45

TOTAL

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EDGE LINE													GENERAL SPEC:	640
													MATERIAL TYPE:	646
CTY	ROUTE	TRUE LOG	FROM	TRUE LOG	TO	WHITE EDGE LINE, 6"			YELLOW EDGE LINE, 6"			COMMENTS		
		TOTAL		HIGHWAY		RAMP	TOTAL	HIGHWAY	RAMP					
TRU	62	4.56	HUBBARD CORP. LINE	4.96	I.R. 80	0.80	0.80		0.76	0.76				
TRU	62	4.96	IR 80	5.70	SR 7	1.48	1.48		1.48	1.48				
TOTAL						2.28	2.28		2.24	2.24				

LANE LINE												
CTY	ROUTE	TRUE LOG	FROM	TRUE LOG	TO	TOTAL MILES	6" LANE LINE		COMMENTS			
		DASHED		SOLID								
TRU	62	4.56	HUBBARD CORP. LINE	4.96	I.R. 80	0.80	0.80					
TRU	62	4.96	IR 80	5.70	SR 7	1.54	1.54					
TOTAL						2.34	2.34					

CENTER LINE												
CTY	ROUTE	TRUE LOG	FROM	TRUE LOG	TO	TOTAL MILES	EQUIVALENT SOLID LINE	COMMENTS				
TRU	HUB.-MAS	0.00	U.S. 62	0.15	I.R. 80 EASTBOUND ON-RAMP	0.14	0.28					
TRU	62	4.56	HUBBARD CORP. LINE	4.64	SOUTH IOF FRANKLIN AVE	0.08	0.16					
TOTAL						0.22	0.44					

AUXILIARY																					
CTY	ROUTE LOCATION	TRUE LOG	CHANNEL LINE, 8"	CHANNEL LINE, 12"	STOP LINE	CHEVRON MARKINGS	TRANSVERSE DIAGONAL LINES		ISLAND MARKING	SYMBOL MARKINGS			LANE ARROWS				REDUCT. ARROW	WORD ON PVMT ONLY		DOTTED LINES, 6"	COMMENTS
							WHITE	YELLOW		R x R	SCHOOL		TURN	TURN	THRU	COMB.		72"	96"		
											72"	96"									
							FT	FT		FT	FT	FT	FT	FT	FT	FT	SF	EACH	EACH	EACH	
TRU	U.S. 62 AT FRANKLIN AVE.	4.680		838	90	134			114				5	3							
TRU	U.S. 62 AT HUBBARD - MASURY RD.	4.830		240	81			100					3	4							
TRU	U.S. 62 AT I.R. 80 WB RAMPS	5.027		1670	106		245	40	176				7	5					690		
TRU	U.S. 62 AT TWP. 796	5.099		700			220	45	176				7	1							
TRU	U.S. 62 AT FLYING J SOUTH	5.258		725	36		65		57				6								
TRU	U.S. 62 AT FLYING J NORTH	5.258		240	42									3							
TRU	U.S. 62 AT HIBLER LANE	5.618		185			90												700		
TOTAL				4598	355	134	620	185	523				28	16					1390		



EDGE LINE																	GENERAL SPEC:		807								
																	MATERIAL TYPE:		807								
CTY	ROUTE	TRUE LOG	FROM	TRUE LOG	TO	WHITE EDGE LINE, 6"			YELLOW EDGE LINE, 6"			COMMENTS															
						TOTAL	HIGHWAY	RAMP	TOTAL	HIGHWAY	RAMP																
TRU	62	5.70	SR 7	7.55	WEST OF BEDFORD RD	3.70			3.70																		
TRU	62	7.79	EAST OF BEDFORD RD	9.24	PENNSYLVANIA STATE LINE	2.90			2.90																		
TOTAL						6.60			6.60																		
LANE LINE																											
CTY	ROUTE	TRUE LOG	FROM	TRUE LOG	TO	TOTAL MILES	4" LANE LINE		COMMENTS																		
							DASHED	SOLID																			
TRU	62	5.70	SR 7	7.55	WEST OF BEDFORD RD	3.70																					
TRU	62	7.79	EAST OF BEDFORD RD	9.24	PENNSYLVANIA STATE LINE	2.90																					
TOTAL						6.60																					
CENTER LINE																											
CTY	ROUTE	TRUE LOG	FROM	TRUE LOG	TO	TOTAL MILES	EQUIVALENT SOLID LINE	COMMENTS																			
TRU	62	9.02	YOUNGSTOWN RD	9.24	PENNSYLVANIA STATE LINE	0.29	0.58																				
TOTAL						0.29	0.58																				
AUXILIARY																											
CTY	ROUTE LOCATION	TRUE LOG	CHANNEL LINE, 8"	CHANNEL LINE, 12"	STOP LINE	CHEVRON MARKINGS	646		ISLAND MARKING	SYMBOL MARKINGS	646						REDUCT. ARROW	WORD ON PVMT ONLY		DOTTED LINES, 6"	GROOVING RECESSED PAVEMENT MARKINGS						
							646	646			R x R	SCHOOL		TURN	TURN	THRU		COMB.	6"		12"	6"	CONCRETE	CONCRETE	CONCRETE		
												TRANSVERSE DIAGONAL LINES	WHITE													YELLOW	
												FT	FT													FT	FT
TRU	US 62 @ SR 7	5.70		800	54																		800				
TRU	US 62 @ CHESTNUT RIDGE RD (SOUTH)	6.23		555	50			150					5										555				
TRU	US 62 @ CHESTNUT RIDGE RD (NORTH)	6.23		575	50			60					5										575				
TRU	US 62 GORES @ SR 82	8.40		650		100														1080			650				
TRU	US 62 GORES @ SR 82	8.50		520		100													900			520					
TRU	US 62 GORES @ SR 82	8.64		550		100																550					
TRU	US 62 GORES @ SR 82	8.70		500		100														1050			500				
TRU	US 62 @ YOUNGSTOWN RD	9.05						40																			
TRU	US 62 SLM 5.70-7.55 EDGE LINE																						7.4				
TRU	US 62 SLM 7.79-9.24 EDGE LINE																					5.67					
TRU	US 62 SLM 5.70-7.55 LANE LINE																					3.7					
TRU	US 62 SLM 7.79-9.24 LANE LINE																					2.83					
TRU	US 62 SLM 9.02-9.24 CENTER LINE																					0.29					
TRU	US 62 SLM 8.70-8.74 EDGE LINE	STRUC																									
TRU	US 62 SLM 8.70-8.74 LANE LINE	STRUC																						0.13			
																								0.07			
TOTAL				4150	154	400	210	40					10							3030		19.89	3030	4150	0.2		



LOCATION														
COUNTY	ROUTE	SECTION (S.L.M.)						621	621	621	621		621	REMARKS
								RPM (YELLOW/YELLOW)	RPM, AS PER PLAN (WHITE/RED)	RPM (WHITE)	RPM (YELLOW/RED)		RAISED PAVEMENT MARKER REMOVED	
		FROM	TO					EACH	EACH	EACH	EACH		EACH	
TRU	US 62	4.56	7.55					15	395				12	US 62 @ 80' SPACING
TRU	US 62								27	32			47	@ FRANKLIN
TRU	US 62								9	32			33	@ MASURY
TRU	US 62								10				8	IR 80 RAMP D GORE
TRU	US 62								16				13	IR 80 RAMP B & GORE
TRU	US 62								37	32			55	IR 80 RAMP A & TRUCK WORLD
TRU	US 62								18				14	@ COMMERCE DR
TRU	US 62								24				19	@ FLYING J
TRU	US 62								12				10	@ HILBER/RUTH
TRU	US 62								15				12	@SR 7/BROOKEFIELD
TRU	US 62								29	30			47	@ CHESTNUT RIDGE
TRU	US 62	7.79	9.24					19	191				168	US 62 @ 80' SPACING
TRU	US 62								19				15	@ SR 82 RAMP H GORE
TRU	US 62								15				12	@ SR 82 RAMP D GORE
TRU	US 62								19				15	@ SR 82 RAMP C TO B GORES
TRU	US 62								19				15	@ SR 82 RAMP G TO F GORES
TRU	US 62								18				14	@ SR 82 RAMP A
TRU	US 62								10				8	@ SR 82 RAMP E

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## SIGNING SUBSUMMARY

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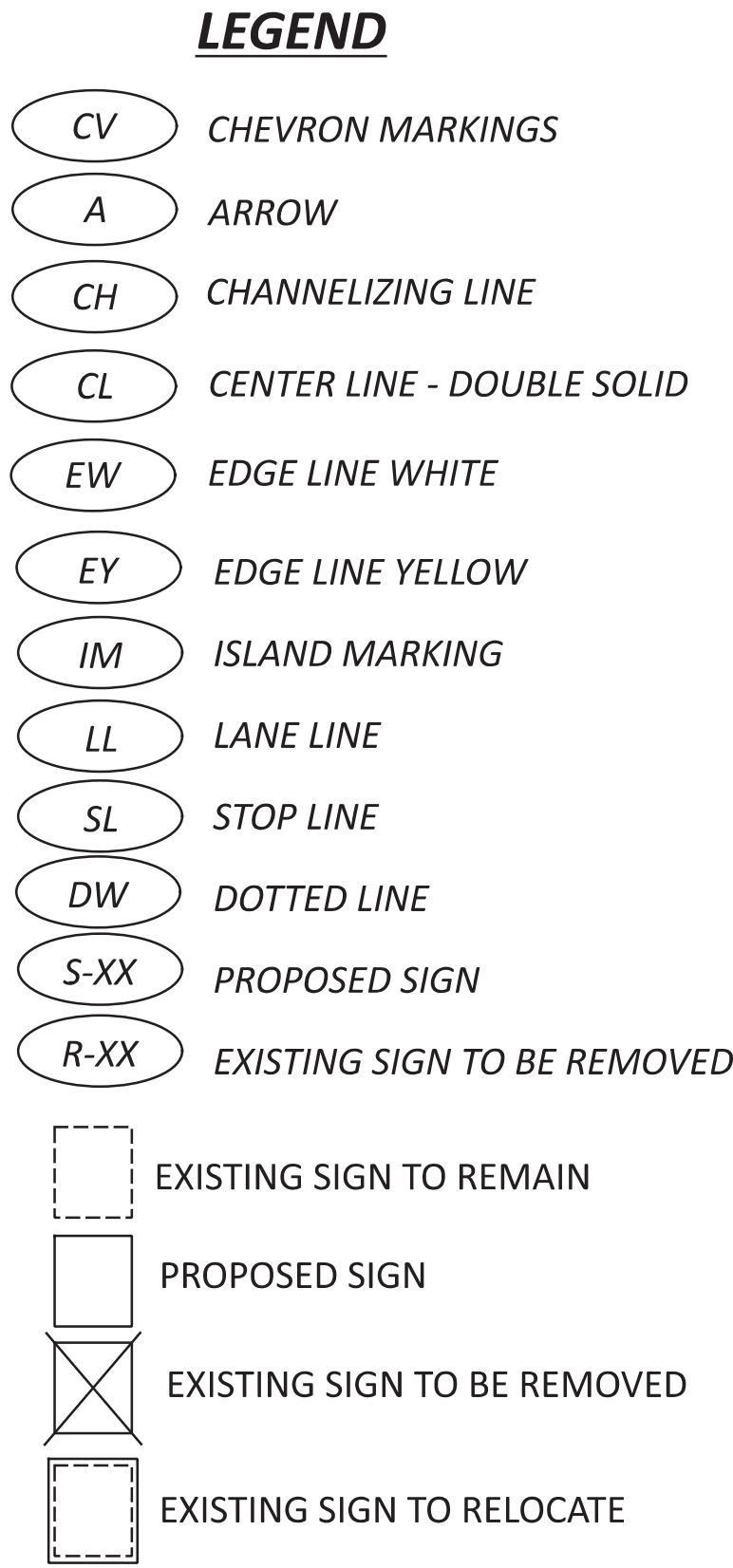
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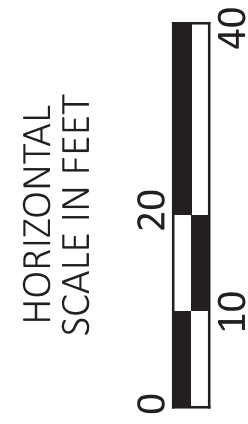
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SHEET	TOTAL
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