

GENERAL

UTILITIES
(G102A)

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

ELECTRIC AEP OHIO 301 CLEVELAND AVENUE SW CANTON, OH 44702 800.672.2231	GAS ASPIRE ENERGY 300 TRACY BRIDGE ROAD ORRVILLE, OH 44667 330.682.7726
COMMUNICATION BRIGHTSPEED 203 W. 9TH STREET LORAIN, OH 44052 440.244.8330	GAS ENBRIDGE GAS 320 SPRINGSIDE DRIVE, SUITE 320 AKRON, OH 44333 800.362.7557
GAS ROVER PIPELINE 1300 MAIN STREET HOUSTON, TX 77002 501.322.9622	GAS FRANKLIN GAS AND OIL 1615 OLD LINCOLN WAY W WOOSTER, OH 44691 330.264.8739
ELECTRIC HOLMES-WAYNE ELECTRIC COOP 6060 S.R. 83 (P.O. BOX 112) MILLERSBURG, OH 44654 330-674.1055	GAS KENOIL, INC 1537 BLACHLEYVILLE ROAD WOOSTER, OH 44691 330.262.1144
GAS KINDER MORGAN 605 WESTLAKE DRIVE ASHLAND, OH 44805 714.560.4967	CABLE MASSILLON CABLE TELEVISION P.O. BOX 917 WOOSTER, OH 44691 330.345.5110
TRAFFIC ODOT DISTRICT THREE 906 CLARK AVENUE ASHLAND, OH 44805 419.207.2868	ELECTRIC PIN OAK ENERGY PARTNERS LLC 388 SOUTH MAIN ST., SUITE 401 (AES BUILDING) AKRON, OH 44311 888-748-0763
SEWER CITY OF WOOSTER 538 N. MARKET STREET WOOSTER, OH 44691 330.263.5251	TRAFFIC CITY OF WOOSTER 538 N. MARKET STREET WOOSTER, OH 44691 330.263.5251
WATER CITY OF WOOSTER 538 N. MARKET STREET WOOSTER, OH 44691 330.263.5251	

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

EXTREME CAUTION SHOULD BE EXERCISED IN AREAS WITH UTILITIES. SECTIONS 105.07 AND 107.16 OF THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS REQUIRE, AMONG OTHER THINGS, THAT THE CONTRACTOR COOPERATE WITH ALL UTILITIES LOCATED WITHIN THE LIMITS OF THIS CONSTRUCTION PROJECT AND TAKE RESPONSIBILITY FOR THE PROTECTION OF THE UTILITY PROPERTY AND SERVICES.

EXISTING PLANS
(G103)

EXISTING PLANS ENTITLED D03-25676-WAY-00095-6.94-2007-00, DATED 05/02/2007, AND D03-94424-WAY-00095-6.94-2016-00, DATED MAY BE INSPECTED IN THE ODOT DISTRICT THREE OFFICE IN ASHLAND.

WORK LIMITS
(G106)

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.

PROGRESSION OF WORK

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

ROUTINE MAINTENANCE

BETWEEN THE TIME THAT BIDS ARE TAKEN AND THE START OF CONSTRUCTION, THE MAINTAINING AGENCY MAY ENTER UPON THE PROJECT AND PERFORM ROUTINE MAINTENANCE SUCH AS CRACK SEALING, PATCHING, AND BERM AND SHOULDER REPAIR. THE EFFECTS, IF ANY, OF THE PERFORMANCE OF ROUTINE MAINTENANCE SHALL BE CONSIDERED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE PLAN AND THE RESULTING CONDITIONS SHALL NOT BE CONSIDERED AS DIFFERING MATERIALLY FROM THOSE EXISTING AT THE TIME BIDS WERE TAKEN.

PRECONSTRUCTION MEETING

THE PRECONSTRUCTION MEETING SHALL BE HELD WITHIN 45 CONSECUTIVE CALENDAR DAYS AFTER AWARD OF THE CONTRACT.

WINDOW CONTRACT TABLE

USE THE FOLLOWING TABLE AS REFERRED TO IN THE PROPOSAL:

DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE \$ PER DAY	WORK WINDOW	
			START	END
ALL PAVING AND SAFETY ITEMS	90 DAYS	1000	4/1/2027	8/14/2027

ROADWAY

ITEM 623 – MONUMENT ASSEMBLY ADJUSTED/RECONSTRUCTED TO GRADE

THE CONTRACTOR AND THE ENGINEER SHALL FIELD VERIFY THE LOCATION OF ALL EXISTING MONUMENT ASSEMBLIES LISTED IN THE PLANS PRIOR TO BEGINNING ANY WORK ON THE MONUMENT ASSEMBLIES. THE USE OF A METAL DETECTOR AND/OR GPS SURVEY EQUIPMENT MAY BE NECESSARY TO LOCATE BURIED MONUMENT ASSEMBLIES. ANY MONUMENT ASSEMBLY THAT IS IMMEDIATELY VISIBLE ON THE SURFACE OF THE EXISTING PAVEMENT, OR IS UNCOVERED DURING THE PLANING PROCESS, SHALL BE ADJUSTED TO GRADE IF WITHIN TOLERANCE OF THE ADJUSTMENT COLLAR. ANY MONUMENT NOT FITTING THIS CRITERIA SHALL BE TREATED AS RECONSTRUCTED TO GRADE.

THE ENGINEER SHALL MAKE THE FINAL DETERMINATION OF WHETHER EACH MONUMENT ASSEMBLY IS TO BE RECONSTRUCTED OR ADJUSTED AFTER THE PLACEMENT OF THE FINAL ASPHALT OR CONCRETE PAVEMENT SURFACE. ANY MONUMENT ASSEMBLY THAT DOES NOT HAVE AN EXISTING ADJUSTABLE FRAME AND LID, OR THAT EXHIBITS SUBSTANTIAL DETERIORATION AS DETERMINED BY THE ENGINEER REQUIRING MORE WORK THAN WOULD BE CONSIDERED NORMAL FOR ITEM 623 – MONUMENT ASSEMBLY ADJUSTED TO GRADE SHALL BE RECONSTRUCTED. ANY EXISTING MONUMENT THAT DOES NOT HAVE AN EXISTING SALVAGEABLE MONUMENT ASSEMBLY AROUND THE PIN SHALL BE RECONSTRUCTED USING A NEW MONUMENT BOX AS PER RM-1.1, MAINTAINING THE EXISTING MONUMENTATION LOCATION.

ALL WORK RELATED TO ADJUSTING OR RECONSTRUCTING MONUMENT ASSEMBLIES TO GRADE WILL BE IN ACCORDANCE WITH SPECIFICATIONS 611.10.C AND 623 OF THE ODOT C&MS.

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK IS TO BE PAID USING THE CONTRACT BID PRICE PER EACH FOR ITEM 623 – MONUMENT ASSEMBLY ADJUSTED TO GRADE- AS PER PLAN OR MONUMENT ASSEMBLY RECONSTRUCTED TO GRADE, AS PER PLAN. A LIST OF KNOWN LOCATIONS IS SHOWN BELOW. A TOTAL QUANTITY OF MONUMENT ASSEMBLIES REQUIRING WORK IS CARRIED TO THE GENERAL SUMMARY.

SLM: 5.47

PLAN SPLIT: 01/STR
ITEM 623 – MONUMENT ASSEMBLY RECONSTRUCTED TO GRADE, AS PER PLAN1 EACH

ITEM 623 SURVEY MONUMENT VERIFICATION

THE CONTRACTOR’S SURVEYOR SHALL OPEN AND OBSERVE ALL MONUMENT ASSEMBLIES AFTER COMPLETION OF ADJUSTMENT/ RECONSTRUCTION WORK WITHIN THE PROJECT LIMITS. OBSERVE THE MONUMENT ASSEMBLIES USING STANDARD ACCEPTABLE SURVEYING MEASUREMENT TECHNIQUES SUITABLE TO MEET THE REQUIREMENTS OF OHIO ADMINISTRATIVE CODE SECTION 4733-37, “STANDARDS FOR BOUNDARY SURVEYS”. A STANDARD MONUMENT VERIFICATION REPORT, IN EXCEL FORMAT, SHALL BE FILED WITH THE ENGINEER AND THE DISTRICT SURVEY OPERATIONS MANAGER UPON COMPLETION. A LINK TO THE STANDARD SURVEY MONUMENT VERIFICATION REPORT IS INCLUDED BELOW:

https://www.transportation.ohio.gov/working/construction/construction-admin/resources

SCOTT HAWKINS, P.S.
ODOT DISTRICT 3 -SURVEY OPERATIONS MANAGER
SCOTT.HAWKINS@DOT.OHIO.GOV

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK IS TO BE PAID USING THE CONTRACT BID PRICE PER LUMP SUM ITEM 623 – POST CONSTRUCTION SURVEY MONUMENT VERIFICAITON REPORT.

ITEM 623 – POST CONSTRUCTION SURVEY MONUMENT VERIFICATION REPORT1 LUMP SUM

ITEM 209 – LINEAR GRADING

THE CONTRACTOR IS REQUIRED TO PERFORM LINEAR GRADING ON THE GRADED SHOULDER. IT IS ANTICIPATED THAT THERE ARE AREAS WHERE THE GRADED SHOULDER IS AT A HIGHER ELEVATION THAN THE ADJACENT PROPOSED PAVEMENT. A 10:1 SLOPE SHALL BE ESTABLISHED, OR AS DIRECTED BY THE ENGINEER, WHEN PERFORMING ITEM 209 LINEAR GRADING. THE INTENT IS TO PROVIDE AN UNOBSTRUCTED AND POSITIVE FLOW OF STORM WATER FROM THE PAVEMENT TO THE DITCH. THE LINEAR GRADING SHALL BE PERFORMED BEFORE THE SURFACE COURSE IS PLACED. ALL LABOR AND EQUIPMENT NECESSARY TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER MILE FOR ITEM 209 - LINEAR GRADING.

GUARDRAIL

ITEM 606 – ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016) (R113A)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE MASH 2016 GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING’S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER’S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH REBOUNDABLE RETROREFLECTIVE SHEETING, PER CMS 730.191.

REFER TO THE MANUFACTURER’S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

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

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016), EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

PAVEMENT

ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN
THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE. PAVEMENT REPAIR SHALL BE PERFORMED AFTER PAVEMENT PLANING AND BEFORE PLACEMENT OF THE OVERLAY COURSE(S). THE DEPTH OF REMOVAL SHALL BE AS DIRECTED BY THE ENGINEER WITH A MAXIMUM DEPTH OF 6”. THE MINIMUM WIDTH OF REPAIR SHALL BE 4FT. REPLACEMENT MATERIAL SHALL BE ITEM 301 ASPHALT CONCRETE BASE (449) AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE.

FOR BID AND ESTIMATING PURPOSES, 70% OF THE REPAIRS ARE TO BE CONSIDERED LONGITUDINAL REPAIRS AND 30% ARE TO BE CONSIDERED TRANSVERSE REPAIRS UNLESS OTHERWISE STATED. LONGITUDINAL IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PARALLEL TO THE CENTERLINE THAN THE MEASUREMENT PERPENDICULAR TO THE CENTERLINE. TRANSVERSE IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PERPENDICULAR TO THE CENTERLINE THAN THE MEASUREMENT PARALLEL TO THE CENTERLINE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES, ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN IS TO BE A MAXIMUM OF 6” DEEP. THE FOLLOWING ITEMS AND QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

PLAN SPLIT 01/STR	
ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN (TRANSVERSE)	862 CY
ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN (TRANSVERSE)	83 CY
PLAN SPLIT 02/SSK	
ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN (LONGITUDINAL)	201 CY
PLAN SPLIT 02/SSK	
ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN (LONGITUDINAL)	192 CY

ITEM 253 – PAVEMENT REPAIR, AS PER PLAN
THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE. PAVEMENT REPAIR SHALL BE PERFORMED AFTER PAVEMENT PLANING AND BEFORE PLACEMENT OF THE OVERLAY COURSE. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH A MINIMUM DEPTH OF 6” AND A MAXIMUM DEPTH OF 12” AND A MINIMUM WIDTH OF 4FT. REPLACEMENT MATERIAL SHALL BE ITEM 301 ASPHALT CONCRETE BASE (449) AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. THE MAXIMUM PAVEMENT LIFT THICKNESS IS 6”.

FOR BID AND ESTIMATING PURPOSES, APPROXIMATELY 70% OF THE REPAIRS ARE TO BE CONSIDERED LONGITUDINAL REPAIRS AND 30% ARE TO BE CONSIDERED TRANSVERSE REPAIRS UNLESS OTHERWISE STATED. LONGITUDINAL IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PARALLEL TO THE CENTERLINE THAN THE MEASUREMENT PERPENDICULAR TO THE CENTERLINE. TRANSVERSE IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PERPENDICULAR TO THE CENTERLINE THAN THE MEASUREMENT PARALLEL TO THE CENTERLINE.

THE REQUIREMENTS OF SCD MT-101.90 (DROP-OFFS IN WORK ZONES) APPLY. UNLESS SPECIFIED AND ACCOUNTED FOR OTHERWISE IN THESE PLANS, FILL REPAIR AREAS WITH EITHER THE FINAL MATERIAL OR A TEMPORARY MATERIAL AT THE DISCRETION AND APPROVAL OF THE ENGINEER WHEN WORK IS NOT ACTIVE IN THE AREA OF THE REPAIR.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES, ITEM 253 PAVEMENT REPAIR, AS PER PLAN IS TO BE GREATER THAN 6” DEEP. THE FOLLOWING ITEMS AND QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

PLAN SPLIT 01/STR	
ITEM 253 – PAVEMENT REPAIR, AS PER PLAN (LONGITUDINAL)	201 CY
ITEM 253 – PAVEMENT REPAIR, AS PER PLAN (TRANSVERSE)	87 CY
PLAN SPLIT 02/SSK	
ITEM 253 – PAVEMENT REPAIR, AS PER PLAN (LONGITUDINAL)	19 CY
ITEM 253 – PAVEMENT REPAIR, AS PER PLAN (TRANSVERSE)	8 CY

PROFILE AND ALIGNMENT

PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. (PREVIOUS CONSTRUCTION PLANS SHOWING THE ORIGINAL ALIGNMENT AND PROFILE, ARE AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT 3 OFFICE). PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

ITEM 254 - PATCHING PLANED SURFACE

AN ESTIMATED QUANTITY OF ITEM 254 - PATCHING PLANED SURFACE HAS BEEN SET UP TO BE USED AS DIRECTED BY THE ENGINEER AS DESCRIBED IN CMS 254.04. THE LIMIT OF THE PATCHING DEPTH IS 0 TO 2 IN.

ROUTE	PLAN SPLIT	QUANTITY
SR 95	01/STR	5830 SY
SR 95	02/SSK	656 SY

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1.25”)

THE INTENT OF THE PLANING IS TO MILL 1.25 INCHES AT THE CENTER OF PAVEMENT AT THE NON-CURBED AREAS. THE PAVEMENT SLOPE SHALL BE 0.010 MINIMUM AND 0.016 PREFERRED, CONTINUOUS BETWEEN THE CROWN AND THE PROPOSED EDGELINE/SHOULDER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CENTER OF PAVEMENT IN CONFORMANCE WITH THE ABOVE GUIDELINES. WHEN 1.25 INCH DEPTH PAVEMENT PLANING IS BEING PERFORMED AT THE CENTERLINE, THE CONTRACTOR MAY HAVE TO PLANE DEEPER AT THE EDGE OF PAVEMENT TO ESTABLISH THE MINIMUM CROSS SLOPE. IF THIS IS THE CASE, THE CONTRACTOR SHALL PLANE A MAXIMUM OF 1.25 INCHES AT THE EDGE OF PAVEMENT EVEN IF THIS MAXIMUM DEPTH DOES NOT MEET THE MINIMUM CROSS SLOPE REQUIREMENTS.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPERELEVATED CURVES. THE SUPERELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER. IF THERE IS NO INFORMATION IN THE PLANS TO CHANGE THE SUPERELEVATION, THE INTENT IS TO MAINTAIN THE EXISTING SUPERELEVATION.

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE TO ALL CATCH BASINS AND INLETS.

THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE MORE THAN FOURTEEN (14) CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE 14 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE OF \$2,500.

FOR THE AREAS HIGHLIGHTED ON SHEET 11 WITH A “*” THE CONTRACTOR SHALL ABIDE BY ALL OF THE ABOVE STATEMENTS EXCEPT THAT THEY SHALL MILL A DEPTH OF 1.5 INCHES AT THE PAVEMENT/ASPHALT JOINT OF THE APPROACH SLABS AND CONSISTENTLY TAPER BACK INTO THE 1.25 INCH MILLING DEPTH AT THE SATISFACTION OF THE ENGINEER. THIS IS TO ENSURE THAT PROPOSED PAVEMENT REMAINS FLUSH WITH THE BRIDGE DECK AT THE BRIDGE DECK JOINT.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT PLANING, ASPHALT CONCRETE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE.

ITEM 408 - PRIME COAT, AS PER PLAN

THE CONTRACTOR SHALL APPLY ONE COAT OF MC-70 (AS PER SECTION 702) AT A RATE OF 0.40 GAL/SY TO THE COMPLETED AGGREGATE SHOULDER (ITEM 617) AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF PAVEMENT OR EDGE LINE. THE CONTRACTOR SHALL APPLY THE PRIME COAT TO THE AGGREGATE SHOULDER WITHIN 7 (SEVEN) CALENDAR DAYS OF THE BERM MATERIAL BEING LAYED ON THE SHOULDER. PRIOR TO APPLYING THE PRIME COAT LAYER, IT IS ALSO THE CONTRACTOR’S RESPONSIBILITY TO CORRECT ANY DAMAGES TO AGGREGATE SHOULDER THAT HAS OCCURRED DURING THE PERIOD OF TIME BETWEEN THE LAYING OF THE BERM MATERIAL AND THE SPRAYING OF PRIME COAT. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), AS PER PLAN (PG64-22) (1.5”)

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

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

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS.
CHOOSE OPTIMUM BINDER CONTENT AT DESIGN AIR VOIDS OF 3.5%.
MINIMUM TOTAL PG BINDER CONTENT IS 6.3 PERCENT.
MINIMUM VIRGIN PG BINDER CONTENT IS 5.2 PERCENT.
USE A PG 64-22 BINDER.
WHEN AN AGGREGATE SOURCE IS SPECIALLY DESIGNATED WITH AN SR ON THE AGGREGATE GRAVITY LIST DO NOT USE THE AGGREGATE EXCEPT AS ALLOWED FOR MEDIUM TRAFFIC IN THE GUIDELINES FOR MAINTAINING ADEQUATE PAVEMENT FRICTION IN SURFACE PAVEMENT.

CORING TABLE

County	Route	CTL Begin NBR	PERP_DATE	Directi on	Location	Offset (ft)	Core Diamet er (in)	Asphalt Thickne ss (in)	Concrete Thicknes s (in)	Brick Thicknes s (in)	Surface Course Thickne	Lane Width (ft)	Should er Width	Paveme nt Type
WAY	95	0.024	12/30/2025	WB	LWP	5.5	4	10			1	10	1.5	Flexible
WAY	95	0.024	12/30/2025	WB	Edge Line	10	4	8			1	10	1.5	Flexible
WAY	95	0.024	12/30/2025	WB	RWP	8	4	9			1	10	1.5	Flexible
WAY	95	0.389	12/30/2025	WB	Edge Line	10.5	4	10			1.5	10.5	2	Flexible
WAY	95	0.39	12/30/2025	WB	RWP	6	4	12			1	10.5	2	Flexible
WAY	95	0.391	12/30/2025	WB	LWP	4	4	11			1	10.5	2	Flexible
WAY	95	1.135	12/30/2025	WB	RWP	7	4	13			1	10.5	1.5	Flexible
WAY	95	1.135	12/30/2025	WB	Edge Line	10.5	4	9			0.75	10.5	1.5	Flexible
WAY	95	1.136	12/30/2025	WB	LWP	5	4	13			1	10.5	1.5	Flexible
WAY	95	1.662	12/30/2025	WB	RWP	6.5	4	12			1	10.5	1	Flexible
WAY	95	1.662	12/30/2025	WB	Edge Line	10.5	4	10			0.5	10.5	1	Flexible
WAY	95	1.662	12/30/2025	WB	LWP	4.5	4	12.5			0.75	10.5	1	Flexible
WAY	95	2.156	12/30/2025	WB	RWP	8	4	11			0.75	10.5	1.5	Flexible
WAY	95	2.157	12/30/2025	WB	Edge Line	10	4	6			0.5	10.5	1.5	Flexible
WAY	95	2.157	12/30/2025	WB	LWP	6	4	12			0.5	10.5	1.5	Flexible
WAY	95	2.678	12/30/2025	WB	Edge Line	10.5	4	10			1.5	10.5	1.5	Flexible
WAY	95	2.68	12/30/2025	WB	LWP	4	4	11			0.75	10.5	1.5	Flexible
WAY	95	2.68	12/30/2025	WB	RWP	6	4	11			0.75	10.5	1.5	Flexible
WAY	95	3.217	12/30/2025	WB	Edge Line	10.5	4	8			1.25	10.5	2	Flexible
WAY	95	3.217	12/30/2025	WB	RWP	7	4	10.5			1	10.5	2	Flexible
WAY	95	3.217	12/30/2025	WB	LWP	5	4	10			0.75	10.5	2	Flexible
WAY	95	3.878	12/30/2025	WB	LWP	4	4	11			0.75	10.5	2	Flexible
WAY	95	3.879	12/30/2025	WB	RWP	6	4	13.5			1	10.5	2	Flexible
WAY	95	3.879	12/30/2025	WB	Edge Line	10.5	4	13			1	10.5	2	Flexible
WAY	95	4.401	12/30/2025	WB	RWP	7	4	12			1	10.5	2	Flexible
WAY	95	4.401	12/30/2025	WB	Edge Line	10.5	4	10			1.25	10.5	2	Flexible
WAY	95	4.401	12/30/2025	WB	LWP	5	4	9.5			1	10.5	2	Flexible
WAY	95	5.014	12/30/2025	WB	Edge Line	10.5	4	9			1	10.5	2.5	Flexible
WAY	95	5.015	12/30/2025	WB	RWP	6.5	4					10.5	2.5	null
WAY	95	5.015	12/30/2025	WB	LWP	4.5	4	11			1	10.5	2.5	Flexible
WAY	95	5.016	12/30/2025	WB	RWP	6.5	4	11			0.75	10.5	2.5	Flexible
WAY	95	5.487	12/30/2025	WB	LWP	5.5	4	11			1	10.5	2.5	Flexible
WAY	95	5.488	12/30/2025	WB	Edge Line	10.5	4	15			1	10.5	2.5	Flexible
WAY	95	5.488	12/30/2025	WB	RWP	7.5	4	11			1	10.5	2.5	Flexible

INTERSECTIONS AND DRIVES

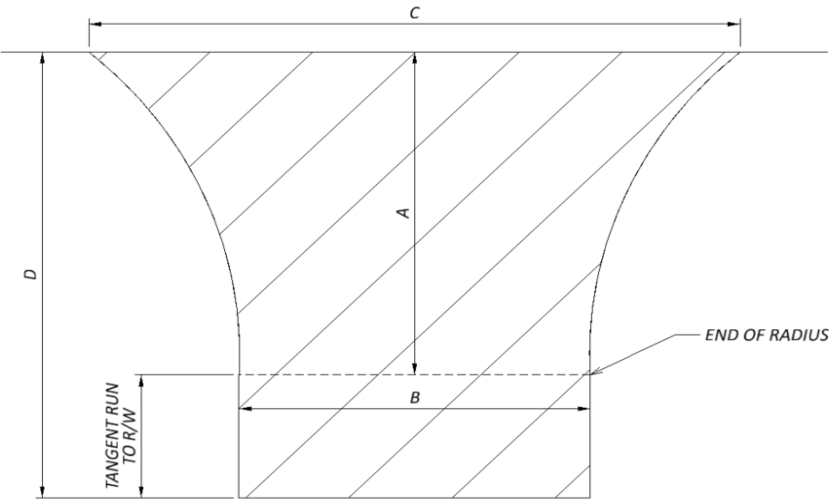
INTERSECTIONS SHALL BE PLANED AND PAVED TO THE BACK OF THE RIGHT OF WAY, OR TO THE FULL RADIUS RETURN, WHICHEVER IS FURTHER, OR AS DIRECTED BY THE ENGINEER. (TO PROVIDE A SMOOTH TRANSITION BETWEEN THE TWO HIGHWAYS, AND TO ELIMINATE WATER POCKETS).

EXISTING PAVED DRIVES SHALL BE PAVED SO AS TO PROVIDE A SMOOTH TRANSITION BETWEEN THE HIGHWAY AND THE DRIVE, (DISTANCE FROM EDGE OF ROADWAY MAY VARY AT EACH DRIVE) AS DIRECTED BY THE ENGINEER.

EXISTING AGGREGATE DRIVES SHALL BE PAVED WITH AN APRON AN AVERAGE WIDTH OF 4 FT. THE SLOPE OF THIS APRON SHALL BE THE SAME AS THE ADJACENT PAVEMENT SLOPE OR AS DIRECTED BY THE ENGINEER. ANY GRADING NEEDED TO PAVE THE APRON SHALL BE INCLUDED IN THE RELATED ASPHALT ITEM FOR PAYMENT. ITEM 617 COMPACTED AGGREGATE SHALL BE PLACED ADJACENT TO THIS APRON TO PROVIDE A SMOOTH TRANSITION FROM THE APRON TO THE EXISTING DRIVE, (WIDTH OF THIS 617 APPLICATION MAY VARY) AS DIRECTED BY THE ENGINEER. AN ADDITIONAL QUANTITY OF ITEM 617 HAS BEEN ESTIMATED TO COMPLETE THIS WORK AND IS SHOWN AS AN EXTRA AREA ON THE PAVEMENT & SHOULDER DATA SHEET.

ANY HAZARD OR UNSAFE CONDITION RESULTING FROM THE ABOVE WORK MUST BE CORRECTED IMMEDIATELY. THE CONTRACTOR IS REMINDED OF SECTIONS 105.01, 107.07 & 614.02A OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE PAVING DIMENSIONS FOR THE INTERSECTIONS ARE SHOWN IN THE CHART BELOW.



PLAN SPLIT	COUNTY	ROUTE	SLM	LEFT/ RIGHT	INTERSECTION	A (FT)	B (FT)	C (FT)	D (FT)	AREA (SY)
01/STR	WAY	95	0.36	RIGHT	SNODDY RD.	22	53	110	22	176
01/STR	WAY	95	0.62	RIGHT	S. FUNK RD.	17	25	64	17	72
01/STR	WAY	95	0.62	LEFT	S. FUNK RD.	26	25	60	26	106
01/STR	WAY	95	0.73	RIGHT	CAMP ST.	21	21	47	21	69
01/STR	WAY	95	2.60	RIGHT	S. ELYRIA RD.	17	37	74	17	93
01/STR	WAY	95	2.60	LEFT	S. ELYRIA RD.	15	40	67	15	82
01/STR	WAY	95	2.67	RIGHT	TR 1011	16	14	38	16	39
01/STR	WAY	95	3.13	LEFT	BRENN RD.	17	32	66	17	82
01/STR	WAY	95	3.64	RIGHT	S. FIRESTONE RD.	18	22	52	18	64
01/STR	WAY	95	3.64	LEFT	S. FIRESTONE RD.	20	25	66	20	86
01/STR	WAY	95	4.41	RIGHT	MAPLE GROVE RD.	14	33	73	14	72
01/STR	WAY	95	5.19	RIGHT	SPRINGVILLE RD.	17	23	50	19	66
01/STR	WAY	95	5.19	LEFT	SPRINGVILLE RD.	16	25	27	19	54
01/STR	WAY	95	5.70	RIGHT	S. JEFFERSON RD.	12	25	62	18	66
01/STR	WAY	95	5.70	LEFT	S. JEFFERSON RD.	17	22	56	19	68
01/STR	WAY	95	7.32	RIGHT	S. MYSER RD.	22	22	62	22	86
01/STR	WAY	95	7.32	LEFT	S. MYSER RD.	17	30	90	17	94
02/S5K	WAY	95	8.50	RIGHT	BURNETTS CORNER RD.	16	25	58	16	64
02/S5K	WAY	95	8.74	EAST	SR 3	76	42	115	76	560
01/STR	OVERALL PLAN SPLIT SUBTOTAL									1375
02/S5K	OVERALL PLAN SPLIT SUBTOTAL									624
GRAND TOTAL INTERSECTION AREA										1999

TRAFFIC CONTROL

STOP BAR PLACEMENT

IN ORDER TO COMPLY WITH THE REQUIREMENTS OF THE TRAFFIC ENGINEERING MANUAL AND THE OMUTCD, AT NORMAL STOP CONTROLLED INTERSECTIONS WITHOUT CROSSWALK, PLACE THE LEADING EDGE OF THE STOP BAR (CLOSEST TO THE CENTER OF THE INTERSECTION) IN ACCORDANCE WITH THE BELOW TABLE UNLESS SPECIFIED OTHERWISE IN THESE PLANS. IN LOCATIONS WHERE THE INTERSECTION IS SKEWED, PLACE THE STOP BAR PARALLEL TO THE INTERSECTED (MAJOR) ROADWAY RATHER THAN PERPENDICULAR TO THE STOP APPROACH.

SHOULDER WIDTH OF INTERSECTED ROADWAY	PLACE THE LEADING EDGE OF STOP BAR ON INTERSECTING/APPROACH ROADWAY
0 FEET < SHOULDER WIDTH ≤ 2 FEET	4 FEET BACK FROM EDGE OF PAVED SHOULDER OF INTERSECTED ROADWAY
2 FEET < SHOULDER WIDTH ≤ 4 FEET	2 FEET BACK FROM EDGE OF PAVED SHOULDER OF INTERSECTED ROADWAY
SHOULDER WIDTH > 4 FEET	IN LINE WITH EDGE OF PAVED SHOULDER OF INTERSECTED ROADWAY

PAVEMENT MARKING LOG

PRIOR TO REMOVING, GRINDING, OR OTHERWISE DESTROYING ANY EXISTING PAVEMENT MARKINGS, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CREATE AN EXISTING PAVEMENT MARKING LOG IN ORDER TO PLACE THE PROPOSED PAVEMENT MARKINGS IN THE SAME LOCATION AS THEIR EXISTING CONFIGURATION. SUBMIT THE EXISTING PAVEMENT MARKING LOG TO THE ENGINEER AND OBTAIN HIS OR HER APPROVAL PRIOR TO REMOVING, GRINDING, OR OTHERWISE DESTROYING THE EXISTING PAVEMENT MARKINGS

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK SHOULD BE INCLUDED IN THE CONTRACT LUMP SUM BID PRICE FOR ITEM 614 – MAINTAINING TRAFFIC.