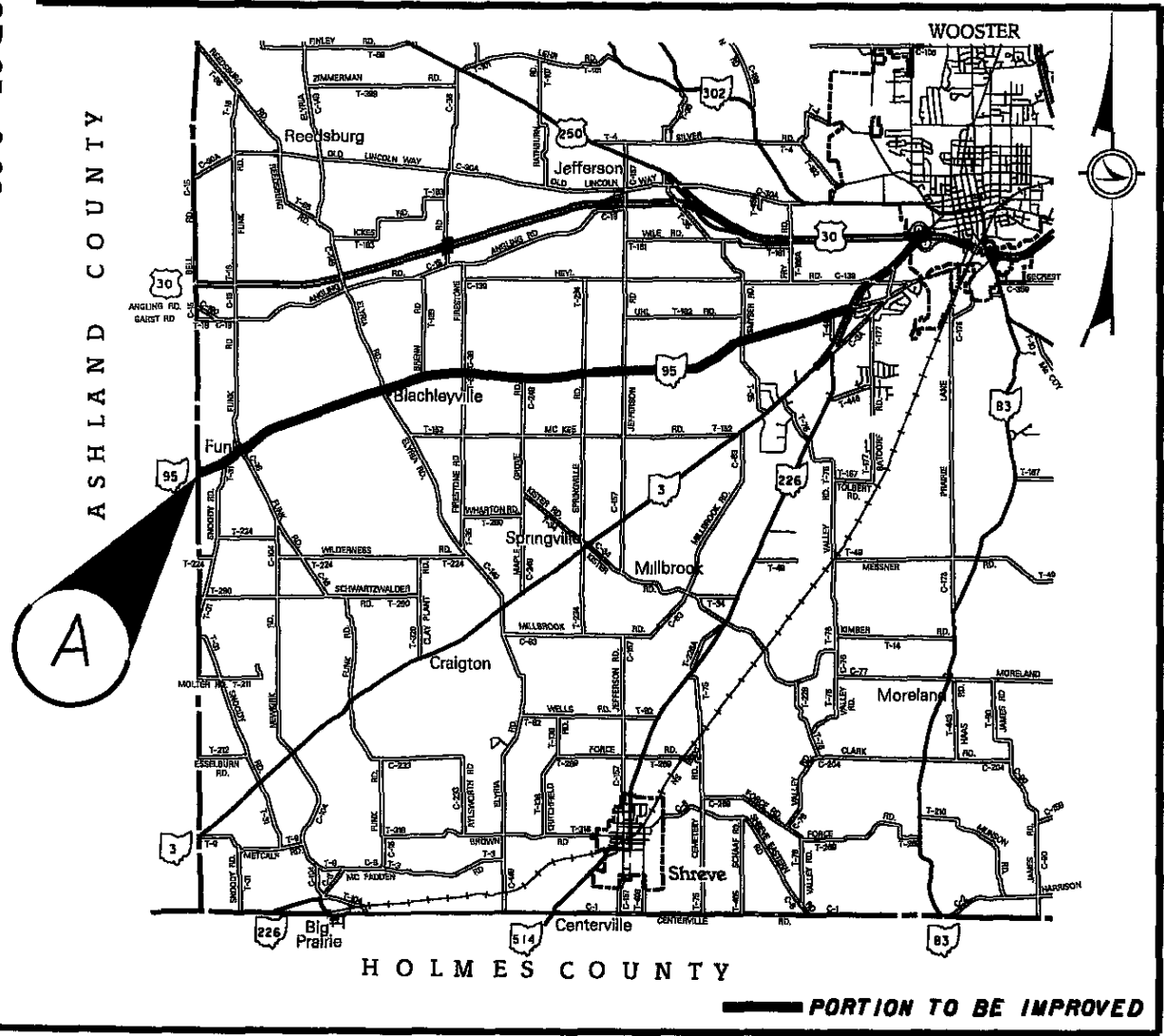


WY - SR 95 - 0.00
070229 PID - 25676
Dist 3 5/2/2007

LOCATION MAP



40° 45' 52" N LATITUDE 82° 04' 54" W LONGITUDE

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

WAY-95-0.00
WAYNE COUNTY

PROJECT DESCRIPTION

THIS PROJECT WILL INCLUDE PAVEMENT PLANING, PAVEMENT REPAIR, RESURFACING WITH ASPHALT CONCRETE, ADJUSTMENT OF CASTINGS WHERE NECESSARY, GUARDRAIL, PAVEMENT MARKINGS, AND MINOR BRIDGE REHABILITATION WORK.

PROJECT EARTH DISTURBED AREA - N/A (MAINTENANCE PROJECT)
ESTIMATED CONTRACTOR EARTH DISTURBED AREA - N/A (MAINTENANCE PROJECT)
NOTICE OF INTENT EARTH DISTURBED AREA - N/A (MAINTENANCE PROJECT)

INDEX OF SHEETS

- 1 - TITLE SHEET
- 2 - STRAIGHT LINE DIAGRAM
- 2 - DESIGN DESIGNATION
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- 7 - DROPOFFS IN WORK ZONES
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- 9 - GENERAL SUMMARY
- 10 - PAVEMENT & SHOULDER DATA
- 11 - TYPICAL SECTIONS
- 12 - LOOP DETECTOR NOTES & DETAILS
- 13 - PAVEMENT MARKING INFORMATION
- 14-16 - STRUCTURE GENERAL NOTES
- 17 - MAINTAINING TRAFFIC AND DETOUR MAP
- 18 - STRUCTURE SUMMARY
- 19 - BRIDGE TREATMENT
- 20 - STRUCTURE WAY-95-0082
- 21-22 - STRUCTURE WAY-95-0698

CONVERSION OF METRIC STANDARD DRAWINGS

THE METRIC STANDARD DRAWINGS REFERENCED IN THIS PLAN SHALL BE CONVERTED TO ENGLISH UNITS USING THE SI (METRIC) TO ENGLISH CONVERSIONS FACTORS PROVIDED IN SECTION 109.02 OF THE 2005 CMS. CONVERSIONS SHALL BE APPROXIMATELY PRECISE AND SHALL REFLECT STANDARD INDUSTRY ENGLISH VALUES WHERE SUITABLE

2005 SPECIFICATIONS

THE STANDARD 2005 SPECIFICATIONS OF THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND THE PROPOSAL SHALL GOVERN THESE IMPROVEMENTS.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THESE IMPROVEMENTS WILL REQUIRE THE CLOSING OF THE HIGHWAY AND PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS INDICATED IN THE PLAN AND PROPOSAL.

ENGINEER'S SEAL

PLANS PREPARED BY ODOT DISTRICT 3

Kenneth Wright
DISTRICT DEPUTY DIRECTOR OF TRANSPORTATION

01/22/07
APPROVED DATE

Keith C. Swearingin
DIRECTOR, DEPARTMENT OF TRANSPORTATION

2-13-07
APPROVED DATE

ROADWAY	BRIDGE	STANDARD DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	
		BP-3.1	07-16-04	TC-41.20	01-19-01	800	01/19/07
		BP-4.1	07-16-04	TC-65.10	01-21-05	832	04-25-06
				TC-65.11	01-21-05	848	04-15-05
		DM-4.3	07-19-02	TC-71.10	01-21-05		
		DM-4.4	07-19-02	TC-73.10	01-19-01		
				TC-82.10	04-19-02		
		RM-1.1	04-21-06				
		MT-97.10	09-05-06				
		MT-97.12	09-05-06				
		MT-99.20M	01-30-95				
SIGNED: <i>[Signature]</i> DATE: 1/22/07	SIGNED: <i>[Signature]</i> DATE: 1/22/07	MT-101.60	09-20-06				
		MT-105.10	10-18-02				
		MT-105.11	10-18-02				



WORKSTATION: 070229 PID - 25676
DIST 3 5/2/2007

FEDERAL-AID PROJECT NO. E032(093)

PID NO. 25676

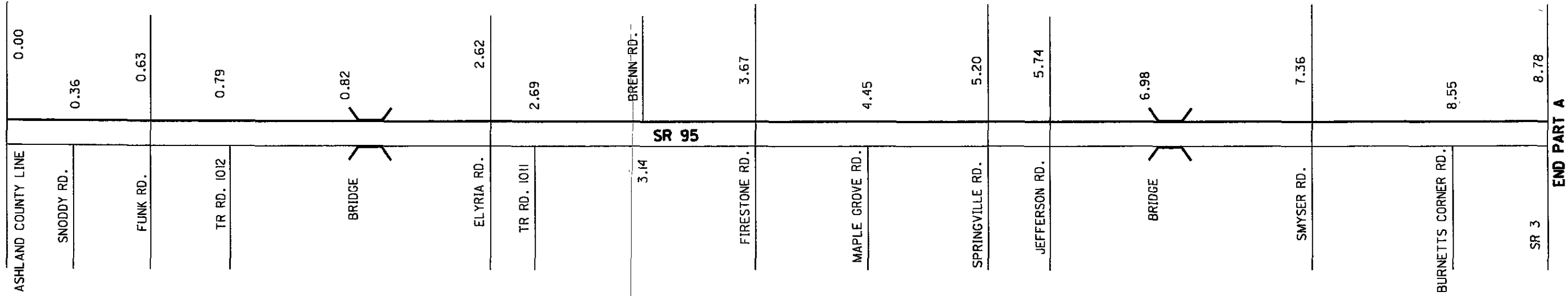
CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT NONE

WAY-95-0.00

22

BEGIN PART A



PART A - SR 95

DESIGN DESIGNATION (ENGLISH UNITS)

S.L.M.	0.00-7.17	7.17-8.78
CURRENT ADT (2007)	1190	2390
DESIGN YEAR ADT (2019)	1450	2770
DESIGN HOURLY VOLUME (2019)	150	280
DIRECTIONAL DISTRIBUTION	57%	60%
TRUCKS (24 HOUR B&C)	4%	4%
DESIGN SPEED	55 MPH	55 MPH
LEGAL SPEED	55 MPH	55 MPH

DESIGN FUNCTIONAL CLASSIFICATION:

RURAL MINOR COLLECTOR

NHS PROJECT NO NO

3R PROJECT

CALCULATED
CVH
checked
BAD

STRAIGHT LINE DIAGRAM/ DESIGN DESIGNATION

WAY-95-0.00

2

22

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

INTERSECTIONS AND DRIVES:

RURAL-INTERSECTIONS SHALL BE PAVED TO THE END OF THE RADIUS OR AS DIRECTED BY THE ENGINEER. (TO PROVIDE A SMOOTH TRANSITION BETWEEN THE TWO HIGHWAYS, AND TO ELIMINATE WATER POCKETS).

URBAN-INTERSECTIONS SHALL BE PAVED TO THE BACK OF CROSSWALKS 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 THE WIDTH OF THE 617 BERM OR 2 FT. MINIMUM. THE SLOPE OF THIS APRON SHALL BE THE SAME AS THE ADJACENT PAVEMENT SLOPE OR AS DIRECTED BY THE ENGINEER. ITEM 617 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 HAS BEEN ESTIMATED TO COMPLETE THIS WORK AND IS SHOWN ON THE "SHOULDER DATA" SHEET.

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

BUTT JOINTS

BUTT JOINTS SHALL NOT BE CUT AND LEFT OPEN TO TRAFFIC. THEY SHALL BE FILLED IN WITH A TEMPORARY ASPHALT CONCRETE WEDGE OF SUFFICIENT LENGTH, AS DIRECTED BY THE ENGINEER.

CONSTRUCTION "BUMP" (W8-1-36) AND "ADVISORY SPEED" (W13-1-24) SIGNS SHALL BE ERECTED AND MAINTAINED DURING THE PERIOD THE BUTT JOINT IS LEFT OPEN. THESE SIGNS SHALL BE PAID FOR UNDER THE LUMP SUM ITEM FOR ITEM 614 MAINTAINING TRAFFIC.

ITEM 209. LINEAR GRADING

THE CONTRACTOR IS REQUIRED TO PERFORM LINEAR GRADING ON THE GRADED SHOULDER IN AREAS WHERE THE GRADED SHOULDER IS AT A HIGHER ELEVATION THAN THE ADJACENT PROPOSED PAVEMENT. A 10% 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 WORK SHALL BE PERFORMED AFTER THE INTERMEDIATE COURSE IS PLACED AND BEFORE THE SURFACE COURSE AND TACK 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.

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.

ITEM 254. PAVEMENT PLANING. ASPHALT CONCRETE

THE INTENT OF THE PLANING IS TO MILL THE SPECIFIED DEPTH AT THE CENTER OF PAVEMENT (SEE SHEET II FOR DEPTHS). THE PAVEMENT SLOPE SHALL BE 0.016, CONTINUOUS BETWEEN THE CROWN AND THE PROPOSED EDGELINE/SHOULDER (SEE TYPICAL SECTIONS FOR FURTHER DETAILS). THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CENTER OF PAVEMENT IN CONFORMANCE WITH THE ABOVE GUIDELINES. WHEN 1.50 INCH DEPTH PAVEMENT PLANING IS BEING PERFORMED AT THE CENTERLINE FOR TYPICAL SECTION 1, THE CONTRACTOR MAY HAVE TO PLANE DEEPER AT THE EDGE OF PAVEMENT TO ESTABLISH A 0.016 CROSS SLOPE. IF A 0.016 CROSS SLOPE CANNOT BE ESTABLISHED BY PLANING 1.50 INCHES AT THE EDGE OF PAVEMENT, THEN THE CONTRACTOR SHALL PLANE A MAXIMUM OF 2.50 INCHES AT THE EDGE OF PAVEMENT AND THE 0.016 CROSS SLOPE REQUIREMENT WILL BE WAIVED.

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 INTO ALL CATCH BASINS AND INLETS.

AN AUTOMATIC MILLING HEAD PROFILE CONTROL HAVING A MINIMUM 30 FT. SKI-ARM SHALL BE USED DURING THE PLANING OPERATION.

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. THE 14 CALENDAR DAYS SHALL BE CONSIDERED AN INTERIM COMPLETION DATE (SECTION 108) AND FOR EACH CALENDAR DAY BEYOND THE 14 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED LIQUIDATED DAMAGES AS PER 108.07. PLANED AREAS WHICH CREATE A LONGITUDINAL JOINT BETWEEN TRAVELED LANES SHALL BE COMPLETED IN SUCH A MANNER SO AS TO REMOVE THE JOINT BEFORE THE END OF EACH DAY'S WORK. BEFORE THIS JOINT IS EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL ERECT W8-9A SIGNS (UNEVEN LANES). THESE SIGNS SHALL REMAIN ONLY WHEN THE CONDITION EXISTS.

THE AMOUNT OF GRINDINGS RESULTING FROM THIS WORK MAY PRODUCE UNEXPECTED VOLUMES OF GRINDINGS DUE TO THE EXISTING TRANSVERSE SLOPE OF THE PAVEMENT.

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 PAVEMENT PLANING, ASPHALT CONCRETE. NO ADDITIONAL COMPENSATION WILL BE GRANTED FOR UNEXPECTED VOLUMES OF ASPHALT GRINDINGS.

ITEM 253. PAVEMENT REPAIR

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.

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. PAVEMENT REPAIR SHALL BE PERFORMED AFTER PAVEMENT PLANING AND BEFORE PLACEMENT OF THE INTERMEDIATE AND/OR SURFACE COURSE. THE REPAIR AREAS SHALL BE SAW CUT AND EXCAVATED TO PROVIDE STRAIGHT AND VERTICAL SURFACES AROUND THE PERIMETER OF THE REPAIR AREA. PAVEMENT PLANING MAY BE USED AS AN ALTERNATIVE TO SAW CUTTING AND EXCAVATING. THE PAVEMENT SHALL BE REMOVED WITHIN THE DESIGNATED AREAS BY METHODS WHICH WILL NOT DAMAGE ADJACENT PAVEMENT. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETEIORATED PAVEMENT WITH A MAXIMUM DEPTH OF 6", BASED ON THE PAVEMENT DESIGN AND AN AVERAGE DEPTH OF 3". THE MATERIALS REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 105.16 AND 105.17.

THE CONTRACTOR SHALL BE CAPABLE OF PERFORMING PAVEMENT REPAIRS 2 FEET WIDE.

AFTER REMOVAL OF THE PAVEMENT, IF THE ENGINEER DETERMINES THE SUBBASE OR SUBGRADE HAS FAILED OR IS "PUMPING", THE ENGINEER SHALL DIRECT THE CONTRACTOR TO EXCAVATE THE UNSTABLE MATERIAL AND REPLACE IT WITH ITEM 304 AGGREGATE BASE. THE MAXIMUM DEPTH OF THE EXISTING SUBBASE OR SUBGRADE REMOVED SHALL BE AS DETERMINED BY THE ENGINEER. ITEM 304 AGGREGATE BASE SHALL HAVE A MAXIMUM 4" LIFT. THE GRADE SHALL BE SLOPED SUCH THAT ANY WATER WILL DRAIN TO THE EXISTING UNDERDRAIN OR DITCH. ALL COMPACTION SHALL BE ACHIEVED BY MECHANICAL METHODS TO THE SATISFACTION OF THE ENGINEER. THE MATERIALS REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 105.16 AND 105.17.

AGGREGATE DRAINS OR UNDERDRAINS MAY BE NEEDED AS DIRECTED BY THE ENGINEER.

REPLACEMENT MATERIAL SHALL BE ITEM 301 OR ITEM 448, TYPE 2 MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 3" AND 12" WITH A MAXIMUM PAVEMENT LIFT OF 6". ITEM 448 TYPE 2 CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 0" AND 5" WITH A MAXIMUM PAVEMENT LIFT OF 3". ALL EXISTING PAVEMENT AREAS WHICH WILL BE IN CONTACT WITH THE PAVEMENT REPAIR SHALL BE CLEANED AND COATED WITH PG GRADE LIQUID ASPHALT (SIDES AND BOTTOM) AT AN APPLICATION RATE OF 0.25 GAL. PER SQ. YD. ALL COMPACTION SHALL BE ACHIEVED BY MECHANICAL METHODS TO THE SATISFACTION OF THE ENGINEER.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 253, PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITIES ARE INCLUDED IN THE GENERAL SUMMARY:

PART A ITEM 253 PAVEMENT REPAIR 2000 CU. YD.

THE FOLLOWING ITEMS LISTED BELOW ARE ADDITIONAL ITEMS NOT INCLUDED IN ITEM 253. THESE ITEMS SHALL BE USED FOR THE REPAIR AND/OR REPLACEMENT OF DAMAGED SUBBASE/SUBGRADE EXPOSED DURING THE PROCESS OF ITEM 253 PAVEMENT REPAIR WORK INCLUDED IN THIS PLAN. PAYMENT WILL BE EITHER BY CHANGE ORDER OR FORCE ACCOUNT.

ITEM 203 EXCAVATION
ITEM 204 SUBGRADE COMPACTION
ITEM 304 AGGREGATE BASE
ITEM 605 6" UNCLASSIFIED PIPE UNDERDRAINS
ITEM 605 AGGREGATE DRAINS

ITEM 407. TACK COAT
ITEM 407. TACK COAT FOR INTERMEDIATE COURSE

AS PER 407.06 THE APPLICATION RATES SHALL BE 0.08 GAL. PER SQ. YD. PRIOR TO THE LEVELING COURSE AND SHALL BE 0.03 GAL PER SQ. YD. PRIOR TO THE SURFACE COURSE FOR ESTIMATING PURPOSES ONLY. THE RATE OF APPLICATION SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. A COMPLETE PAVEMENT SURFACE COVERAGE SHALL BE REQUIRED. AREAS OF TACK STRIPPED BY CONSTRUCTION EQUIPMENT OR TRAFFIC SHALL BE RE-COATED PRIOR TO PLACING ASPHALT CONCRETE. ALL COST AS DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER GALLON FOR ITEM 407, TACK COAT AND ITEM 407 TACK COAT FOR INTERMEDIATE COURSE.

ITEM 442. ASPHALT CONCRETE SURFACE COURSE, 9.5 MM. TYPE A (446). AS PER PLAN

ALL LONGITUDINAL PAVEMENT JOINTS SHALL BE CLOSED BEFORE THE END OF EACH WORK DAY. BEFORE THE JOINT IS EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL ERECT WB-II-36 (UNEVEN LANES) SIGNS. THESE SIGNS SHALL ONLY REMAIN WHILE THE CONDITION EXISTS. PLACEMENT OF THESE SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

IN ADDITION TO SECTION 401.14 AND STANDARD DRAWING BP-3.1, TRANSVERSE, FEATHERED OR BUTT JOINTS SHALL BE SEALED WITH A 6 INCH WIDE BAND OF ASPHALT CEMENT ACROSS THE TOP SURFACE. THE LONGITUDINAL JOINT SHALL BE SEALED WITH ASPHALT CEMENT ON THE VERTICAL FACE AND 6 INCHES WIDE FROM THE VERTICAL FACE ALONG THE INTERMEDIATE COURSE SURFACE BEFORE PAVING. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THIS ITEM.

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (WB-I-36) SHALL BE ERECTED ON EACH SIDE OF TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN, AS DIRECTED BY THE ENGINEER. 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. MINIMUM TOTAL PG BINDER CONTENT IS 6.0 PERCENT. USE A PG 64-22 BINDER. MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT IS 20 PERCENT. QUALITY CONTROL: DO NOT PERFORM Nmax IN QUALITY CONTROL TESTING. DO NOT TAKE EXTRA ASPHALT BINDER SAMPLES AS OUTLINED IN CMS 442.05.

ITEM 442. ASPHALT CONCRETE INTERMEDIATE COURSE, 9.5MM. TYPE A (448). AS PER PLAN

THIS ITEM SHALL BE USED FOR CORRECTION OF CROWN, PROFILE AND ANY OTHER IRREGULARITIES.

BEFORE THE LONGITUDINAL JOINT IS EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL ERECT WB-II-36 (UNEVEN LANES) SIGNS. THESE SIGNS SHALL ONLY REMAIN WHILE THE CONDITION EXISTS. PLACEMENT OF THESE SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC.

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS: MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS. MINIMUM TOTAL PG BINDER CONTENT IS 6.0 PERCENT. USE A PG 64-22 BINDER. MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT IS 20 PERCENT. QUALITY CONTROL: DO NOT PERFORM Nmax IN QUALITY CONTROL TESTING. DO NOT TAKE EXTRA ASPHALT BINDER SAMPLES AS OUTLINED IN CMS 442.05.

ITEM 614. ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO CONSTRUCT A TEMPORARY ASPHALT WEDGE FROM THE EXISTING PAVEMENT TO THE PLANED SURFACE AT BUTT JOINTS AND OTHER LOCATIONS THAT RESULT IN A DROP-OFF IN EXCESS OF 1.5 INCHES, AS DIRECTED BY THE ENGINEER. THIS QUANTITY SHALL ALSO BE USED AT PLANED SURFACES WHERE A TEMPORARY ASPHALT WEDGE IS NEEDED AROUND CASTINGS, AS DIRECTED BY THE ENGINEER. BEFORE THE ASPHALT CONCRETE RESURFACING IS PLACED, THE TEMPORARY WEDGE SHALL BE REMOVED AND THE COST SHALL BE CONSIDERED INCIDENTAL TO ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
 150 CU YD

ITEM 422. SINGLE CHIP SEAL WITH POLYMER BINDER. AS PER PLAN

THE REQUIREMENTS OF ALL LANGUAGE IN CMS 422 APPLIES EXCEPT AS MODIFIED AS FOLLOWS:

IN CMS 422.03 EQUIPMENT, PARAGRAPH 2, REPLACE WITH: USE EQUIPMENT FOR POLYMER BINDER DISTRIBUTION CONFORMING TO 407.03. IN ADDITION ENSURE THAT IT HAS A COMPUTERIZED RATE CONTROL THAT AUTOMATICALLY ADJUSTS THE POLYMER BINDER PUMP TO THE UNIT GROUND SPEED AND HAS A GAUGE OR METER IN PLAIN VIEW FOR READING GALLONS. USE APPROPRIATE SPRAY NOZZLES FOR THE MATERIAL AND RATE SPECIFIED.

IN CMS 422.07 POLYMER BINDER APPLICATION, ADD TO FIRST PARAGRAPH: REHEAT THE POLYMER BINDER AT A RATE OF NO MORE THAN 25°F PER HOUR, WHEN POLYMER BINDER IS ALLOWED TO COOL BELOW 150°F.

TO CMS 422.09 CONSTRUCTION OPERATION, ADD: THE CONTRACTOR IS RESPONSIBLE FOR CLAIMS OF DAMAGE TO VEHICLES UNTIL THE PAVEMENT AND SHOULDERS RECEIVE A FINAL SWEEPING IMMEDIATELY BEFORE PLACEMENT OF THE OVERLYING ASPHALT CONCRETE COURSE.

THE CONTRACTOR IS REQUIRED TO HAVE A 7 DAY WAITING PERIOD BETWEEN THE TIME THE INTERLAYER CHIP SEAL IS PLACED AND THE OVERLYING ASPHALT CONCRETE COURSE IS PLACED.

ITEM 604 - MONUMENT BOX ADJUSTED TO GRADE

ANY UNIT OF THIS ITEM MAY BE NON-PERFORMED IF SO DIRECTED BY THE ENGINEER AND THE SURFACE SHALL BE FEATHERED TO MEET THE EXISTING CASTING OR INLET IN A MANNER ACCEPTABLE TO THE ENGINEER. ALL ADJUSTING RINGS SHALL HAVE THE ENGINEER'S APPROVAL BEFORE USING. HOWEVER, IF A UNIT IS THE ADJUSTABLE FRAME TYPE AND CAN BE ADJUSTED USING THE EXISTING FRAME, THEN THE CONTRACTOR IS ONLY ALLOWED TO ADJUST THE FRAME.

UNDER ITEM 604.03, ADJUSTMENT TO GRADE, PARAGRAPH (A), THE CASTING TO BE ADJUSTED MAY OR MAY NOT HAVE AN EXISTING FRAME. THE WORK SHALL CONSIST OF ADJUSTING THE EXISTING CASTING TO THE SATISFACTION OF THE ENGINEER. IT IS NOT INTENDED TO PLACE NEW FRAMES WHERE NONE CURRENTLY EXIST. THE CONTRACTOR IS REMINDED TO FIELD CHECK ALL ADJUSTMENT TO GRADE ITEMS PRIOR TO BIDDING, AS NO ADDITIONAL COMPENSATION WILL BE GRANTED FOR LABOR AND MATERIALS REQUIRED TO SATISFACTORILY ADJUST CASTINGS WITHOUT FRAMES.

THE FOLLOWING ESTIMATED QUANTITIES ARE INCLUDED IN THE GENERAL SUMMARY.

PART A ITEM 604 MONUMENT BOX ADJUSTED TO GRADE II EACH

ITEM 617. COMPACTED AGGREGATE. AS PER PLAN

THIS ITEM OF WORK SHALL CONFORM TO ITEM 617 IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS BOOK WITH EXCEPTION OF 617.02 (MATERIALS).

THE MATERIAL ON THIS PROJECT SHALL BE THE ASPHALT CONCRETE GRINDINGS RESULTING FROM ITEM 254. THE GRINDINGS USED FOR THIS WORK ARE TO BE PLACED AND COMPACTED AS DESCRIBED IN 617.05 WITH SPECIAL CARE TO CREATE PROPER COMPACTION. 100% OF THIS MATERIAL SHALL PASS A 1.5 INCH SIEVE AS JUDGED BY THE ENGINEER. THE CONTRACTOR SHALL TAKE SPECIAL CARE TO MEET THE TYPICAL SECTIONS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER.

PAYMENT FOR ALL THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER CU. YD. OF ITEM 617 COMPACTED AGGREGATE, AS PER PLAN.

MAINTAINING TRAFFIC

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT WHEN THE WORK REQUIRES THE USE OF FLAGGERS OR REQUIRES THE DETOUR OF THROUGH TRAFFIC FOR STRUCTURE WAY-95-0698 AS SHOWN AND DISCUSSED ON SHEET 17. ALSO SEE THE RESTRICTIONS DUE TO SPECIAL EVENTS OR HOLIDAYS.

THE LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

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

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

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

CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING

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

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

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY-WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA-WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN ACCORDANCE WITH CMS 108.07.

ITEM 614. WORK ZONE MARKING SIGN

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR TEMPORARY WORK ZONE MARKING SIGNS PER THE REQUIREMENTS OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS, 614.04.

WORK ZONE MARKING SIGN: (W8-H13-36) NO EDGE LINE	- 18 EACH
WORK ZONE MARKING SIGN: (R4-1-24) DO NOT PASS	- 25 EACH
WORK ZONE MARKING SIGN: (R4-2-24) PASS WITH CARE	- 23 EACH
TOTAL = 66 EACH	

UTILITIES

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

American Electric Power
301 Cleveland Avenue SW
Canton, Ohio 44701
330-438-7061
Kathy Mossbargar

Dominion East Ohio
4725 Southway Street SW
Canton, Ohio 44706
330-478-3136
Steve Crowl

Columbia Gas Transmission
2385 Cotter Road
Mansfield, Ohio 44903
419-521-2846
Jerry Roth

Clear Picture Inc.
P.O. Box 917
Wooster, Ohio 44691
330-345-5110, ext. 226
Kelly Rehm

THERE ARE NO KNOWN UNDERGROUND UTILITIES ON THIS PROJECT.

EXTREME CAUTION SHOULD BE EXERCISED IN AREAS WITH UTILITIES. SECTIONS 105.07 AND 107.16 OF THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIALS 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.

ITEM 621 RPM, AS PER PLAN

MATERIALS SUPPLIED BY THE DEPARTMENT

ALL MATERIALS ARE TO BE CONTRACTOR FURNISHED, EXCEPT THAT THE DEPARTMENT SHALL SUPPLY RPM MATERIALS (CASTINGS AND REFLECTORS) IN THE QUANTITIES SHOWN HEREIN TO THE CONTRACTOR. THE ABOVE WORK INCLUDING ALL LABOR, MATERIALS, AND EQUIPMENT TO INSTALL THE DEPARTMENT SUPPLIED RPM MATERIALS SHALL BE PAID FOR UNDER ITEM 621 RPM, AS PER PLAN.

AT THE PRE-CONSTRUCTION CONFERENCE AN AUTHORIZATION FOR PICK UP FORM WILL BE FURNISHED BY THE DISTRICT CONSTRUCTION ADMINISTRATOR. THE CONTRACTOR SHALL PICK UP DEPARTMENT SUPPLIED RPM MATERIALS AT THE DISTRICT THREE HEADQUARTERS IN ASHLAND, OHIO FOR TRANSPORT TO THE WORK SITE OR TO THE CONTRACTOR'S STORAGE FACILITY. THE RECYCLED RAISED PAVEMENT MARKER (RPM) AUTHORIZATION FORM IS TO BE SIGNED BY THE DISTRICT CONSTRUCTION ENGINEER PRIOR TO PICK UP OF THE RPMS. THE CONTRACTOR SHALL NOTIFY THE DISTRICT AND / OR THE PARTIES LISTED ON THE AUTHORIZATION FORM IN WRITING AT LEAST FIVE (5) CALENDAR DAYS PRIOR TO PICK UP OF THE DEPARTMENT SUPPLIED MATERIALS. THE CONTRACTOR SHALL STORE THE RPMS WITHOUT DAMAGE OR CONTAMINATION WITH FOREIGN MATTER. A DEDUCTION IN THE AMOUNT OF THE ACTUAL COST TO THE DEPARTMENT SHALL BE MADE FOR MATERIALS DAMAGED BY THE CONTRACTOR OR FOR CASTINGS RECEIVED BY THE CONTRACTOR WHICH WERE NOT INSTALLED AND WERE NOT RETURNED TO THE DEPARTMENT.

Sprint
2025 Akron Road
Wooster, Ohio 44691
330-262-1107
Richard Benninger

Gatherco Inc.
5772 Dressler Road NW
North Canton, Ohio 44720
330-498-9553
John Gray

Verizon
1534 SR 511 South
Ashland, Ohio 44805
419-282-6551
James Sauber

RETURN OF NON-PERFORMED RAISED PAVEMENT MARKER MATERIALS SUPPLIED BY THE DEPARTMENT.

RAISED PAVEMENT MARKER MATERIALS SUPPLIED BY THE DEPARTMENT, THAT ARE NON-PERFORMED SHALL BE CAREFULLY REPACKED OR PACKED IN THE BOXES IN THE SAME STYLE AND QUANTITY AS ORIGINALLY RECEIVED FROM THE DEPARTMENT. CASTING STYLES SHALL NOT BE MIXED WITHIN ANY ONE CONTAINER. THE CONTRACTOR SHALL CLEARLY MARK ON THE OUTSIDE OF EACH CONTAINER, THE COLOR OF THE PRISMATIC RETRO-REFLECTOR, AND THE STYLE OF CASTING. BOXES SHALL BE PLACED ON SKIDS OR PALLETS IN THE SAME STYLE (LOW PROFILE OR CONVENTIONAL, REFLECTORISED OR NON REFLECTORISED) AND NO MORE THAN 420 RPMS (OR 21 BOXES) ON ONE SKID.

ONLY USE THE BOXES SUPPLIED BY THE RAISED PAVEMENT MARKER RECYCLER. BOXES MUST BE MARKED WITH THE RECYCLER'S PART OR CATALOG NUMBER AND THE PROJECT NUMBER. BOXES NOT MARKED WITH THE PROPER RECYCLER'S CATALOG OR PART NUMBERS, AND THE DEPARTMENT'S PROJECT NUMBER WILL NOT BE ACCEPTED.

NON PERFORMED MATERIALS WILL BE RETURNED TO THE LOCATION AS SPECIFIED BY THE DISTRICT CONSTRUCTION ENGINEER WITHIN 30 DAYS OF THE COMPLETION OF THE PROJECT.

THE ABOVE WORK INCLUDING ALL LABOR, EQUIPMENT AND MATERIAL NEEDED TO PERFORM THE WORK, SHALL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE PAY ITEM.

IF THE DEPARTMENT HAS TO REPACKAGE THE RPMS CORRECTLY, THE CONTRACTOR WILL BE ASSESSED THE ACTUAL COST FOR REPACKAGING THE MATERIALS BY THE DEPARTMENT'S FORCES.

LOADING OF MATERIALS SUPPLIED BY THE DEPARTMENT

TRUCKS SHALL NOT HAVE ANY OBSTRUCTIONS OR PROTRUSIONS THAT PREVENT THE LOADING BY A STANDARD FORKLIFT OR LIFT TRUCK. SEMI TRUCKS OR 20 FOOT COMMERCIAL TRUCKS ARE THE MOST APPROPRIATE TRUCKS FOR LOADS IN EXCESS OF 4 PALLETS (ONE PALLET = 21 BOXES = 2100 LBS).

STAKE BODY TRUCKS ARE APPROPRIATE TO LOAD LESS LOAD AND THE LOAD CAN BE SAFELY SECURED FOR TRANSPORT BY CHAINING OR STRAPPING DOWN AS NEEDED.

PICKUP TRUCKS ARE APPROPRIATE FOR LOADS OF APPROXIMATELY ONE PALLET, PROVIDED THE PICKUP TRUCK IS RATED FOR THE LOAD AND THE LOAD CAN BE SAFELY SECURED FOR TRANSPORT.

DUMP TRUCKS, TILT BED TRUCKS, AND NON COMMERCIAL MOVING VANS WILL NOT BE LOADED.

THE WAREHOUSE SUPERVISOR WILL REFUSE TO LOAD ANY TRUCK THAT IS UNSAFE TO LOAD OR UNSUITABLE FOR THE LOAD BEING PLACED ON THE TRUCK.

WAYNE

ITEM SPECIAL - MISC.: ASPHALT GRINDINGS

FROM THE ASPHALT GRINDINGS GENERATED ON THIS PROJECT, 1000 CU YDS SHALL BE DELIVERED BY THE CONTRACTOR TO THE WAYNE COUNTY GARAGE ODOT PROPERTY LOCATED AT 1514 LINCOLN WAY (SR 302), WOOSTER, OHIO 44691. ODOT WILL STOCKPILE THE DUMPED MATERIAL. ODOT WILL PROVIDE THE EXACT LOCATION OF THE STORAGE AREA ON THE PROPERTY TO THE CONTRACTOR AT THE PRECONSTRUCTION MEETING. THE GRINDINGS ARE NOT TO BE DELIVERED WET AND THEY ARE TO BE DELIVERED DIRECTLY FROM THE PROJECT. 100% OF THIS MATERIAL SHALL PASS A 1.5 INCH SIEVE AS JUDGED BY THE ENGINEER. THE GRINDINGS ARE TO BE DELIVERED BETWEEN THE HOURS OF 8:00 AM AND 3:00 PM. BEFORE DELIVERY, THE CONTRACTOR SHALL CONTACT THE WAYNE COUNTY GARAGE AT 330-262-2821.

THE MATERIAL IN THIS ITEM WILL BE PAID FOR BY THE CU YD.

ALL ASSOCIATED COSTS TO LOAD AND DELIVER TO THE SITE THE ASPHALT GRINDINGS ARE TO BE INCLUDED FOR PAYMENT BY THE CU YD PER ITEM SPECIAL, MISC.: ASPHALT GRINDINGS.

COMPLETION OF WORK:

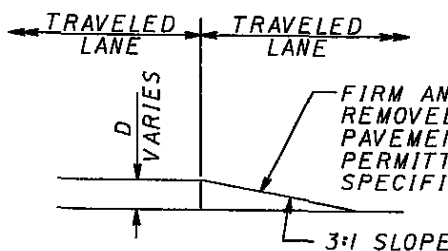
WHEN PLANING WORK COMMENCES ON THIS PROJECT, THE CONTRACTOR HAS 60 CONSECUTIVE CALENDAR DAYS TO COMPLETE ALL PLANING, PAVEMENT REPAIR, ASPHALT PAVING, AGGREGATE SHOULDER, STRUCTURE WORK AND LOOP DETECTOR WORK. ALL OTHER WORK SHALL BE COMPLETED BY THE COMPLETION DATE, AND MEET REQUIREMENTS IN THE CONSTRUCTION AND MATERIAL SPECIFICATIONS. THE INTENT IS TO ALLOW THE CONTRACTOR A WINDOW TO PERFORM THE WORK BUT NOT HAVE THE WORK EXCEED THE FINAL COMPLETION DATE OF THE CONTRACT. THE 60 CONSECUTIVE CALENDAR DAYS SHALL BE CONSIDERED AS AN INTERIM COMPLETION DATE. FAILURE OF THE CONTRACTOR TO MEET THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES AS PER 108.07 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS.

GENERAL NOTES

- IT IS INTENDED THAT THIS DRAWING BE USED FOR TREATMENT OF DROP-OFFS THAT DEVELOP DURING CONSTRUCTION OPERATIONS, AND THAT ARE NOT OTHERWISE PROVIDED FOR IN THE CONSTRUCTION PLANS. THE SUGGESTED TREATMENTS ARE INTENDED FOR HIGH VOLUME PROJECTS THAT WILL LAST AT LEAST SEVEN DAYS AND HAVE AN ACTIVE WORK ZONE 1 MILE (1.6 KM) OR LESS IN LENGTH. FOR GUIDANCE ON THE USE OF THIS SHEET, SEE THE TRAFFIC ENGINEERING MANUAL. WHERE THE PLANS DO NOT PROVIDE SPECIFIC ITEMS FOR LABOR, EQUIPMENT, OR MATERIALS TO IMPLEMENT THE DROP-OFF TREATMENTS SPECIFIED HEREON, THEY SHALL BE INCLUDED FOR PAYMENT IN THE LUMP SUM BID FOR ITEM 614-MAINTAINING TRAFFIC.
- WHILE THE NEED FOR CERTAIN ADVISORY SIGNING IS NOTED HEREON, IT IS NOT INTENDED THAT THIS BE INDICATIVE OF ALL SIGNING THAT MAY BE REQUIRED TO ADVISE OR WARN MOTORISTS. ALL REQUIREMENTS OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD) MUST BE FULFILLED.
- IN URBAN OR OTHERWISE HEAVILY DEVELOPED AREAS WHERE PEDESTRIANS AND/OR BICYCLISTS MAY BE PRESENT IN SIGNIFICANT NUMBERS, ADDITIONAL SIGNING AND PROTECTIVE MEASURES OTHER THAN THOSE SHOWN HEREON MAY BE REQUIRED.
- THE DROP-OFF TREATMENT SELECTED FOR USE AT ANY GIVEN LOCATION SHALL BE AS APPROPRIATE FOR THE PREVAILING CONDITIONS AT THE SITE.
- WHERE CONCRETE BARRIER IS SPECIFIED, IT SHALL BE IN ACCORDANCE WITH SCD RM-4.2 AND ITEM 622.
- WHEN DRUMS ARE SPECIFIED FOR A DROP-OFF CONDITION, A MINIMUM NUMBER OF FOUR DRUMS SHALL BE USED. SPACING SHALL BE AS INDICATED IN THE PLANS OR AS SPECIFIED IN THE OMUTCD.
- WHEN W8-9 (LOW SHOULDER) SIGNS OR W8-9A (SHOULDER DROP-OFF) SIGNS OR W8-1871 (UNEVEN LANES) SIGNS ARE REQUIRED, THEY SHALL BE PLACED 750' (250 M) IN ADVANCE OF THE CONDITION, ON ALL INTERSECTING ENTRANCE RAMP WITHIN THE LIMITS OF THE CONDITION AND IMMEDIATELY BEYOND ALL INTERSECTING ROADWAYS WITHIN THE LIMITS OF THE CONDITION. WHEN THE DROP-OFF CONDITION EXTENDS MORE THAN 0.5 MILE (800M), ADDITIONAL SIGNS SHOULD BE ERRECTED AT INTERVALS OF 1.0 MILE (1600 M) OR LESS.
- FOR LOCATIONS, SUCH AS AT RAMPS, LANE SHIFTS, LANE CLOSURES, ETC., WHERE TRAFFIC IS REQUIRED TO NEGOTIATE A DIFFERENCE IN ELEVATION BETWEEN PAVEMENTS, A 3:1 SLOPE TREATMENT SIMILAR TO THE OPTIONAL WEDGE TREATMENT SHALL BE PROVIDED.
- PORTABLE CONCRETE BARRIER SHALL BE PLACED ON THE SAME LEVEL AS THE TRAFFIC SURFACE AND SHALL NOT ENCROACH ON LANE WIDTH(S) DESIGNATED AS THE MINIMUM REQUIRED FOR TRAFFIC USE. WHERE DRUMS ARE USED, AND THEIR PRESENCE WOULD REDUCE TRAVELED LANE WIDTHS TO LESS THAN 10' (3.0M), DRUMS MAY BE PLACED ON THE OPPOSITE LEVEL FROM THAT OF TRAFFIC PROVIDED THE DROP-OFF DEPTH DOES NOT EXCEED 5" (125) AND APPROVAL IS GRANTED BY THE PROJECT ENGINEER.
- PAVEMENT REPAIRS (OR SIMILAR WORK):
 - LENGTHS GREATER THAN 60' (18 M) - UTILIZE APPROPRIATE TREATMENT FROM CONDITION I.
 - LENGTHS OF 60' (18 M) OR LESS - REPAIRS SHALL BE EFFECTED IN ACCORDANCE WITH CMS 255.08. DRUMS MAY BE USED AS A SEPARATOR ADJACENT TO THE TRAVELED LANE.

OPTIONAL WEDGE TREATMENT (MILLING OR RESURFACING)

- THIS TREATMENT MAY BE USED WHEN PERMITTED FOR CONDTION I ONLY.
- W8-9A SIGN REQUIRED



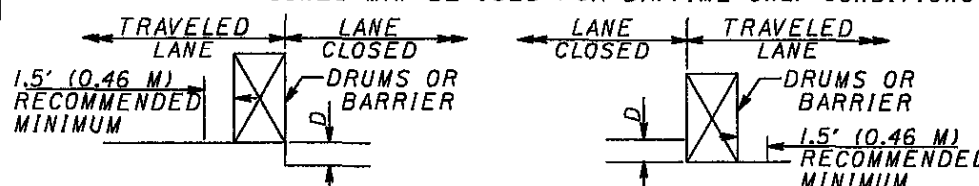
CONDITION I

DROP-OFFS BETWEEN TRAVELED LANES

- THESE TREATMENTS ARE TO BE USED FOR RESURFACING, PAVEMENT PLANING, EXCAVATION, ETC. BETWEEN OR WITHIN TRAVELED LANES.

D	TREATMENT
≤ 1 1/2" (≤ 40)	ERECT W8-II SIGN
> 1 1/2" - 3" (40-75)	1. LANE CLOSURE UTILIZING DRUMS* AS SHOWN BELOW OR 2. OPTIONAL WEDGE TREATMENT
> 3" - 5" (> 75-125)	LANE CLOSURE UTILIZING DRUMS AS SHOWN BELOW
> 5" (> 125)	LANE CLOSURE UTILIZING PORTABLE CONCRETE BARRIER AS SHOWN BELOW

* CONES MAY BE USED FOR DAYTIME ONLY CONDITIONS



CONDITION II

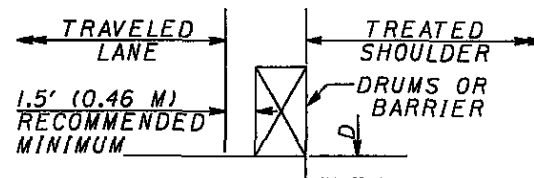
DROP-OFFS WITHIN GRADED SHOULDER AREA

THE TREATMENTS INDICATED BELOW ARE FOR USE IN CONJUNCTION WITH RESURFACING, PLANING, OR EXCAVATIONS WITHIN THE GRADED SHOULDER AREA.

THE GRADED SHOULDER AREA IS THAT FLAT OR GRADUALLY SLOPING AREA BETWEEN THE EDGE OF A NORMALLY TRAVELED LANE AND THE MORE STEEPLY SLOPING DITCH FORESLOPE OR EMBANKMENT SLOPE. ITS SURFACE MAY BE SOIL OR TURF, AND/OR IT MAY BE INCLUSIVE OF A "TREATED" AREA (IMPROVED WITH MAXIMUM WIDTH SHALL BE CONSIDERED TO BE 12' (3.6 M)).

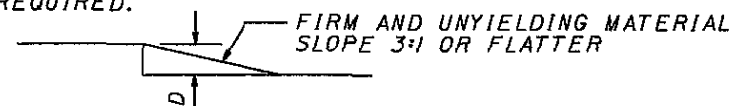
D	TREATMENT
≤ 1 1/2" (≤ 40)	ERECT W8-9A SIGNS
> 1 1/2" - 5" (> 40-125)	1. IF MINIMUM LANE WIDTH* REQUIREMENTS CAN BE MET, MAINTAIN LANES UTILIZING DRUMS AS SHOWN BELOW OR 2. IF MINIMUM LANE WIDTH* REQUIREMENTS CANNOT BE MET, CLOSE ADJACENT LANE UTILIZING DRUMS OR 3. OPTIONAL SHOULDER TREATMENT
> 5" - 12" (> 125-305) DAYLIGHT ONLY	IF MINIMUM LANE WIDTH* REQUIREMENTS CAN BE MET, MAINTAIN LANES UTILIZING DRUMS AS SHOWN BELOW.
> 5" - 24" (> 125-610)	1. IF MINIMUM LANE WIDTH* REQUIREMENTS CAN BE MET, MAINTAIN LANES UTILIZING PORTABLE CONCRETE BARRIER AS SHOWN BELOW. OR 2. IF MINIMUM LANE WIDTH* REQUIREMENTS CANNOT BE MET, CLOSE ADJACENT LANE UTILIZING DRUMS.
> 5" - 24" (> 125-610)	LANE CLOSURE UTILIZING PORTABLE CONCRETE BARRIER AS SHOWN BELOW

* MINIMUM LANE WIDTHS SHALL BE 10' (3.0 M) UNLESS OTHERWISE SPECIFIED IN THE PLANS.



OPTIONAL SHOULDER TREATMENT

- THIS TREATMENT MAY NOT BE USED WITHIN A BITUMINOUS SHOULDER WHERE A HOT LONGITUDINAL JOINT PER CMS 401.15 IS REQUIRED.
- W8-9 SIGNS REQUIRED.



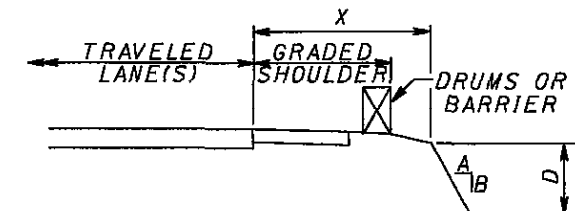
CONDITION III

DROP-OFFS BEYOND GRADED SHOULDER OR BACK OF CURB

- SEE NOTE 2 UNDER CONDITION II.
- USE CHART A OR B BELOW, AS APPLICABLE.

CHART A

- USE FOR: 1. UNCURBED FACILITIES.
 2. CURBED FACILITIES, WHERE:
 A. CURBS ARE LESS THAN 6" (150) IN HEIGHT.
 B. CURBS ARE 6" (150) OR GREATER IN HEIGHT AND THE LEGAL SPEED IS GREATER THAN 40 MPH (70 KM/H)

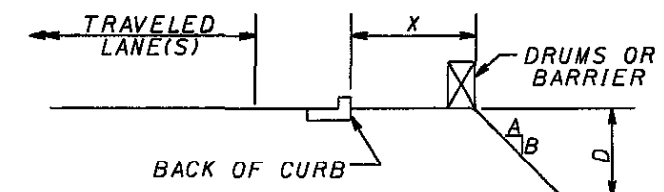


X	D	A/B	Treatment Required	
			Day	Night
0-4' (0-1.2 M)	ANY	ANY	(A)	(A)
4'-30' (1.2 M-9.1 M)	ANY	3:1 OR FLATTER	NONE	NONE
4'-12' (1.2 M-3.6 M)	≤ 3" (≤ 75)	STEEPER THAN 3:1	NONE	NONE
4'-12' (1.2 M-3.6 M)	> 3" - < 12" (> 75 - < 305)	STEEPER THAN 3:1	DRUMS	DRUMS
4'-12' (1.2 M-3.6 M)	> 12" (> 305)	STEEPER THAN 3:1	DRUMS	BARRIER
> 12'-20' (> 3.6 M-6.1 M)	> 12" (> 305)	STEEPER THAN 3:1	NONE	NONE
> 12'-20' (> 3.6 M-6.1 M)	> 12" - < 24" (> 305 - < 610)	STEEPER THAN 3:1	DRUMS	DRUMS
> 12'-20' (> 3.6 M-6.1 M)	> 24" (> 610)	STEEPER THAN 3:1	DRUMS	BARRIER
> 20'-30' (> 6.1 M-9.1 M)	< 24" (< 610)	STEEPER THAN 3:1	NONE	NONE
> 20'-30' (> 6.1 M-9.1 M)	> 24" (> 610)	STEEPER THAN 3:1	DRUMS	BARRIER
> 30' (> 9.1 M)	ANY	ANY	NONE	NONE

(A) USE TREATMENT SPECIFIED UNDER CONDITION II

CHART B

- USE FOR: CURBED FACILITIES, WHERE THE CURB IS 6" (150) OR GREATER IN HEIGHT AND THE LEGAL SPEED IS 40 MPH (70 KM/H) OR LESS.



X	D	A/B	TREATMENT REQUIRED	
			DAY	NIGHT
0-10' (0-3.0 M)	< 12" (< 305)	ANY	NONE	DRUMS
0-10' (0-3.0 M)	> 12" (> 305)	ANY	DRUMS	DRUMS
> 10' (> 3.0 M)	ANY	ANY	NONE	NONE

NOTE: ALL METRIC DIMENSIONS (IN BRACKETS ()) ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.

ITEM SPECIAL. MAILBOX SUPPORT SYSTEM

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF EXISTING NON-STANDARD MAILBOX SUPPORTS AND FURNISHING AND ERECTING MAILBOX SUPPORTS AND ANY ASSOCIATED HARDWARE IN ACCORDANCE WITH THE DETAILS SHOWN, AND ATTACHING AN OWNER-SUPPLIED MAILBOX, AT LOCATIONS DETERMINED BY THE ENGINEER. DISPOSE OF THE EXISTING SUPPORTS AND HARDWARE ACCORDING TO 202.02.

IN ABSENCE OF A NEW BOX SUPPLIED BY THE OWNER, THE CONTRACTOR SHALL SALVAGE THE EXISTING BOX AND PLACE IT ON THE NEW SUPPORT. DUE CARE SHALL BE EXERCISED IN SUCH AN OPERATION, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY BOX DAMAGED BY IMPROPER HANDLING, AS JUDGED AND DIRECTED BY THE ENGINEER.

THE BOX SHALL BE SECURELY AND NEATLY ATTACHED BY THE CONTRACTOR TO THE NEW SUPPORT. THE CONTRACTOR SHALL SUPPLY ALL NECESSARY ATTACHMENT HARDWARE (NUTS, BOLTS, PLATES, SPACERS AND WASHERS) AS NECESSARY TO ACCOMMODATE THE COMPLETE INSTALLATION. SUPPORT HARDWARE SHALL ACCOMMODATE EITHER A SINGLE OR A DOUBLE MAILBOX INSTALLATION, AND NO MORE THAN TWO MAILBOXES MAY BE MOUNTED ON A SINGLE POST. [HARDWARE SHALL BE COMMERCIAL GRADE GALVANIZED STEEL.]

WOOD POSTS SHALL BE NOMINAL 4 IN. x 4 IN. (S4S) OR 4 1/2 IN. DIAMETER ROUND, AND CONFORM TO 710.14. STEEL POSTS SHALL BE NOMINAL PIPE SIZE 2 IN. I.D., AND CONFORM TO AASHTO M 181.

POSTS SHALL BE SET AS PER THE FIRST PARAGRAPH OF 606.03 AND SHALL IN NO INSTANCE BE ENCASED IN CONCRETE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WORK WITH THE LOCAL POST MASTER AND NOTIFYING THE PROPERTY OWNERS PRIOR TO WORK.

GROUP MAILBOX SUPPORTS SHALL BE PLACED ON 3 FT. CENTERS AND THE TURNOUT LENGTHENED TO ACCOMMODATE THE GROUPING.

WHERE GUARDRAIL EXISTS, MAILBOXES AND THEIR SUPPORTS SHALL BE PLACED BEHIND THE GUARDRAIL. SUPPORTS MUST STILL MEET THE BREAKAWAY REQUIREMENTS LISTED ABOVE.

PAYMENT FOR THE MAILBOX SUPPORTS COMPLETE IN PLACE, INCLUDING REMOVAL AND DISPOSAL OF THE EXISTING MAILBOX SUPPORT, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DESCRIBED ABOVE.

ITEM SPECIAL-MAILBOX SUPPORT SYSTEM, SINGLE
PART A - S.R. 95 2 EACH

ITEM SPECIAL-MAILBOX SUPPORT SYSTEM, DOUBLE
PART A - S.R. 95 2 EACH

MAILBOX APPROACHES

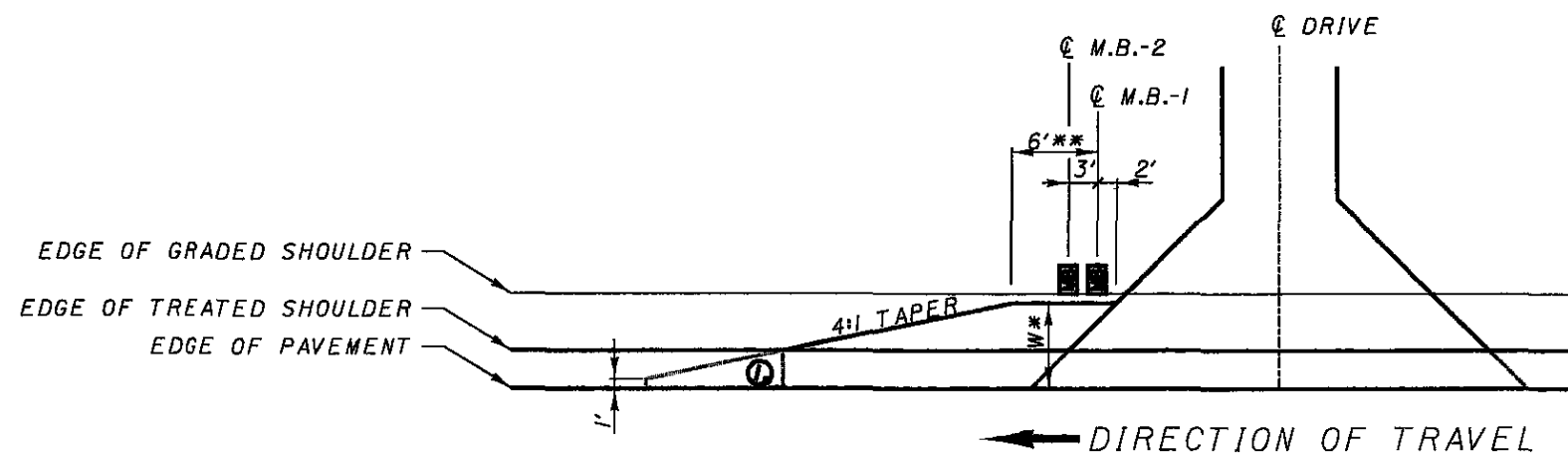
THE MAILBOX APPROACHES SHALL BE PAVED WITH 1.00" ITEM 442 INTERMEDIATE COURSE AND 1.50" ITEM 442 SURFACE COURSE. THEY SHALL CONFORM AS MUCH AS PRACTICAL TO STANDARD DRAWING BP-4.I OR AS DIRECTED BY THE ENGINEER.

GRADING SHALL BE PERFORMED IN THESE AREAS TO OBTAIN A BASE WHICH WILL ALLOW THE FINISHED GRADE TO BE FLUSH WITH ADJACENT PAVEMENT. A QUANTITY OF ITEM 617 COMPACTED AGGREGATE, AS PER PLAN HAS BEEN PROVIDED FOR AREAS WHERE THE SHOULDER IS LOW PRIOR TO GRADING AND/OR LOW AREAS CAUSED BY THE REMOVAL OF UNSUITABLE MATERIAL. QUANTITIES TO PERFORM THIS WORK HAVE BEEN INCLUDED IN THE GENERAL SUMMARY AND ARE ESTIMATED AS FOLLOWS.

ITEM 209 - GRADING MAILBOX APPROACHES:
PART A - S.R. 95 112 EACH

ITEM 617 - COMPACTED AGGREGATE, TYPE A, AS PER PLAN
PART A - S.R. 95 224 CU YD

FOR DETAILS NOT SHOWN SEE STANDARD DRAWING BP-4.I



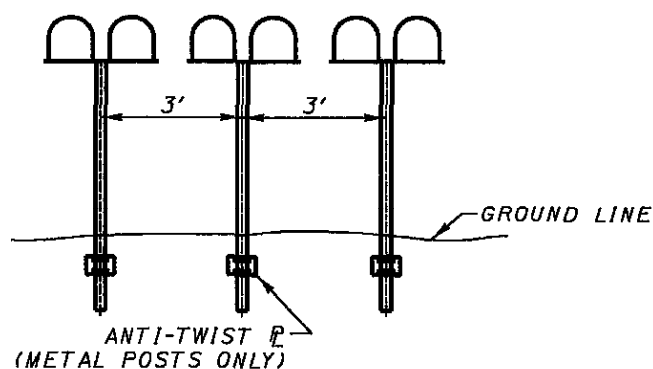
① END MAILBOX TURNOUT AT EDGE OF TREATED SHOULDER OR 1' WHICH EVER IS GREATER.

W* NOTES

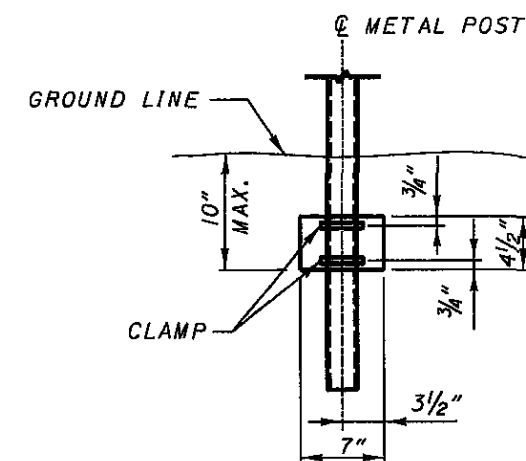
- 1) WHERE EXISTING STANDARD MAILBOX POSTS ARE BEHIND GUARDRAIL AND ARE TO REMAIN IN PLACE, TURNOUT WIDTH SHALL EXTEND TO FACE OF GUARDRAIL.
- 2) WHERE NO GUARDRAIL IS REQUIRED, TURNOUT WIDTH SHALL EXTEND TO FACE OF EXISTING STANDARD MAILBOX WITH MAILBOX REMAINING IN PLACE.
- 3) IF THE MAILBOX SUPPORT IS SPECIFIED TO BE REMOVED AND REERECTED OR REPLACED, WHERE GUARDRAIL IS REQUIRED, TURNOUT WIDTH SHALL EXTEND TO FACE OF GUARDRAIL AND MAILBOX SHALL BE INSTALLED BEHIND THE GUARDRAIL.
- 4) IF THE MAILBOX SUPPORT IS SPECIFIED TO BE REMOVED AND REERECTED OR REPLACED, WHERE NO GUARDRAIL IS REQUIRED, TURNOUT WIDTH SHALL BE 6 FT. MINIMUM, EXCEPT WHERE FIELD CONDITIONS WILL NOT PERMIT.

** NOTE

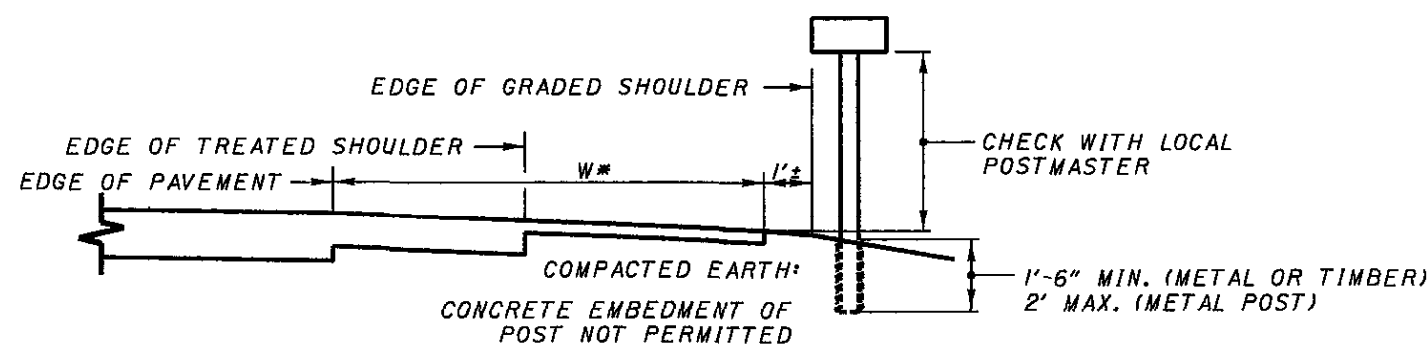
- 1) 6' FOR SINGLE MAILBOX SUPPORT, ADD 3 FT. FOR EACH ADDITIONAL MAILBOX.



GROUP MAILBOX INSTALLATION



ANTI-TWIST PLATE



CROSS SECTION / ELEVATION VIEW

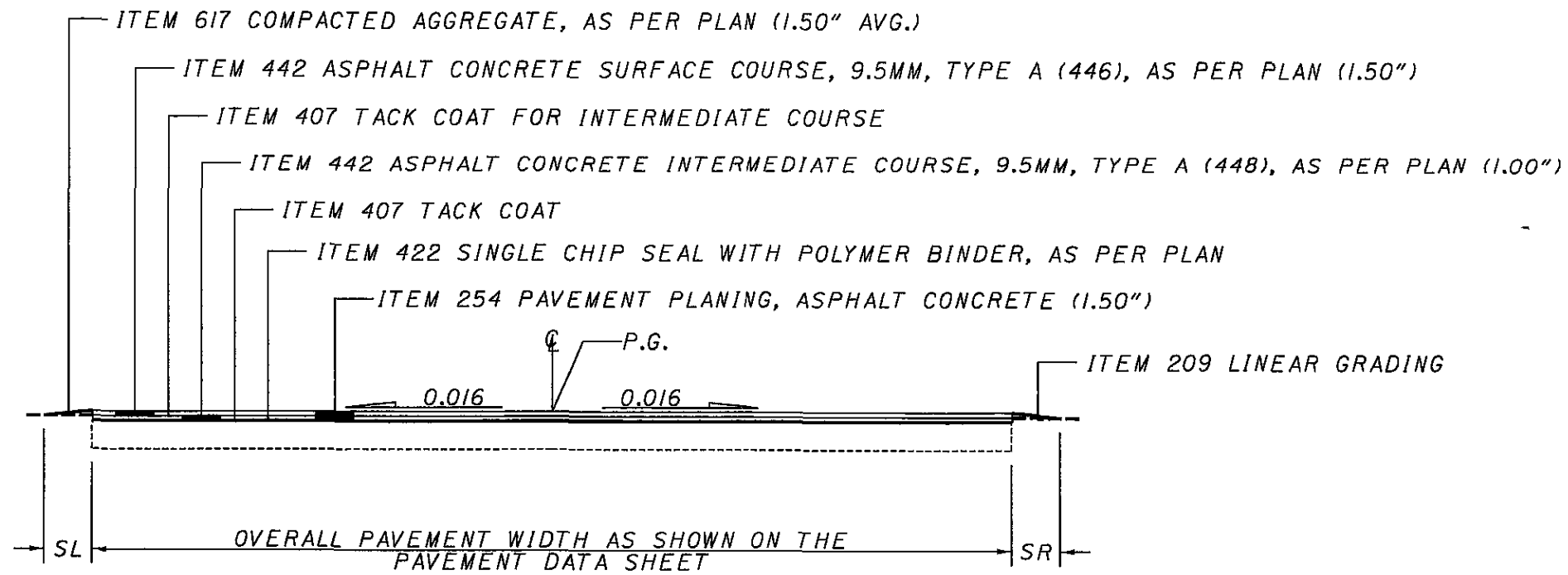
CALCULATED
CVH
CHECKED
BAD

MAILBOX FACILITIES

WAY-95-0.00

8
22

[illegible]



TYPICAL 1

DESIGN FILE: I:\projects\25676\loops.dgn
WORKSTATION: cvanhorn DATE: 1/8/2007

ITEM 632. DETECTOR LOOP. AS PER PLAN

AN ESTIMATED QUANTITY OF 632 DETECTOR LOOP, AS PER PLAN HAS BEEN PROVIDED WHEN WIRE IS CUT, BROKEN OR DESTROYED DUE TO PAVEMENT PLANING, PAVEMENT REPAIR OR BUTT JOINT OPERATIONS. IT IS IMPERATIVE THAT REPLACEMENT OF LOOP DETECTORS BE INSTALLED AND FULLY FUNCTIONAL IN THE SHORTEST POSSIBLE TIME. THE CONTRACTOR SHALL HAVE REPLACEMENT LOOP DETECTORS INSTALLED AND FULLY FUNCTIONAL WITHIN 7 CALENDAR DAYS OF DESTRUCTION OF THE ORIGINAL LOOP.

THE CONTRACTOR SHALL NOTIFY DOUG HICKEY, DISTRICT 3 TRAFFIC DEPARTMENT, (PHONE 419-207-7184) 5 WORKING DAYS IN ADVANCE OF ANY PLANING OPERATIONS OR PAVEMENT REPAIR WORK THAT WILL DAMAGE DETECTOR LOOP INSTALLATIONS. THIS NOTIFICATION IS NEEDED FOR DISTRICT 3 TO SCHEDULE TEMPORARY SIGNAL TIMING MODIFICATIONS FOR THE TIME PERIOD WHEN THE DETECTOR LOOPS ARE OUT OF OPERATION. THE CONTRACTOR SHALL THEN RENOTIFY MR. HICKEY WITHIN 2 WORKING DAYS AFTER THE DAMAGED DETECTOR LOOPS ARE REPLACED SO THAT HE CAN RESCHEDULE DISTRICT CREWS TO RESTORE SIGNAL TIMINGS TO THE ORIGINAL SETTINGS.

FAILURE TO COMPLY WITH THE ABOVE STATED REQUIREMENTS WILL RESULT IN THE ASSESSMENT OF LIQUIDATED DAMAGES ACCORDING TO SECTION 108.07 OF THE CMS FOR EACH CALENDAR DAY BEYOND THE SPECIFIED LIMIT.

THE NEW LOOP DETECTORS SHALL BE PLACED AFTER THE PLANING AND PAVEMENT REPAIR OPERATIONS ARE COMPLETED WITHIN THE LOOP DETECTOR AREAS. THE LOOP DETECTORS SHALL NOT BE CUT INTO THE SURFACE COURSE.

NEW LOOP DETECTORS SHALL BE PLACED AT THE SAME LOCATIONS AND BE THE SAME SIZE AND TYPE AS THE EXISTING, OR AS DIRECTED BY THE ENGINEER. THE LOOP DETECTOR WIRE SHALL BE REPLACED TO THE PULL BOX OR POLE, WHICHEVER IS APPLICABLE, UNDER ITEM 632 AND TC-82.10.

THIS WORK SHALL INCLUDE THE POURED EPOXY INSULATED SPLICE(S) REQUIRED TO CONNECT THE LOOP DETECTOR WIRE TO EXISTING LEAD-IN CABLE AT THE PULL BOX OR POLE. THE SPLICES SHALL BE IN ACCORDANCE WITH SECTION 725.15 OF THE CMS. PAYMENT SHALL BE MADE PER EACH LOOP DETECTOR CONNECTED TO THE LEAD-IN CABLE.

THE CONTRACTOR WILL BE PROVIDED WITH DETAILED PLANS AT THE PRE CONSTRUCTION MEETING SHOWING DETECTOR LOOP PLACEMENTS. A TABLE SHOWING DIMENSIONS AND LOCATIONS IS PROVIDED BELOW FOR THE PURPOSE OF ESTIMATING.

PAYMENT FOR ALL THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER EACH OF ITEM 632 DETECTOR LOOP, AS PER PLAN.

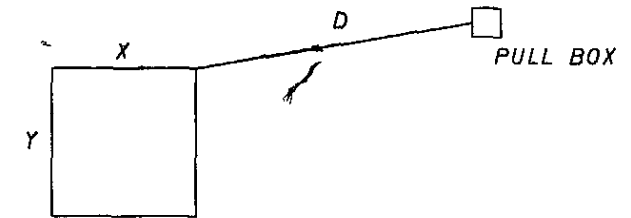
THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 632 DETECTOR LOOP, AS PER PLAN 2 EACH

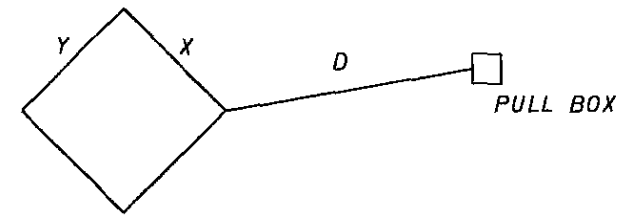
THE INTERSECTIONS INVOLVED ARE AS FOLLOWS:

ROUTE	SLM	LOCATION	TYPE	DIMENSION			
				D	X	Y	Z
SR 95	8.7B	SR 95 & SR 3	A	100	8	30	
SR 95	8.7B	SR 95 & SR 3	A	50	8	20	

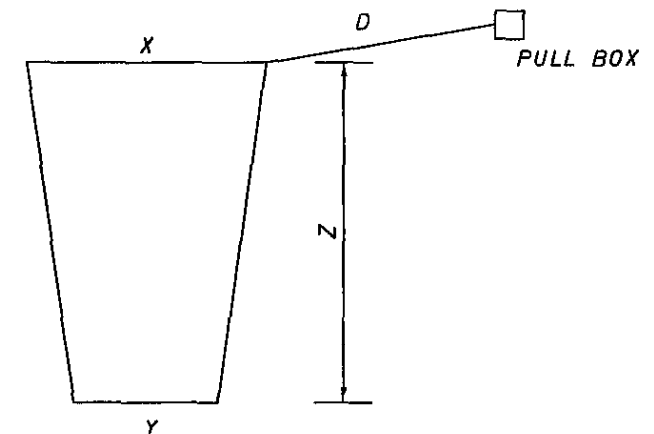
TYPE A



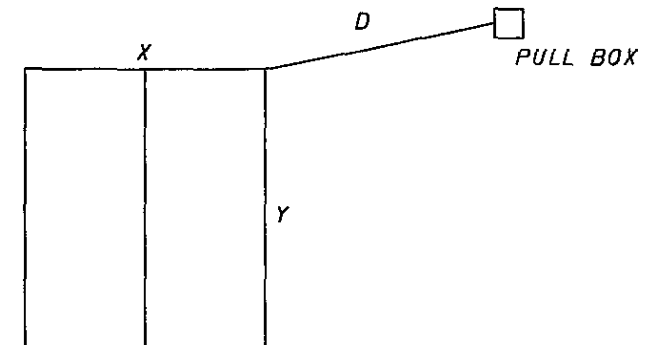
TYPE B



TYPE C



TYPE D



	CALC BY
	CVH
	CHKD BY
	BAD

PAVEMENT MARKING/ RPM DATA

WAY-95-0.00

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DESIGN FILE: h:\projects\25676\Struct\stnotes.dgn
WORKSTATION: dml/jens DATE: 12/8/2006

REFERENCES SHALL BE MADE TO STANDARD DRAWINGS:

BP-3.1	DATED	7/16/04
MT-97.10	DATED	9/05/06
MT-101.60	DATED	9/20/06
MT-105.10	DATED	10/18/02
MT-105.11	DATED	10/18/02

REFERENCES SHALL BE MADE TO SUPPLEMENTAL SPECIFICATIONS:

848	DATED	4/15/05
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EXISTING STRUCTURE VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURES HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES AND FROM FIELD OBSERVATION AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05 AND 105.02.

BASE CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PRE-BID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

EXISTING PLANS:

THE ORIGINAL CONSTRUCTION PLANS OF THE EXISTING BRIDGES ARE AVAILABLE UPON REQUEST AT THE DISTRICT 3 OFFICE OF THE OHIO DEPARTMENT OF TRANSPORTATION, ASHLAND, OHIO

DESIGN DATA:

CONCRETE CLASS S - COMPRESSIVE STRENGTH 4500 PSI

DESIGN SPECIFICATIONS:

THESE STRUCTURES CONFORM TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS 2002 INCLUDING THE 2003 AND 2004 INTERIM SPECIFICATION AND THE ODOT BRIDGE DESIGN MANUAL.

PLACING ASPHALT CONCRETE FEATHERING ON APPROACHES TO BRIDGES:

SPECIAL CARE SHALL BE TAKEN, WHEN PLACING THE ASPHALT CONCRETE FEATHERING TO EFFECT A SMOOTH TRANSITION FROM THE EXISTING APPROACH PAVEMENT TO THE BRIDGE DECK OR APPROACH SLAB. THE CONTRACTOR'S ATTENTION IS CALLED TO STANDARD DRAWING BP-3.1 FOR REQUIRED TOLERANCES.

ITEM 512 - TREATING CONCRETE BRIDGE DECKS WITH GRAVITY-FED RESIN:

THIS WORK SHALL CONSIST OF PREPARING AND TREATING THE CONCRETE BRIDGE DECK WITH A GRAVITY-FED CRACK WELDING SYSTEM IN ACCORDANCE WITH THESE SPECIFICATIONS IN REASONABLY CLOSE CONFORMITY WITH THE PLANS AND THE MANUFACTURER'S RECOMMENDATIONS AND AS DIRECTED BY THE ENGINEER.

SEAL THE CONSTRUCTION JOINTS ALONG THE NEW OVERLAY AND THE EDGES AROUND THE NEW PATCHES 4" WIDE, 2" ON EACH SIDE OF JOINT. THE QUANTITY SHALL BE THE AREA IN SQUARE YARDS OF THE EXPOSED SURFACE, IRRESPECTIVE OF THE DEPTH OF THE JOINT, COMPLETE, IN PLACE AND ACCEPTED.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER SQUARE YARD FOR ITEM 512- TREATING CONCRETE BRIDGE DECKS WITH GRAVITY-FED RESIN, WHICH WILL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

DESIGN SHEET
DISTRICT THREE
OFFICE OF PRODUCTION

DATE	REVIEWED	STRUCTURAL FILE NUMBER
DCM	DCM	DCM
DCM	DCM	DCM

STRUCTURE GENERAL NOTES

WAY-95-0.00

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ITEM 526 - APPROACH SLABS, MISC.: PATCHING

A. DESCRIPTION

THIS ITEM SHALL CONSIST OF FURNISHING THE NECESSARY LABOR, MATERIALS AND EQUIPMENT TO REPAIR THE EXISTING CONCRETE APPROACH SLABS INCLUDING THE REMOVAL OF LOOSE AND UNSOUND CONCRETE, BITUMINOUS PATCHES, CONCRETE PATCHES, SURFACE PREPARATION, SAW CUTTING, AND THE STRENGTH TESTING OF ALL THE PATCHES AS DIRECTED BY THE ENGINEER.

B. REMOVAL OF UNSOUND CONCRETE

THE ENGINEER SHALL VISUALLY INSPECT THE EXISTING CONCRETE APPROACH SLABS AND OUTLINE THE AREAS TO BE REMOVED.

THE PERIMETER OF THE REMOVAL AREAS SHALL BE SAWED TO A DEPTH OF 3 /4 INCH TO PRODUCE A VERTICAL OR SLIGHTLY UNDERCUT FACE. AT EACH CORNER OF THE PATCH THE SAW CUTS SHALL COME TOGETHER WITHOUT ANY OVERCUTTING WITH THE SAW. THE CORNERS SHALL BE CHIPPED DOWN TO THE SAW MARKS. ADDITIONAL SAW CUTS MAY BE REQUIRED TO FACILITATE REMOVAL WITHOUT ANY OVERCUTTING. COOLING WATER FROM WET SAWING AND DUST FROM SAWING SHALL BE IMMEDIATELY REMOVED FROM THE EXPOSED PATCH HOLES BEFORE ANY DRYING CAN OCCUR.

UN SOUND CONCRETE INCLUDING ALL PATCHES OTHER THAN SOUND PORTLAND CEMENT CONCRETE, AND ALL OBVIOUSLY LOOSE AND DISINTEGRATED CONCRETE SHALL BE REMOVED. THE UNSOUND CONCRETE MAY BE REMOVED BY CHIPPING OR HAND DRESSING. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NORMAL 15 POUND CLASS AND SHALL BE OPERATED AT AN ANGLE LESS THAN 45 DEGREES MEASURED FROM THE SURFACE OF THE DECK. CONCRETE SHALL BE REMOVED IN A MANNER THAT PREVENTS CUTTING, ELONGATING OR DAMAGING REINFORCING STEEL. WHERE THE BOND BETWEEN THE CONCRETE AND A REINFORCING BAR HAS BEEN DESTROYED, OR WHERE MORE THAN ONE HALF OF THE PERIPHERY OF SUCH A BAR HAS BEEN EXPOSED, THE ADJACENT CONCRETE SHALL BE REMOVED TO A DEPTH THAT WILL PROVIDE A MINIMUM 3 /4 INCH CLEARANCE AROUND THE BAR EXCEPT WHERE OTHER REINFORCING BARS MAKE THIS IMPRACTICABLE. REINFORCEMENT WHICH HAS BECOME LOOSE SHALL BE ADEQUATELY SUPPORTED AND TIED BACK INTO PLACE. ALL REMOVED ASPHALT AND CONCRETE SHALL BE DISPOSED OF PROPERLY OUTSIDE THE RIGHT OF WAY.

C. SURFACE PREPARATION

CLEANING SHALL CLOSELY PRECEDE APPLICATION OF THE PATCHING MATERIAL. THE EXPOSED REINFORCING STEEL SHALL BE THOROUGHLY CLEANED BY ABRASIVE BLASTING (SILICA SAND SHALL NOT BE USED) FOLLOWED BY AN AIR BLAST. IT MAY BE NECESSARY TO USE HAND TOOLS TO REMOVE SCALE FROM THE REINFORCING STEEL.

CONTAMINATION OF THE AREA TO BE PATCHED BY CONSTRUCTION EQUIPMENT OR FROM ANY OTHER SOURCE SHALL BE PREVENTED BY PLACEMENT OF A CLEAN 4 MIL POLYETHYLENE SHEET (OR ANY OTHER COVERING AS APPROVED BY THE ENGINEER) ON THE SURFACE OF THE DECK FOLLOWING THE AIR BLAST CLEANING.

WHERE REINFORCING STEEL IS EXPOSED, THE CONTRACTOR SHALL PROVIDE ADEQUATE SUPPORTS FOR THE CONCRETE MIXER SO THAT REINFORCING STEEL AND ITS BOND WITH THE CONCRETE WILL NOT BE DAMAGED BY THE WEIGHT AND MOVEMENT OF THE MIXER, OR SHALL PROVIDE MEANS TO CONVEY CONCRETE FROM THE MIXER TO THE PATCH LOCATIONS.

D. MATERIALS, PLACING, AND CURING

THE APPROACH SLABS SHALL BE PATCHED WITH CLASS FS CONCRETE WHICH SHALL MEET THE REQUIREMENTS OF CMS EXCEPT THAT #8 LIMESTONE FOR COARSE AGGREGATE SHALL BE USED.

E. PLACING

WHEN NIGHT WORK IS USED THE CONTRACTOR SHALL SUBMIT A PLAN WHICH PROVIDES ADEQUATE LIGHTING FOR THE WORK AREA. THE PLAN SHALL BE SUBMITTED AT LEAST 15 CALENDAR DAYS IN ADVANCE AND BE APPROVED BY THE ENGINEER BEFORE CONCRETE IS PLACED. THE LIGHTS SHALL BE SO DIRECTED THAT THEY DO NOT AFFECT OR DISTRACT APPROACHING TRAFFIC.

THE PATCHING MATERIAL SHALL BE PLACED, CONSOLIDATED AND FINISHED TO THE EXISTING GRADE AND ELEVATION. PATCHES GREATER THAN 50 SQUARE FEET IN AREA SHALL HAVE TEMPORARY BULKHEADS INSTALLED TO FACILITATE PLACEMENT AND FINISHING. THE TEMPORARY BULKHEADS SHALL GO AS DEEP AS THE PATCH AND BE PULLED PRIOR TO THE CONCRETE SETTING. PATCHES EXCEEDING 50 SQUARE FEET SHALL BE STRUCK OFF WITH A SCREED. SMALLER PATCHES THAT ARE UNDER 10 FEET IN LENGTH SHALL BE SCREED LONGITUDINALLY. FOR PATCHES OVER 10 FEET IN LENGTH, THE SCREED SHALL BE PLACED PERPENDICULAR TO THE BRIDGE CENTERLINE.

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WORKSTATION: dmollens DATE: 12/8/2006

ITEM 526 - APPROACH SLABS, MISC.: PATCHING
(CONTINUED)

THE CONTRACTOR SHALL TEST THE SURFACE OF THE PLASTIC CONCRETE FOR TRUENESS AND FOR BEING FLUSH WITH THE EDGES OF THE ADJACENT SURFACES BY USE OF A 10 FOOT STRAIGHTEDGE. FOR PATCHES 10 FEET OR LESS IN LENGTH, THE STRAIGHTEDGE SHALL BE DONE BY PLACING THE STRAIGHTEDGE PARALLEL TO THE BRIDGE CENTERLINE WITH ENDS RESTING ON THE EXISTING WEARING SURFACE AND DRAWING THE STRAIGHTEDGE ACROSS THE PATCH. ANY HIGH OR LOW AREAS EXCEEDING 1/8 INCH IN 10 FEET SHALL BE CORRECTED. IF ANY CORRECTIONS ARE MADE, THE SURFACE SHALL BE RECHECKED.

F. FINISHING

AFTER THE PATCHES HAVE BEEN CONSOLIDATED AND FINISHED, THEY SHALL BE TEXTURED IN ACCORDANCE TO SECTION 451.09 OF THE CMS.

G. INSPECTION, SOUNDING, AND REPAIR OF CONCRETE PATCHES

AFTER CURING AND BEFORE FINAL ACCEPTANCE, ALL PATCHED AREAS SHALL BE INSPECTED AND SOUNDED. ALL DELAMINATED AREAS SHALL BE REMOVED AND REPATCHED ACCORDING TO THIS NOTE.

ALL CRACKS IN BONDED PATCHES SHALL BE SEALED WITH AN APPROVED SRS SEALER ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS AND CMS 512.05.

ALL REPLACEMENT OF REJECTED AREAS AND SEALING OF CRACKS IN NEW BONDED PATCHES WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND INCLUDED IN THE UNIT BID PRICE FOR THIS ITEM.

H. METHOD OF MEASUREMENT

THE QUANTITY SHALL BE THE ACTUAL AREA IN SQUARE YARDS OF THE EXPOSED SURFACE OF ALL PATCHES, IRRESPECTIVE OF THE DEPTH OF THE PATCH, COMPLETE, IN PLACE AND ACCEPTED.

I. BASIS OF PAYMENT

PAYMENT SHALL BE MADE AT THE UNIT PRICE BID FOR:

ITEM	UNIT	DESCRIPTION
526	SQUARE YARD	APPROACH SLABS, MISC.: PATCHING

ITEM 848 - MICRO SILICA MODIFIED CONCRETE
OVERLAY USING HYDRODEMOLITION,
AS PER PLAN (2 1/2" THICK)

THE COARSE AGGREGATE SHALL BE LIMESTONE.

THE SURFACE FINISH REQUIREMENTS BE AS PER CMS 511.19 AND 511.20 IN LIEU OF THAT WHICH IS SPECIFIED IN SUPPLEMENTAL SPECIFICATION 848.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID FOR EACH OF THE ABOVE ITEM WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 848 - MICRO SILICA MODIFIED CONCRETE
OVERLAY (VARIABLE THICKNESS), MATERIAL
ONLY, AS PER PLAN

THE COARSE AGGREGATE SHALL BE LIMESTONE.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID FOR EACH OF THE ABOVE ITEM WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 848 - EXISTING CONCRETE OVERLAY REMOVED,
AS PER PLAN (1 1/2" NOMINAL THICKNESS)

THE EXISTING OVERLAY SHALL BE SAW CUT 1 1/2" DEEP, 4' FROM THE EDGE OF THE DECK.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID FOR EACH OF THE ABOVE ITEM WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

STRUCTURE GENERAL NOTES

WAY-95-0.00

DESIGN AGENCY
DISTRICT THREE

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DESIGN FILE: I:\projects\25676\Struct\stnotes.dgn
WORKSTATION: dmollens DATE: 12/8/2006

ITEM 614 - MAINTAINING TRAFFIC

DETOUR LIMITATION AND INTERIM COMPLETION DATE:

TWO WAY TRAFFIC ON STRUCTURE WAY-95-0698 SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED TEN (10) CONSECUTIVE CALENDAR DAYS, THROUGH TRAFFIC WILL BE DETOURED AS SHOWN ON THIS SHEET.

THE CONTRACTOR SHALL NOTIFY THE O.D.O.T. DISTRICT THREE ROADWAY SERVICES MANAGER, IN WRITING, A MINIMUM OF FOURTEEN (14) DAYS IN ADVANCE OF THE DATE THE DETOUR IS NEEDED. THE STATE OF OHIO WILL INSTALL, MAINTAIN AND SUBSEQUENTLY REMOVE THE DETOUR SIGNING.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE GATES AND BARRICADES AT THE APPROXIMATE WORK LIMITS OF THE PROJECT, AND THE ADVANCE WARNING SIGNS AS SHOWN ON STANDARD CONSTRUCTION DRAWING MT-101.60.

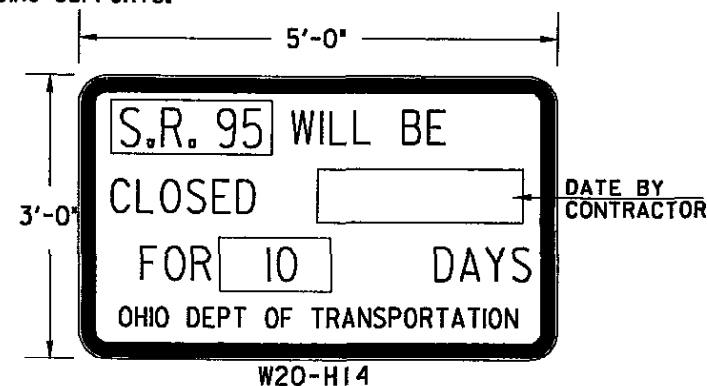
THE TEN (10) CONSECUTIVE CALENDAR DAYS SHALL BE CONSIDERED AS AN INTERIM COMPLETION DATE (SECTION 108) AND FOR EACH CALENDAR DAY BEYOND THE TEN (10) DAYS THAT THE ROADWAY REMAINS CLOSED TO TRAFFIC, THE CONTRACTOR WILL BE ASSESSED LIQUIDATED DAMAGES, AS PER SECTION 108.07 OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

ACCESS TO ADJACENT PROPERTIES SHALL BE MAINTAINED AT ALL TIMES AS PER 614.02 (c).

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

NOTICE OF CLOSURE SIGNS

THESE SIGNS SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD CLOSURE. THE SIGNS SHALL BE ERECTED ON THE RIGHT HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE LOCATED IN THE FIELD SO AS NOT TO INTERFERE WITH ANY PERMANENT SIGNS. ON THIS PROJECT, THEY SHOULD BE ERECTING AT THE POINT OF CLOSURE. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC AND SHALL INCLUDE FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE SIGNS INCLUDING SUPPORTS.

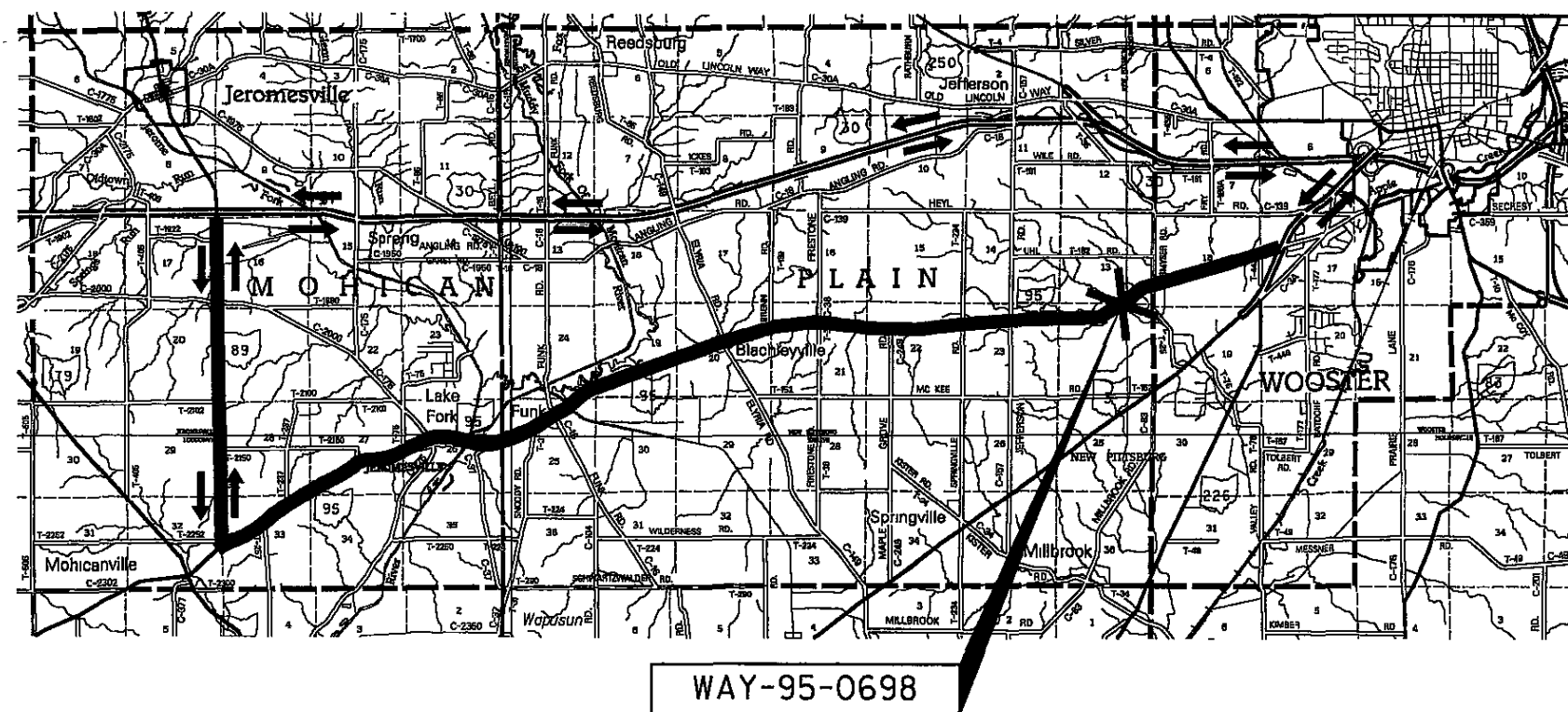


MAINTENANCE OF LOCAL DETOUR ROUTE

A LOCAL MAINTENANCE ROUTE, OTHER THAN THE OFFICIAL SIGNED ODOT DETOUR ROUTE, WILL BE DESIGNATED BY AGREEMENT BETWEEN ODOT AND LOCAL GOVERNMENTAL AGENCIES PRIOR TO THE HIGHWAY CLOSURE.

DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL MAINTENANCE ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DIRECTED BY THE ENGINEER. THE DESIGNATED LOCAL DETOUR ROUTE IS TO BE REVIEWED AND REPAIRED PRIOR TO THE ASPHALT CONTRACTOR OR SUBCONTRACTOR LEAVING THE PROJECT.

PAYMENT FOR THE WORK NECESSARY TO REPAIR THESE LOCAL ROADS WILL BE PERFORMED BY EITHER CHANGE ORDER OR FORCE ACCOUNT.

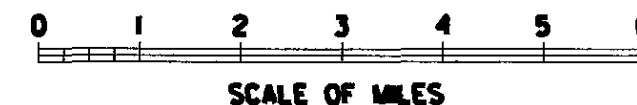


WAY-95-0698

DETOUR MAP

LEGEND

- X - PROJECT LOCATION
- ⇄ - OFFICIAL SIGNED DETOUR



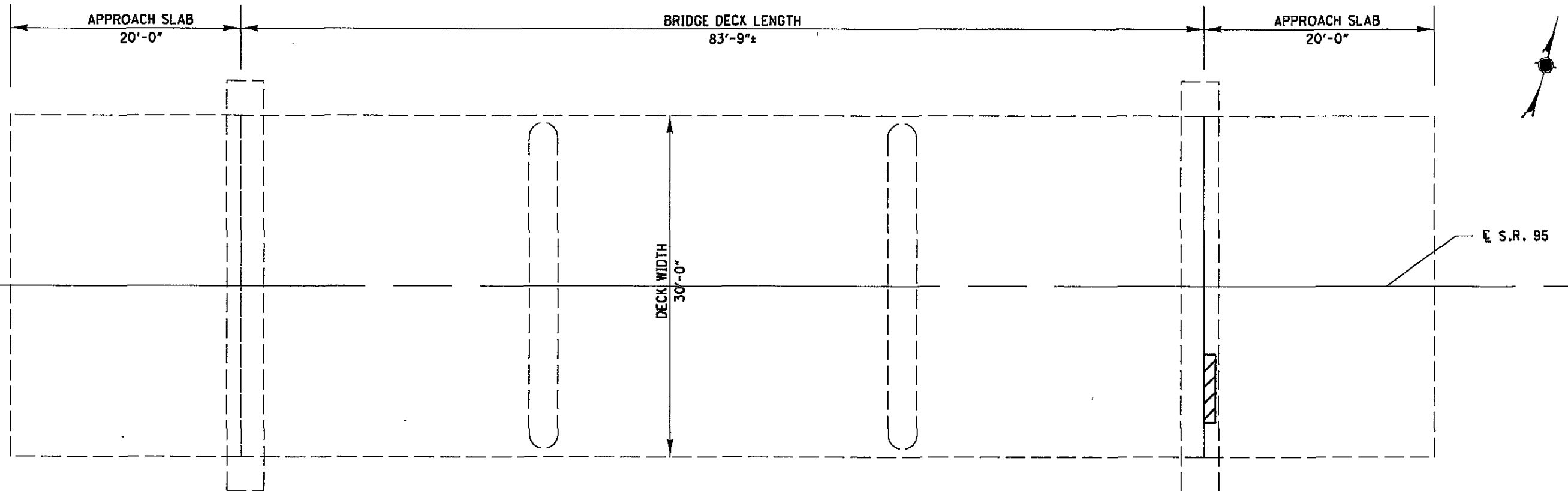
STRUCTURE WAY-95-0082 (SFN 8504156)

FUNDING: 80% FEDERAL 20% STATE					
ITEM	ITEM EXT.	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	71	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
512	10400	280	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS	14
526	98100	1	SQ YD	APPROACH SLABS, MISC.: PATCHING	15

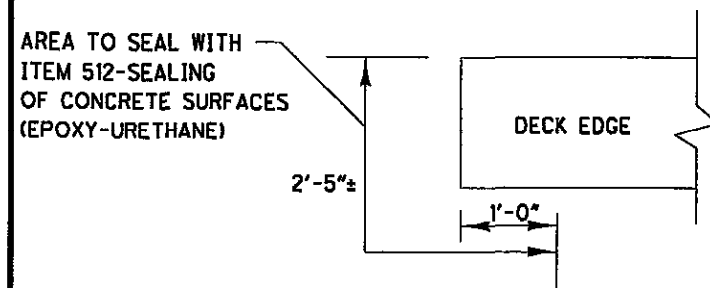
STRUCTURE WAY-95-0698 (SFN 8504172)

FUNDING: 80% FEDERAL 20% STATE					
ITEM	ITEM EXT.	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	39	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
512	73500	3	SQ YD	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	14
848	10001	109	SQ YD	MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/2" THICK)	16
848	20000	109	SQ YD	SURFACE PREPARATION USING HYDRODEMOLITION	
848	30001	3	CU YD	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN	16
848	50000	3	SQ YD	HAND CHIPPING	
848	50100	LUMP		TEST SLAB	
848	50200	1	CU YD	FULL-DEPTH REPAIR	
848	50321	109	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (1 1/2" NOMINAL THICKNESS)	16
848	50340	5	SQ YD	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY	

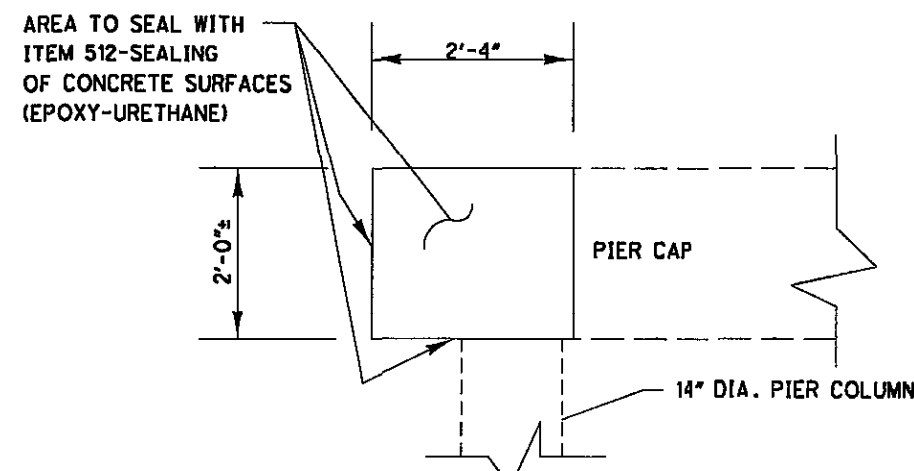
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WORKSTATION: dmellens DATE: 12/8/2006



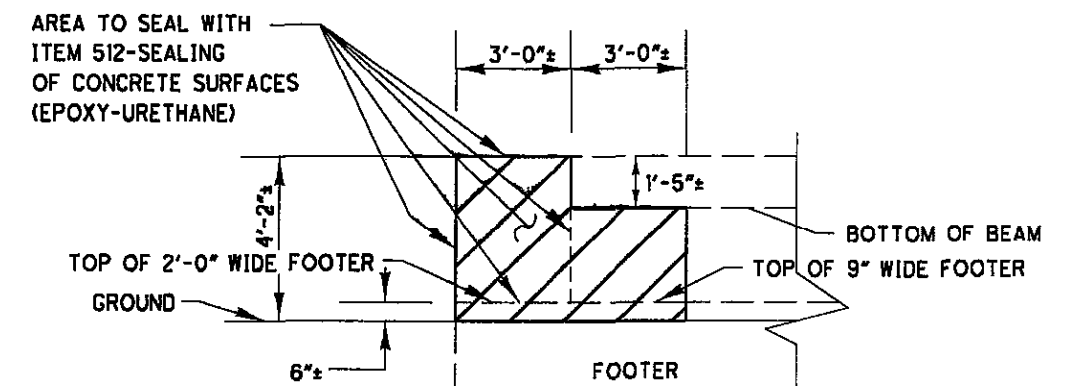
PLAN VIEW



DECK EDGE SEALING



PIER SEALING



ABUTMENT SEALING

ITEM	TOTAL	UNIT	DESCRIPTION
512	71	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	280	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS
526	1	SQ YD	APPROACH SLABS MISC: PATCHING

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

NOTES:

- 1) SEAL DECK WITH ITEM 512-SEALING CONCRETE BRIDGE DECK WITH SRS.
- 2) SEAL WINGWALLS AND ABUTMENTS, PIER CAP ENDS AND DECK EDGES WITH ITEM 512- SEALING OF CONCRETE SURFACES (EPOXY-URETHANE).
- 3) PATCH APPROACH SLAB WITH ITEM 526.

DESIGN AGENCY
DISTRICT 3
OFFICE OF PRODUCTION

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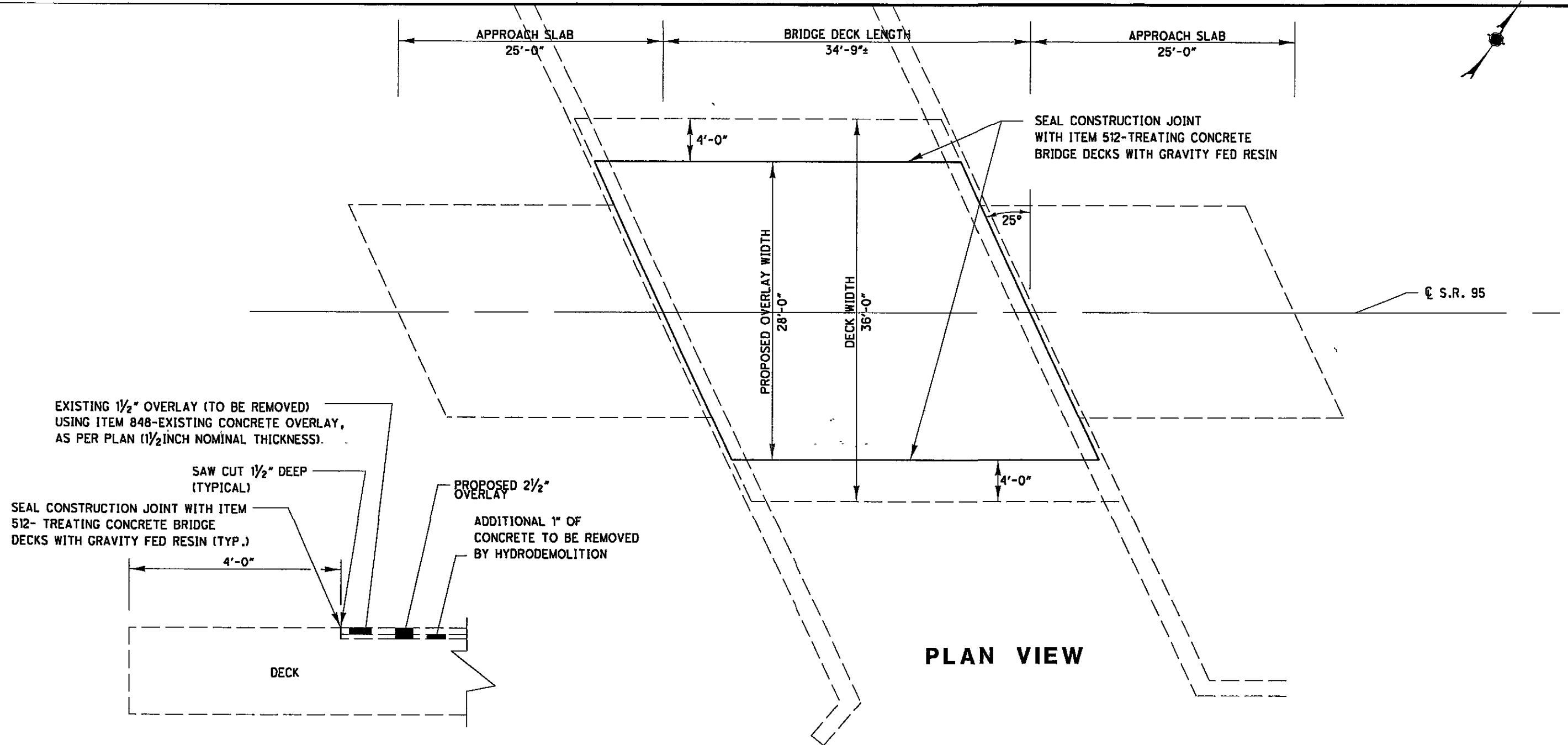
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PLAN VIEW
WAY-95-0082 OVER KISER DITCH

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OVERLAY DETAIL

PLAN VIEW

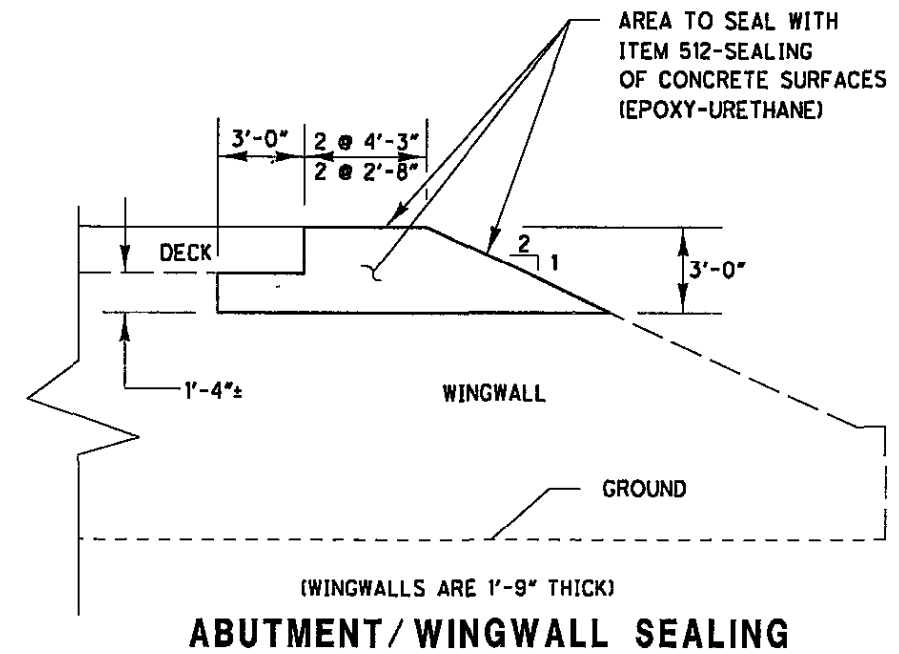
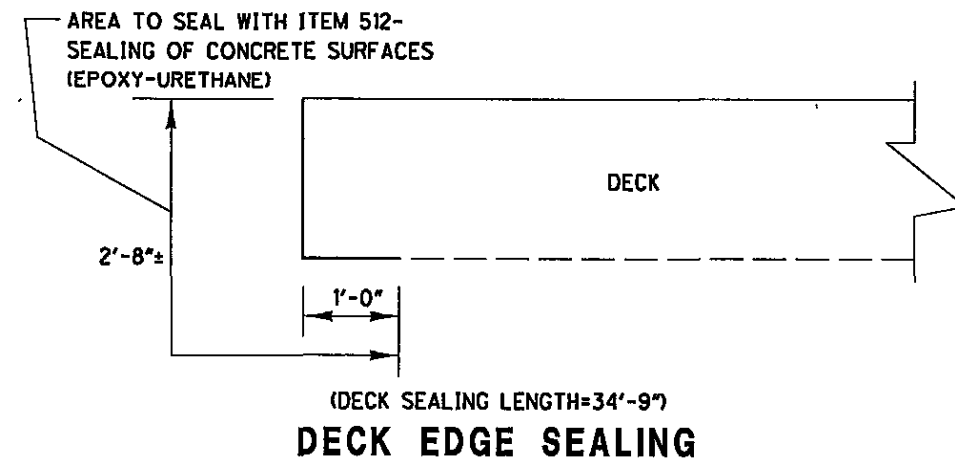
ITEM	QUANTITY	UNIT	DESCRIPTION
512	39	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	3	SQ YD	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN
848	109	SQ YD	MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/2 INCH THICK)
848	109	SQ YD	SURFACE PREPARATION USING HYDRODEMOLITION
848	3	CU YD	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN
848	3	SQ YD	HAND CHIPPING
848	LUMP		TEST SLAB
848	1	CU YD	FULL-DEPTH REPAIR
848	109	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (1 1/2 INCH NOMINAL THICKNESS)
848	5	SQ YD	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY

NOTES:

- 1) THE EXISTING GUARDRAIL IS NOT SHOWN.
- 2) THE PROPOSED OVERLAY ELEVATION SHALL MATCH THE EXISTING BRIDGE DECK ELEVATION.
- 3) SAW CUT EXISTING DECK 1 1/2" DEEP, 4' FROM DECK EDGES, COST INCLUDED IN ITEM 848 - EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (1 1/2" NOMINAL THICKNESS). NEW OVERLAY SHALL BE PLACED BETWEEN THE SAW CUTS.
- 4) SEAL NEW OVERLAY AT CONSTRUCTION JOINTS WITH ITEM 512.
- 5) SEAL DECK EDGES AND ABUTMENT/WINGWALL (SEE SHEET 2/2 FOR DETAILS).

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET.

DESIGN FILE: I:\projects\25676*Struct*details.dgn
WORKSTATION: dmlens DATE: 12/8/2006



ITEM	QUANTITY	UNIT	DESCRIPTION
512	39	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

ALL QUANTITIES CARRIED TO SHEET 1/2.

NOTES:

- 1) SEAL PORTION OF WINGWALL/ABUTMENT AND DECK EDGES WITH ITEM 512- SEALING OF CONCRETE SURFACES (EPOXY-URETHANE).

DESIGN AGENCY
DISTRICT 3
OFFICE OF PRODUCTION

DATE
REVIEWED
STRUCTURE FILE NUMBER
8504172

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DCM
DESIGNED
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CHECKED
DJV

SEALING DETAIL
WAY-95-0698 OVER KILBUCK CREEK

WAY-95-0.00

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