

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. 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 SHOULD LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, DETOUR ROUTES IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME FRAME TABLE		
ITEM	DURATION OF CLOSURE	NOTIFICATION DUE TO
RAMP AND ROAD CLOSURES	>= 2 WEEKS	DISTRICT 6 COMMUNICATIONS OFFICE 14 BUSINESS DAYS PRIOR TO CLOSURE
	> 12 HOURS AND < 2 WEEKS	7 BUSINESS DAYS PRIOR TO CLOSURE
	< 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES/RESTRICTIONS	>= 2 WEEKS	7 BUSINESS DAYS PRIOR TO CLOSURE
	< 2 WEEKS	2 BUSINESS DAYS PRIOR TO CLOSURE

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

NOTIFICATION OF CONSTRUCTION INITIATION

AT LEAST FOURTEEN DAYS PRIOR TO ANY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL ADVISE THE DISTRICT OFFICE OF COMMUNICATIONS VIA EMAIL AT D06.PIO@DOT.STATE.OH.US AND THE DISTRICT WORK ZONE TRAFFIC MANAGER VIA EMAIL AT D06.MOT@DOT.STATE.OH.US OF THE ANTICIPATED START DATE OF ANY CONSTRUCTION ACTIVITIES, INCLUDING BUT NOT LIMITED TO THE PLACING OF WORK ZONE SIGNS. THE NOTIFICATION SHALL ALSO INCLUDE THE PROJECT NUMBER, PID, NAME AND PHONE NUMBER OF THE CONTRACTOR, A POINT OF CONTACT AND THE ANTICIPATED IMPACT ON TRAFFIC. THE CONTRACTOR WILL IMMEDIATELY INFORM THE DISTRICT OFFICE OF COMMUNICATIONS AND THE DISTRICT WORK ZONE TRAFFIC MANAGER OF ANY AND ALL DELAYS AND/OR CHANGES REGARDING THE CONSTRUCTION INITIATION DATE.

GENERAL:

THE CONTRACTOR SHALL SUBMIT IN WRITING A SCHEDULE OF OPERATIONS TO THE ENGINEER (SEE 101.18) AND RECEIVE APPROVAL IN WRITING BEFORE WORK IS STARTED ON THIS PROJECT. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

UTILITIES OWNERSHIP:

THE UTILITIES AND THEIR PERSPECTIVE OWNERS LISTED BELOW MAY BE LOCATED WITHIN THE PROJECT WORK AREAS.

QWEST COMMUNICATIONS COMPANY, LLC
1801 CALIFORNIA ST, FL 26
DENVER, COLORADO 80202
303.299.0170

AT&T
111 NORTH FOURTH STREET - 8TH FLOOR
COLUMBUS, OH 43215
614.223.7162

MADISON COUNTY ENGINEER'S OFFICE
825 US 42 NE
LONDON, OH 43140
740.852.9404

OHIO DEPARTMENT OF TRANSPORTATION
400 EAST WILLIAM STREET
DELAWARE, OH 43015
740.833.8332

OHIO EDISON COMPANY
420 SOUTH YORK STREET
SPRINGFIELD, OH 45505
937.327.1283

TIME WARNER CABLE
3760 INTERCHANGE DRIVE
COLUMBUS, OH 43204
614.255.6349

FRONTIER COMMUNICATIONS
1300 COLUMBUS SANDUSKY ROAD
MARION, OH 43302
740.383.0551

MARATHON PIPE LINE LLC
539 SOUTH MAIN STREET - ROOM 7642
FINDLAY, OH 45840-3295
419.421.2211

AEP
850 TECH CENTER DRIVE
GAHANNA, OH 43230-6605
614.883.6831

UNDERGROUND UTILITIES:

IT IS THE CONTRACTOR'S RESPONSIBILITY TO HAVE ANY UNDERGROUND UTILITIES MARKED.

OHIO UTILITY PROTECTION SERVICE 1-800-362-2764
NON-MEMBERS MUST BE CALLED DIRECTLY.

ALIGNMENT AND PROFILE:

THE WORK PROPOSED BY THIS PROJECT IS FOR THE RESURFACING OF THE EXISTING PAVEMENT. THE ALIGNMENT OF THE EXISTING PAVEMENT WILL NOT BE CHANGED.

CONTRACTORS EQUIPMENT - OPERATION AND STORAGE:

THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAFFIC WHERE PRACTICAL. EQUIPMENT SHALL HAVE AT LEAST ONE AMBER FLASHING LIGHT. WHEN PARKED ALONG THE HIGHWAY, THE EQUIPMENT SHALL BE LOCATED EITHER A MINIMUM OF THIRTY FEET FROM THE EDGE OF PAVEMENT OR SIX FEET BEHIND GUARDRAIL WITH A MINIMUM OF 125 FEET OF GUARDRAIL PRECEDING THE EQUIPMENT. ALL OTHER EQUIPMENT, INCLUDING PRIVATE VEHICLES, SHALL BE STORED AT AN APPROVED CONTRACTOR'S STORAGE AREA.

CONTINGENCY QUANTITIES:

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK

LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN:

REPAIR AREAS SHALL BE DETERMINED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. REPAIRS SHALL CONSIST OF REMOVING 4" OF PAVEMENT AND PLACING 4" OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22 FOR AN AVERAGE WIDTH OF 4'. WORK SHALL BE PERFORMED PRIOR TO RESURFACING AND REPAIR AREAS ARE TO BE INCLUDED INTO GENERAL RESURFACING. THE QUANTITY SHOWN ALLOWS FOR AREAS SHOWN IN THE TABLE BELOW, AS WELL AS CONTINGENCY AREAS AS DIRECTED BY THE ENGINEER.

MAD 42

Direction	BLOG	ELOG	Length of Repair (ft.)	Width of Repair (ft.)	Area of Repair (s.f.)	Area of Repair (s.y.)
NB EDGE	9.19	9.21	106	4	422	47 UGP
NB EDGE	9.21	9.37	845	4	3379	375
NB EDGE	9.53	9.77	1267	4	5069	563
NB EDGE	10.19	10.39	1056	4	4224	469
NB EDGE	10.58	10.90	1690	4	6758	751
NB EDGE	11.76	11.80	211	4	845	94
NB EDGE	12.48	12.57	475	4	1901	211
NB EDGE	12.65	12.70	264	4	1056	117
NB EDGE	14.17	14.25	422	4	1690	188
NB EDGE	14.87	14.91	211	4	845	94
NB EDGE	15.85	15.90	264	4	1056	117
NB EDGE	17.29	17.45	845	4	3379	375
NB EDGE	18.72	18.81	475	4	1901	211
NB EDGE	19.07	19.11	211	4	845	94
NB EDGE	19.45	19.69	1267	4	5069	563
NB EDGE	20.40	20.45	264	4	1056	117
NB EDGE	23.29	23.34	264	4	1056	117
NB EDGE	23.57	23.64	370	4	1478	164
NB EDGE	24.22	24.24	106	4	422	47
NB EDGE	24.40	24.42	106	4	422	47
SB EDGE	9.35	9.40	264	4	1056	117
SB EDGE	13.37	13.40	158	4	634	70
SB EDGE	16.56	16.58	106	4	422	47
SB EDGE	18.64	18.70	317	4	1267	141
SB EDGE	19.16	19.19	158	4	634	70
SB EDGE	20.50	20.55	264	4	1056	117

5327

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN = 5400 SY

ITEM 407 - TACK COAT:

THE TACK COAT OPERATION SHALL BE AS DETERMINED AT A PRE-CONSTRUCTION CONFERENCE AS PER 407.06 AND APPLICATION RATES SHALL NOT EXCEED 0.075 GALLONS PER SQUARE YARD.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE:

THE CONTRACTOR SHALL BE TOTALLY RESPONSIBLE FOR ANY AND ALL DAMAGE THAT MAY RESULT FROM THE PLANING OPERATION. PLANED PAVEMENT SHALL NOT BE EXPOSED TO TRAFFIC FOR MORE THAN 5 DAYS PRIOR TO PLACEMENT OF ITEM 448 - ASPHALT CONCRETE SURFACE COURSES. GREAT CARE SHALL BE TAKEN TO MAINTAIN THE EXISTING PAVEMENT CROWN DURING THE PLANING OPERATION.

ITEM 614 - WORK ZONE MARKING SIGN:

LOCATION 1: MAD 42:
THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED:
OW-167-36 "NO EDGE LINES" = 30 EACH
R4-1-36 "DO NOT PASS" = 20 EACH
ITEM 614 - WORK ZONE MARKINGS SIGN = 50 EACH

GENERAL NOTES

MAD-42-9.19

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ITEM 614 - WORK ZONE CENTER LINE, CLASS II:
THE FOLLOWING QUANTITY HAS BEEN PROVIDED:
LOCATION 1: MAD 42:
SLM 9.19 - 9.21 MI. X 1 APPLICATION = 0.02 MI. (UGP)
SLM 9.21 - 11.06 MI. X 1 APPLICATION = 1.85 MI.
SLM 11.53 - 12.39 MI. X 1 APPLICATION = 0.86 MI.
SLM 12.39 - 12.75 MI. X 2 APPLICATION = 0.72 MI.
SLM 13.26 - 13.44 MI. X 2 APPLICATION = 0.36 MI.
SLM 13.44 - 24.64 MI. X 1 APPLICATION = 11.20 MI.
SLM 24.64 - 25.14 MI. X 2 APPLICATION = 1.00 MI.

TOTALS:
ITEM 614 - WORK ZONE LANE LINE, CLASS II: = 16.01 MI.

ITEM 614 - WORK ZONE STOP LINE, CLASS I:
SLM 14.00 = 12.0 FT
SLM 14.04 = 12.0 FT
TOTALS:
ITEM 614 - WORK ZONE STOP LINE, CLASS I: = 24.0 FT

ITEM 614 - MAINTAINING TRAFFIC:
A MINIMUM OF ONE LANE OF TRAFFIC SHALL BE MAINTAINED IN EACH DIRECTION. COSTS TO MAINTAIN TRAFFIC SHALL BE INCLUDED WITH:
ITEM 614 - MAINTAINING TRAFFIC = LUMP SUM

ITEM 619 - FIELD OFFICE, TYPE B
UNDER THIS ITEM, THE CONTRACTOR SHALL PROVIDE A FIELD OFFICE MEETING ALL REQUIREMENTS OF ITEM 619 - FIELD OFFICE, TYPE B. THE FOLLOWING QUANTITY HAS BEEN PROVIDED:
ITEM 619 - FIELD OFFICE, TYPE B = 2 MONTHS

ITEM 632 - LOOP DETECTOR:
ITEM 632 - LOOP DETECTOR TIE IN:
THIS ITEM OF WORK SHALL REPLACE ALL PLANED LOOP DETECTORS. FOR THE EXACT LOCATION AND TYPE OF LOOP DETECTORS THE CONTRACTOR SHALL CALL THE OHIO DEPARTMENT OF TRANSPORTATION (740-833-8266) AT OR BEFORE THE PRE-CON.

LOCATION 1 (INTERSECTION AT US-42 AND SR-29):
ITEM 632 - LOOP DETECTOR = 2 EACH
ITEM 632 - LOOP DETECTOR TIE IN = 2 EACH
TOTAL:
ITEM 632 - LOOP DETECTOR = 2 EACH
ITEM 632 - LOOP DETECTOR TIE IN = 2 EACH

ITEM 623 - CONSTRUCTION LAYOUT STAKES, AS PER PLAN:
THIS ITEM SHALL CONSIST OF STATIONING USING 3 FT LATH STAKES. THE STAKES SHALL BE SPACED AT 100 FT INTERVALS AND SHALL EXTEND THROUGHOUT THE LENGTH OF THE PROJECT AND THROUGHOUT THE LENGTH OF ALL RAMPS. PLACEMENT OF THE STAKES SHALL BE AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY DAMAGED OR MISSING STAKES. CONSTRUCTION LAYOUT STAKES, AS PER PLAN WILL BE PAID FOR AT THE CONTRACT LUMP SUM BID, WHICH SHALL BE FULL COMPENSATION FOR ALL SERVICES, MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS, INCLUDING THE REMOVAL, NECESSARY TO COMPLETE THIS ITEM.

PAVEMENT MARKING:
THE LOCATIONS, SIZES AND SHAPES OF PROPOSED PAVEMENT MARKINGS WILL BE THE SAME AS EXISTING. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THE EXISTING PAVEMENT MARKINGS BEFORE THE PAVEMENT PLANING AND RESURFACING OBLITERATES THEM. ANY PAVEMENT MARKING WHICH IS PLACED AT THE WRONG LOCATION SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

TRAFFIC CONTROL FOR LONG LINE PAVEMENT MARKING OPERATIONS:
TRAFFIC CONTROL FOR ALL 740.02, TYPE 1, "2 MIN OR LESS DRY TIME" TRAFFIC PAINT SHALL BE THE SAME AS 740.02, TYPE 1 "LONGER THAN 2 MIN DRY" TRAFFIC PAINT. IN ADDITION TO THE REQUIREMENTS IN 614.12 AND SCD MT-99.20 THE CONTRACTOR SHALL PROTECT ALL 740.02, TYPE 1 (REGARDLESS OF DRY TIME) CENTER LINE, EDGE LINE AND CHANNELIZING LINE TRAFFIC PAINT MARKINGS WITH CONES AND WET PAINT SIGNS AND LANE LINE TRAFFIC PAINT MARKINGS WITH LANE CLOSURES, CONES AND WET PAINT SIGNS.
PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE 642 PRICE PER MILE FOR CENTER LINE, EDGE LINE, CHANNELIZING LINE AND LANE LINE MARKINGS."

WATER QUALITY PROTECTION:
1. NO TOXIC OR HAZARDOUS MATERIALS SUCH AS SEALANTS, PAINT, SOLVENTS, CLEANING AGENTS, EARTHEN MATERIALS, WASTE-WATER FUELS OR DEBRIS OF ANY KIND SHALL BE DISCHARGED TO ANY STREAMS, DRAINAGE COURSES OR BODIES OF WATER. ALL ASPHALT OR CONCRETE GRINDINGS, EXCESS ASPHALTIC OR CONCRETE MATERIALS OR ANY OTHER DEBRIS GENERATED DURING RESURFACING OR OTHER SIMILAR ACTIVITIES SHALL NOT BE DISPOSED OF WITHIN A FLOODPLAIN BELOW THE 100-YEAR FLOOD ELEVATION. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT LIQUIDS USED TO REPAIR, CLEAN, SEAL, OR TREAT ANY BRIDGE STRUCTURE (E.G. PAINT, SEALER, SOLVENT) FROM ENTERING STREAMS, WETLANDS OR OTHER "WATERS OF THE UNITED STATES" AND TAKE THE APPROPRIATE ACTIONS IN THE EVENT OF A RELEASE.

SOURCE WATER PROTECTION:
THE PROJECT IS WITHIN SEVERAL SOURCE WATER PROTECTION AREAS INCLUDING; SPRING VALLEY, MOTEL 6, TACO BELL, TOTAL EQUITY (WENDY), SPEEDWAY 5360, TRAVEL CENTERS OF AMERICA, WAFFLE HOUSE, TRI-GREEN INTERSTATE, CANAAN MIDDLE SCHOOL, JONATHAN ALDER JR HIGH SCHOOL, JONATHAN ALDER PIONEER HIGH SCHOOL, DER DUTCHMAN COUNTRYSIDE, AND THE VILLAGE OF PLAIN CITY. EXTRA PRECAUTIONS SHOULD BE TAKEN TO AVOID CONTAMINATING THE WATERSHEDS LISTED ABOVE. IT IS ESSENTIAL THAT ALL ACTIVITIES ASSOCIATED WITH THIS WORK BE PERFORMED IN A MANNER CONSISTENT WITH BEST WATERSHED MANAGEMENT PRACTICES INCLUDING, BUT NOT LIMITED TO: AREAS OF DISTURBED GROUND SHALL HAVE APPROPRIATE EROSION AND SEDIMENT CONTROLS. IF HAZARDOUS/TOXIC MATERIALS INCLUDING BUT NOT LIMITED TO FUELS, OILS, BITUMEN'S PAINTS, SEALANTS, OR OTHER CHEMICALS, ARE STORED ON SITE, THEY SHALL BE STORED IN A DOUBLE-CONTAINMENT MANNER. ALL EQUIPMENT REPAIRS, MAINTENANCE, AND MECHANICAL WORK THAT COULD RESULT IN THE RELEASE OF HAZARDOUS/TOXIC MATERIALS SHALL BE PERFORMED IN AN APPROPRIATELY CONTAINED AREA, PREFERABLY OFF SITE OR AN APPROPRIATE OFF-SITE FACILITY. IN THE EVENT THAT ANY HAZARDOUS/TOXIC MATERIALS INCLUDING, BUT NOT LIMITED TO FUELS, OILS, BITUMEN'S PAINTS, SEALANTS, OR OTHER CHEMICALS ARE SPILLED, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY EMERGENCY SERVICES BY CALLING 911 AND THE OHIO EPA @ (800) 282-9378. THE CONTRACTOR SHOULD BE PREPARED TO PROVIDE DETAILED INFORMATION RELATIVE TO THE TYPE AND QUANTITY OF MATERIAL THAT HAS BEEN SPILLED AS WELL AS THE EXACT LOCATION AND THE EXACT TIME AT WHICH THE SPILL OCCURRED. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR INFORMING ALL SUBCONTRACTORS AND OTHER AGENTS OF THESE RESPONSIBILITIES, PRECAUTIONS, AND PROHIBITIONS.

SCENIC RIVER NOTES FOR CONSTRUCTION WITHIN 1000' OF SCENIC RIVER:
1. IF ANY EARTHWORK IS PERFORMED WITHIN A PROJECT AREA, THEN A SEDIMENT AND EROSION CONTROL PLAN SHALL BE DEVELOPED AND IMPLEMENTED BEFORE EARTHWORK COMMENCES. ALL CONTROLS SHALL BE PROPERLY MAINTAINED UNTIL FINAL SITE STABILIZATION HAS BEEN ACHIEVED. ALL DENUDED AREAS (LOCATION WHERE VEGETATION IS REMOVED) SHALL BE SEEDED AND MULCHED

IMMEDIATELY UPON COMPLETION OF EARTHWORK OR WITHIN SEVEN DAYS IF THE AREA IS TO REMAIN IDLE FOR MORE THAN FORTY-FIVE DAYS. PROPERLY INSTALLED (FRAMED AND ENTRENCHED) SEDIMENT FENCE SHALL BE UTILIZED AROUND ANY STORM SEWER INLETS. APPROPRIATELY DESIGNED ROCK CHECK DAMS AND OTHER EROSION CONTROLS SHALL BE UTILIZED IN DITCHES AND CULVERTS. PARTICULAR ATTENTION SHALL BE GIVEN TO WATERCOURSES THAT COULD CONVEY SEDIMENT LADEN WATER DIRECTLY TO A DESIGNATED SCENIC RIVER. ANY DENUDED DITCHES SHALL BE SEEDED AND PROTECTED IMMEDIATELY WITH EROSION CONTROL MATTING OR SOD UPON COMPLETION OF EARTHWORK. STRAW BALES SHALL NOT BE UTILIZED AS A FORM OF SEDIMENT AND EROSION CONTROL. ALL SEDIMENT AND EROSION CONTROLS SHALL BE REMOVED UPON STABILIZATION OF THE PROJECT AREA. IF ANY EARTHWORK OR VEGETATION REMOVAL BECOMES NECESSARY WITHIN A DESIGNATED SCENIC RIVER THEN THE DISTRICT ENVIRONMENTAL COORDINATOR (DEC) AND SRM SHALL JOINTLY CONDUCT A FIELD REVIEW AND COMPLETE A SRFR.

2. IF ROADSIDE DITCH MAINTENANCE IS NECESSARY WITHIN 1000 FEET OF A DESIGNATED STATE SCENIC RIVER, THEN THE DITCH SHALL BE MAINTAINED ONLY FOR THE ORIGINAL INTENDED FUNCTION AND RESTORED TO THE ORIGINAL DESIGN CONFIGURATION. ANY DENUDED DITCHES SHALL BE SEEDED AND PROTECTED IMMEDIATELY WITH EROSION CONTROL MATTING OR SOD UPON COMPLETION OF EARTHWORK. STRAW BALES SHALL NOT BE UTILIZED AS A FORM OF SEDIMENT AND EROSION CONTROL. ALL SEDIMENT AND EROSION CONTROLS SHALL BE REMOVED UPON STABILIZATION OF THE PROJECT AREA. IF WORK EXCEEDS THESE RESTRICTIONS THEN THE DEC AND SRM SHALL JOINTLY CONDUCT A FIELD REVIEW AND COMPLETE A SRFR.

3. IF HERBICIDAL SPAYING IS NECESSARY WITHIN 1000 FEET OF A DESIGNATED STATE SCENIC RIVER, OR A STREAM SECTION UPSTREAM OF A DESIGNATED STATE SCENIC RIVER, OR IN ANY TRIBUTARY WATERCOURSE WITHIN 1000 FEET OF THE CONFLUENCE TO A SCENIC RIVER THEN A STATE LICENSED PUBLIC APPLICATOR SHALL APPLY ONLY OHIO EPA AQUATIC APPROVED GLYPHOSATE, N - (PHOSPHONOMETHYL) GLYCINE IN THE FORM OF ITS ISOPROPYLAMINE SALT HERBICIDE AND SURFACTANT AT THE LABELED RATES IN FRONT, UNDER, AND BEHIND (18") GUARDRAIL AND ABUTMENT WING WALLS. THE HERBICIDE MUST BE SAFE FOR APPLICATION ON OR NEAR STANDING WATER. THE APPLICATION OF THE HERBICIDE SHALL NOT INCLUDE ANY SOIL DISTURBANCE ACTIVITIES. IF ANY OTHER TYPES OF HERBICIDES OR HERBICIDAL APPLICATIONS ARE NECESSARY, THEN THE DEC AND SMR SHALL JOINTLY CONDUCT A FIELD REVIEW AND COMPLETE A SRFR.

4. IF CUTTING AND CLEARING OF ANY VEGETATION WITHIN 1000 FEET OF A SCENIC RIVER IS REQUIRED, THEN THE DEC AND SRM SHALL JOINTLY CONDUCT A FIELD REVIEW AND COMPLETE A SRFR. VERTICAL PRUNING OF TREES IS PERMITTED, IF ANY OVERHANGING LIMBS CAUSE A SAFETY HAZARD OR OBSTRUCT VIEW. VERTICAL PRUNING SHALL NOT INCLUDE THE USE OF A FLAIL MOWER. CARE SHALL BE TAKEN NOT TO GIRDLE OR SCUFF TREE TRUNKS WHERE PRACTICABLE.

5. NO TOXIC OR HAZARDOUS MATERIALS SUCH AS SEALANTS, PAINT, SOLVENTS, CLEANING AGENTS, EARTHEN MATERIALS, WASTE-WATER, FUELS OR DEBRIS OF ANY KIND SHALL BE DISCHARGED TO A SCENIC RIVER OR ANY TRIBUTARY WATER COURSES. ALL ASPHALT OR CONCRETE GRINDINGS, EXCESS ASPHALTIC OR CONCRETE MATERIALS OR ANY OTHER DEBRIS GENERATED DURING RESURFACING OR OTHER SIMILAR ACTIVITIES SHALL BE REMOVED IMMEDIATELY FROM WITHIN 1000 FEET OF A SCENIC RIVER AND DISPOSED OF AT AN APPROPRIATE FACILITY ABOVE THE FEMA 100 YEAR FLOOD ELEVATION AND NOT WITHIN 1000 FEET OF THE SCENIC RIVER.

GENERAL NOTES

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6. IF PAINTING, WELDING, SAND AND/OR WATER BLASTING (CLEANING) IS INCORPORATED AS PART OF THE PROJECT AT OR OVER A SCENIC RIVER, THEN APPROPRIATE APRONS SHALL BE UTILIZED TO PROVIDE FOR COMPLETE CONTAINMENT OF ALL PAINT, WELDING SLAG AND/OR SEALANT OVER SPRAY AND OTHER DEBRIS. APRONS SHALL BE UTILIZED ON ALL DECK REPLACEMENT PROJECTS WHEN USING HYDRO-DEMOLITION TECHNIQUES. ALL DEBRIS COLLECTED SHALL BE DISPOSED OF AT AN APPROPRIATE FACILITY ABOVE THE FEMA100 YEAR FLOOD PLAIN AND NOT WITHIN 1000 FEET OF THE SCENIC RIVER.

STORING OF PAVEMENT GRINDINGS:

GRINDINGS FROM THIS PROJECT ARE TO BE PLACED AT US 40/42 INTERCHANGE AT ODOT LaFAYETTE SCALES OUTPOST. CONTACT PERSON IS MITCH BLACKFORD, MADISON COUNTY MANAGER.

ITEM 448 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1H, AS PER PLAN: (SAFETY EDGE TREATMENT)

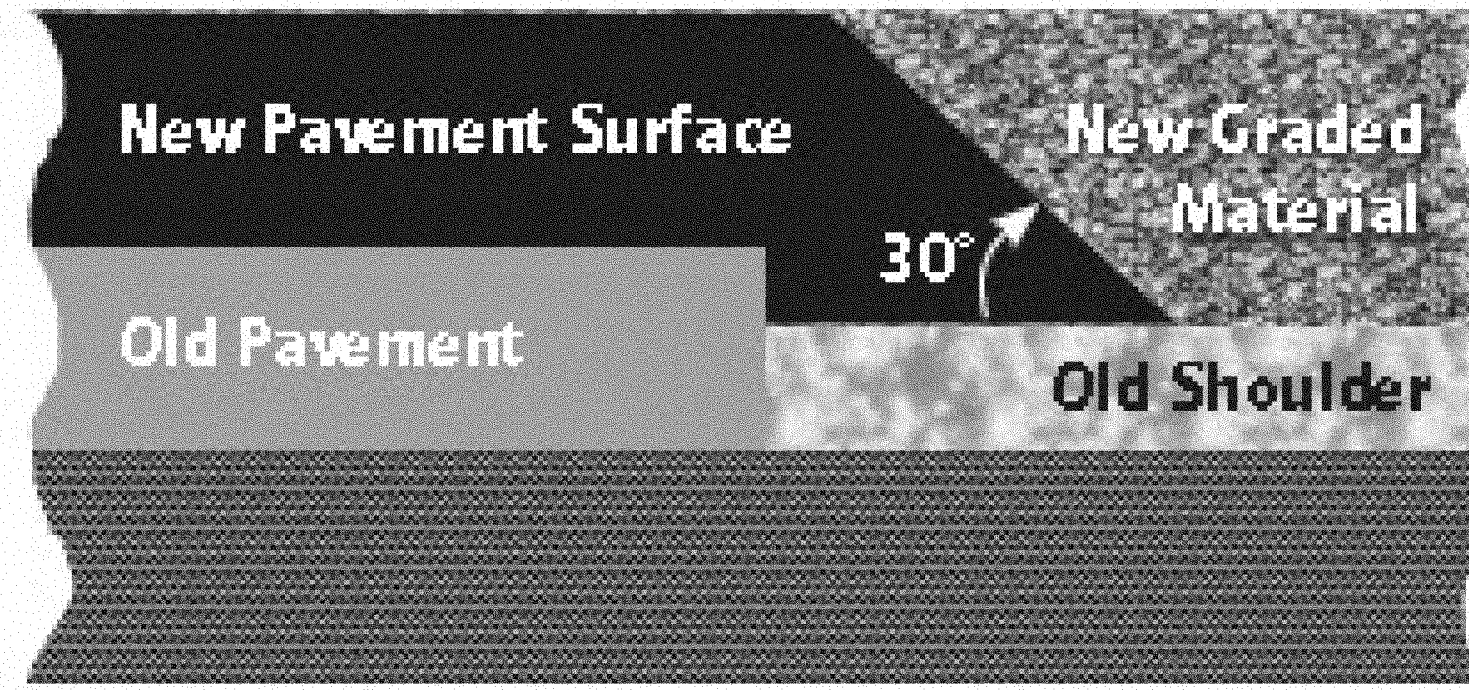
ATTACH A DEVICE TO THE SCREED OF THE PAVER THAT CONFINES THE MATERIAL AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A COMPACTED WEDGE SHAPE PAVEMENT EDGE OF APPROXIMATELY 30 DEGREES (NOT STEEPER THAN 35 DEGREES). MAINTAIN CONTACT BETWEEN THE DEVICE AND THE ROAD SHOULDER SURFACE, AND ALLOW FOR AUTOMATIC TRANSITION TO CROSS ROADS, DRIVEWAYS AND OBSTRUCTIONS. USE THE DEVICE TO CONSTRAIN THE ASPHALT HEAD REDUCING THE AREA BY 10% TO 15% INCREASING THE DENSITY OF THE EXTRUDED PROFILE. DO NOT USE CONVENTIONAL SINGLE PLATE STRIKE OFF. USE THE TRANSTECH SHOULDER WEDGE MAKER, OR THE ADVANT-EDGE, OR A SIMILAR APPROVED-EQUAL DEVICE THAT PRODUCES THE SAME WEDGE CONSOLIDATION RESULTS. CONTACT INFORMATION FOR THESE WEDGE SHAPE COMPACTION DEVICES IS THE FOLLOWING:

TRANSTECH SYSTEMS, INC.
1594 STATE STREET
SCHENECTADY, NY 12304
1-800-724-6306
WWW.TRANSTECHSYS.COM

ADVANT-EDGE PAVING EQUIPMENT LLC
P.O. BOX 9163
NISKAYUNA, NY 12309-0163
PH. 518-280-6090
CONTACT: GARY D. ANTONELLI
CELL 518-368-5699
WEBSITE: WWW.ADVANTEDGEPAVING.COM

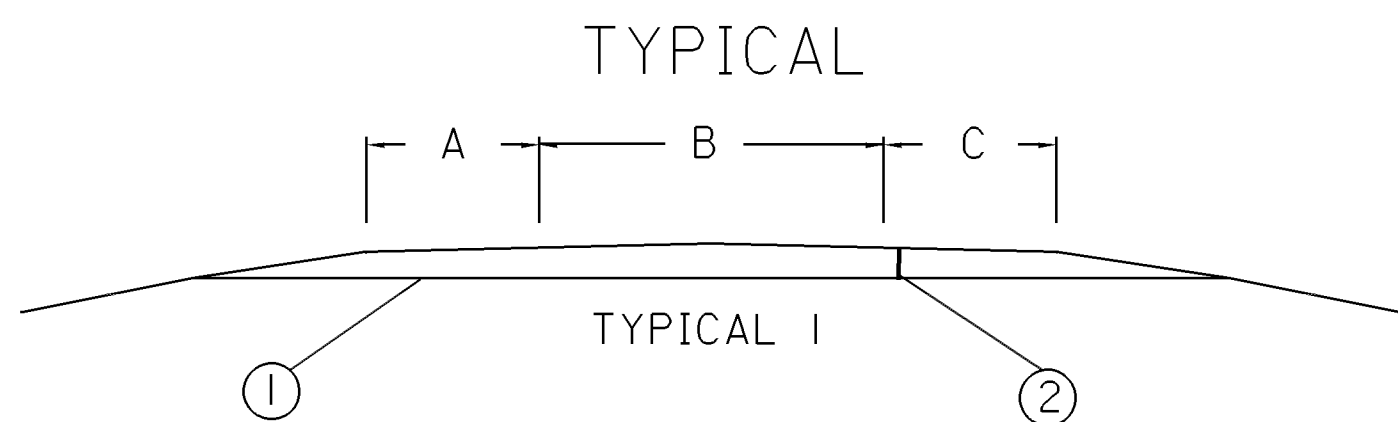
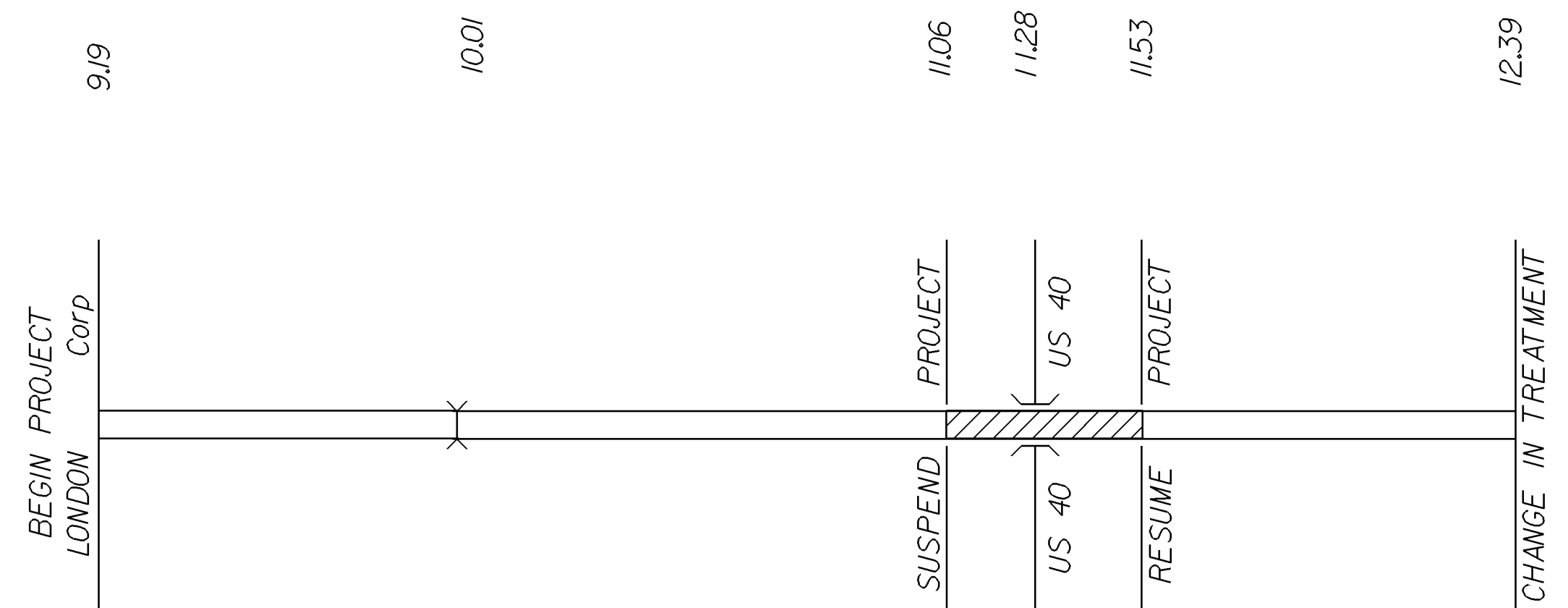
IF ELECTING TO USE A SIMILAR DEVICE, PROVIDE PROOF THAT THE DEVICE HAS BEEN USED ON PREVIOUS PROJECTS WITH ACCEPTABLE RESULTS OR CONSTRUCT A TEST SECTION PRIOR TO THE BEGINNING OF WORK AND DEMONSTRATE WEDGE COMPACTION TO THE SATISFACTION OF CENTRAL OFFICE CONSTRUCTION. SHORT SECTIONS OF HANDWORK WILL BE ALLOWED WHEN NECESSARY FOR TRANSITIONS AND TURNOUTS OR OTHERWISE AUTHORIZED BY CENTRAL OFFICE CONSTRUCTION. JULIA MILLER (614) 644-6622 OF CENTRAL OFFICE CONSTRUCTION IS TO BE NOTIFIED WHEN CONSTRUCTION IS TO BEGIN, SO SHE CAN OBSERVE THE TREATMENT.

THIS ITEM IS TO BE PAID FOR ON C.Y. BASIS. THE ESTIMATED QUANTITY IS BASED UPON THE TRIANGULAR SHAPED PAVEMENT SECTION WITH AN ASSUMED VERTICAL LEG HEIGHT = 2 1/2". THE CONTRACTOR IS TO VARY THE HEIGHT AS NECESSARY TO MEET EXISTING SHOULDER ELEVATION.

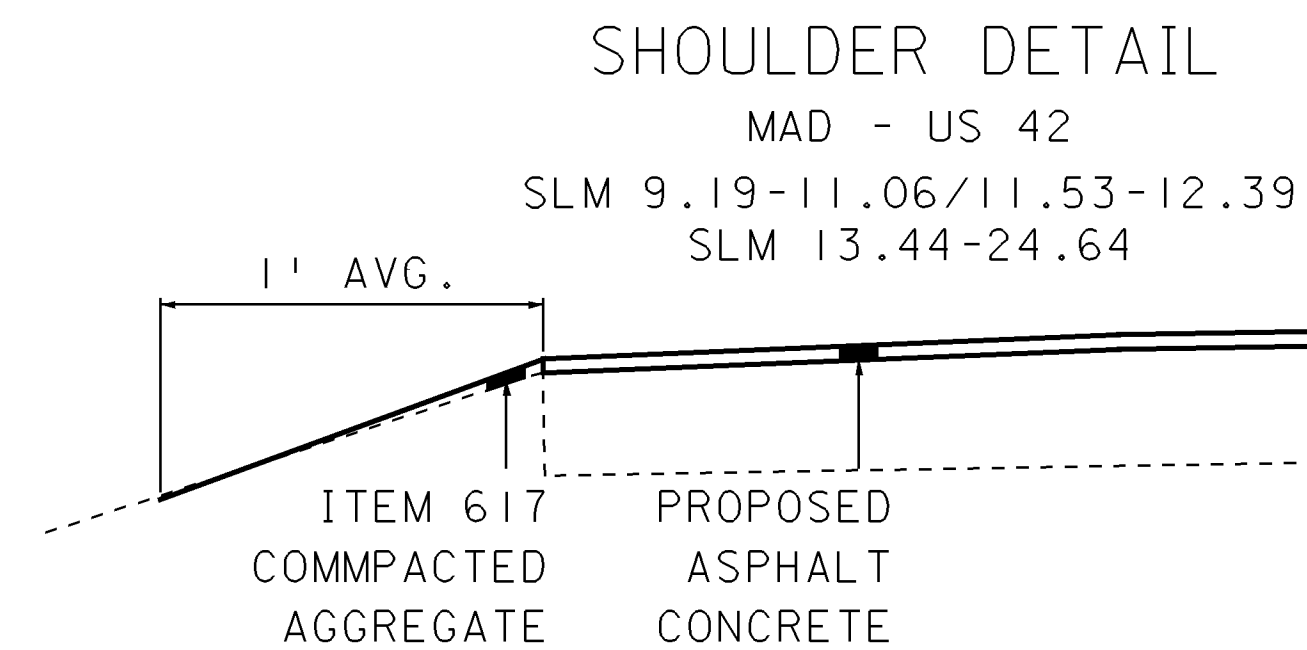


COOPERATION BETWEEN CONTRACTORS:

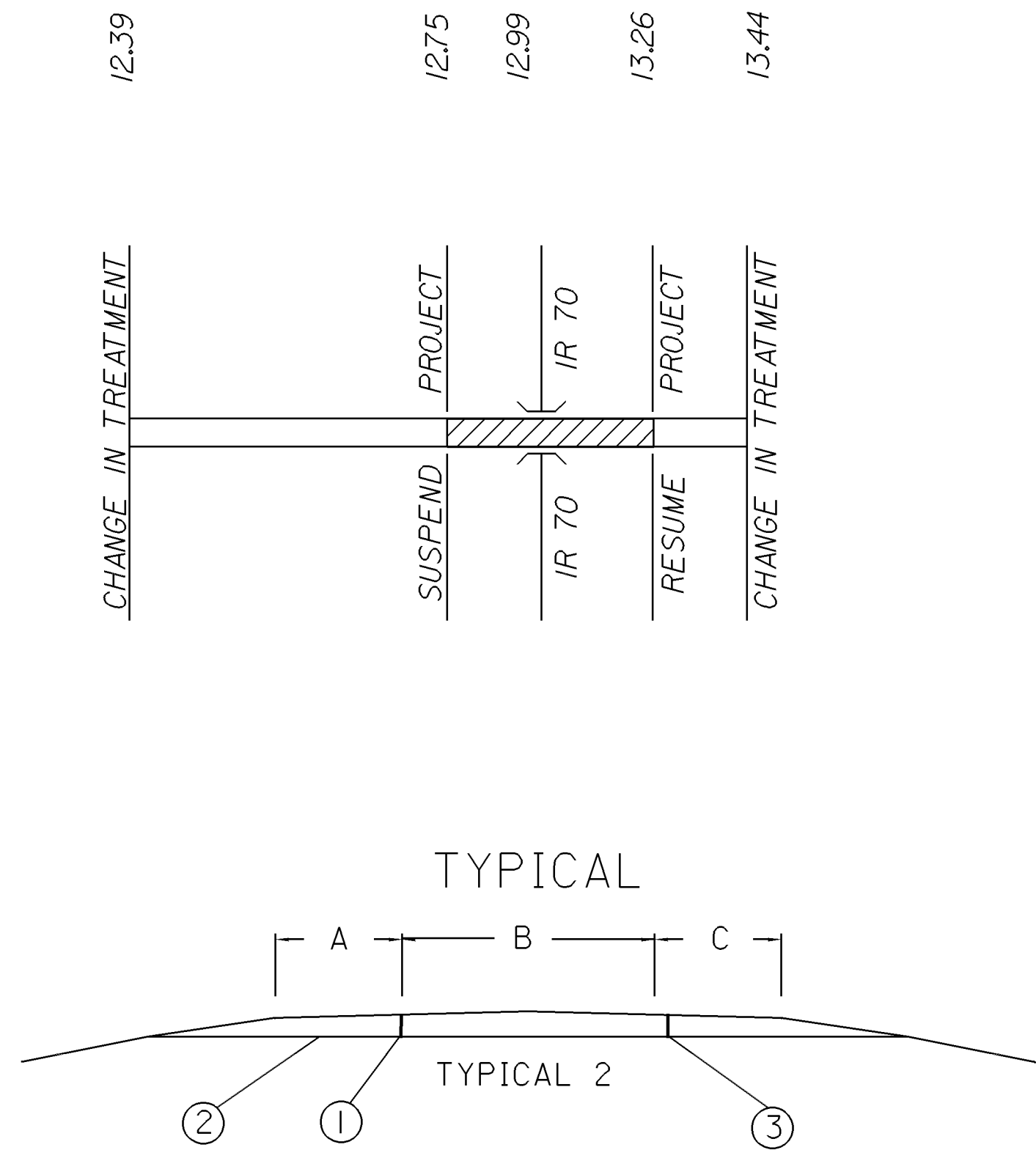
THE CONTRACTOR'S ATTENTION IS DIRECTED TO SECTION 105.08 OF THE CMS HANDBOOK. DURING THE DURATION OF THIS PROJECT, PROJECTS ON MAD-42 PID 76286 AND MAD-40 PID 77592 WILL BE IN PROGRESS.



- ① - ITEM 407 TACK COAT
- ② - 1.5" ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE IH

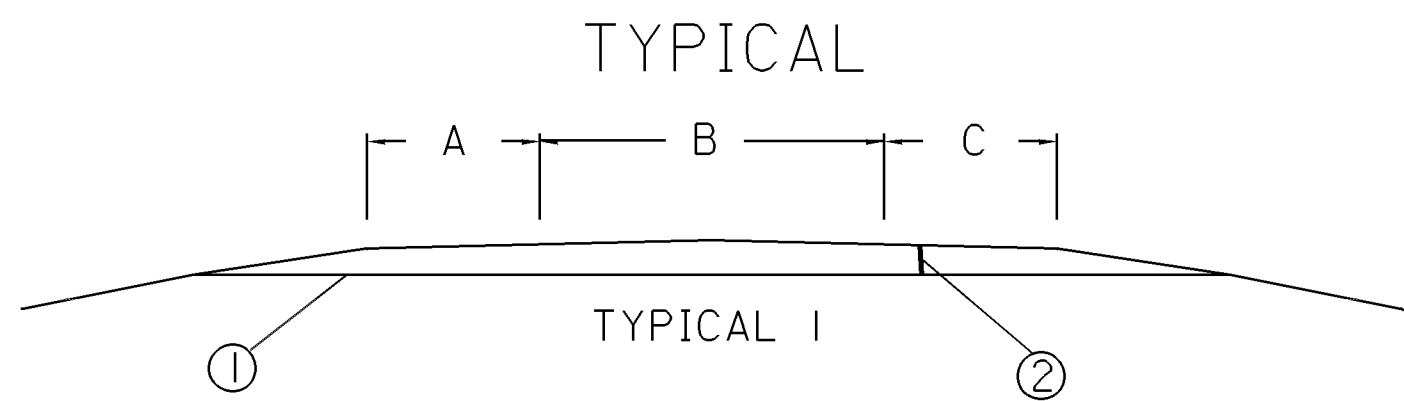


LOCATION												REMARKS									
LOCATION	COUNTY	ROUTE	START LOG POINT	END LOG POINT	LENGTH		TYPICAL	PAVEMENT WIDTH			PAVEMENT AREA	254	407	448	448	617					
								FT	FT	FT		SY	SY	GAL	IN	CY	CY	FT	CY		
								SLM	SLM	MI		FT	A	B	C	0.075 GAL PER SY	AVG DEPTH	AVG WIDTH			
1	MAD	US-42	9.19	9.21	0.02	106	I	2.0	24.0	2.0	329	233	25	1.5	14	0.29	1.0	1	PAVEMENT PLANING TO BE USED AT BEGIN OF PROJECT		
			9.21	11.06	1.85	9768	I	2.0	24.0	2.0	30389	233	2279	1.5	1266	27.21	1.0	121	BUTT JOINT AT SUSPEND PROJECT		
			11.53	12.39	0.86	4541	I	2.0	24.0	2.0	14127	233	1060	1.5	589	12.65	1.0	56	BUTT JOINT AT RESUME PROJECT		
											200		15	1.5	8				VARIOUS INTERSECTIONS		
											500		38	1.5	21				VARIOUS ASPHALT DRIVES		
											90						1.0	5	VARIOUS GRAVEL DRIVES		
			10.01			141	I	2.0	24.0	2.0	-439		-33	1.5	-18	-0.39	1.0	-2	DEDUCT FOR STRUCTURE 1001		
TOTALS CARRIED TO GENERAL SUMMARY												699	3384	1880	40	181					

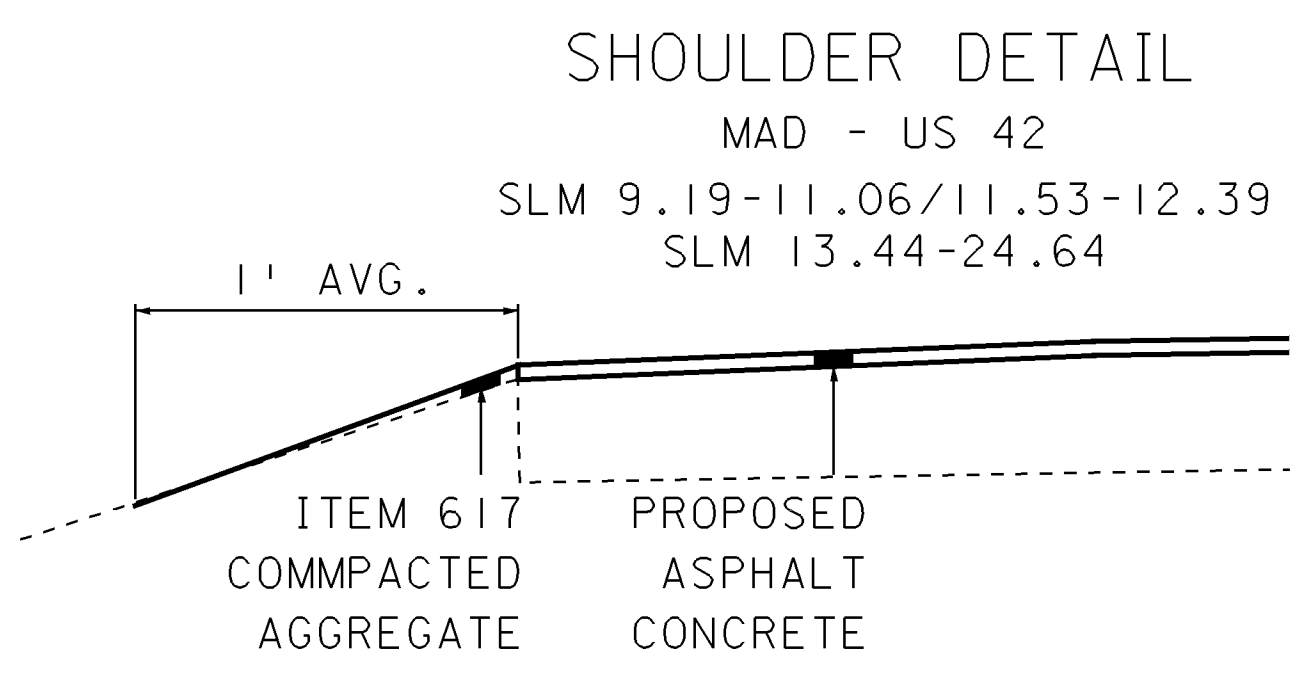


- ① - 1.5" ITEM 254 PAVEMENT PLANING
- ② - ITEM 407 TACK COAT
- ③ - 1.5" ITEM 448 ASPHALT CONCRETE SURFACE COURSE TYPE IH

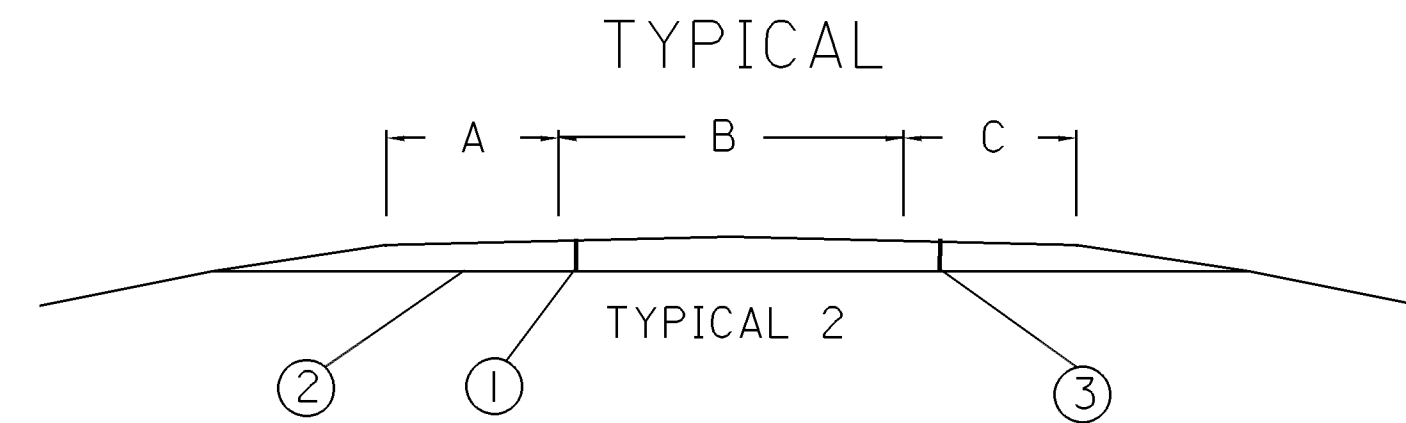
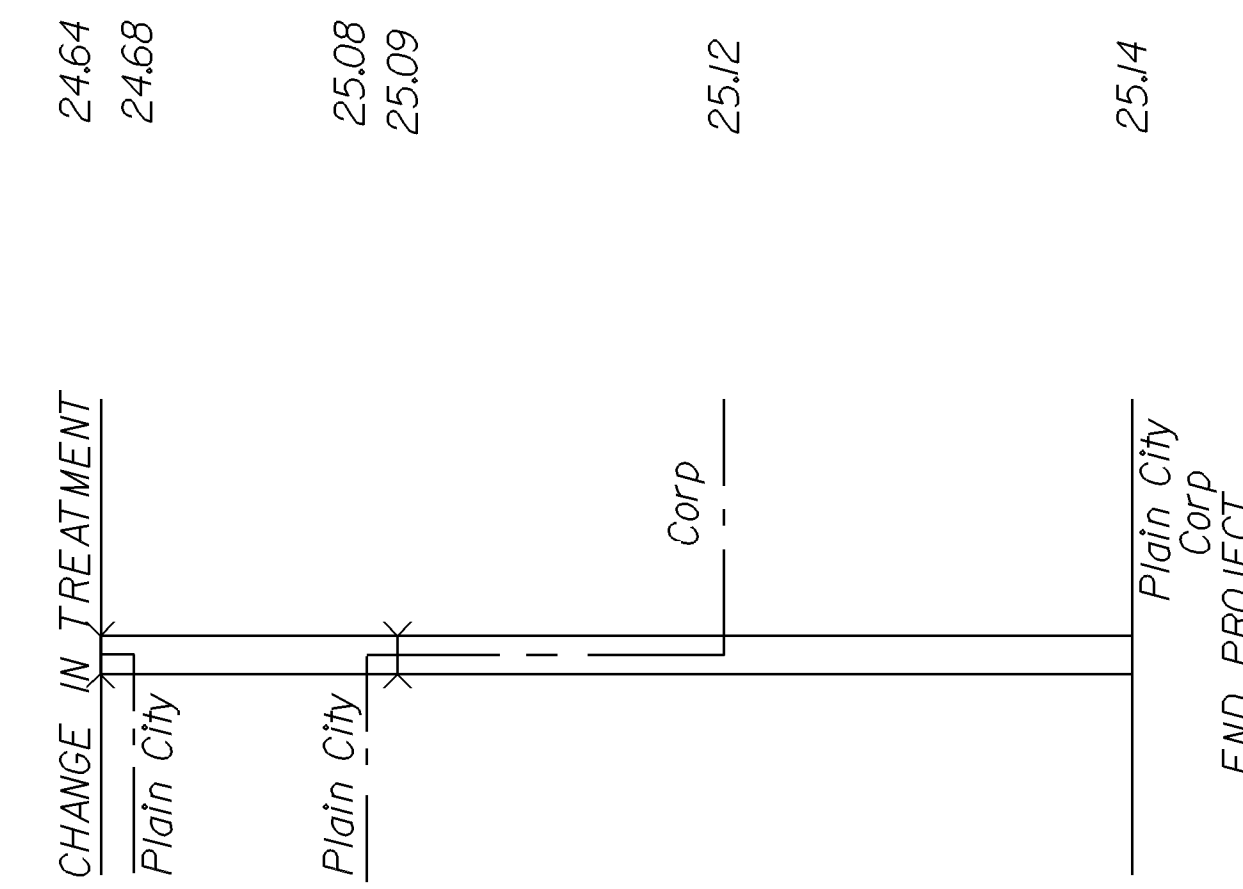
LOCATION	COUNTY	ROUTE	START LOG POINT	END LOG POINT	LENGTH		TYPICAL	PAVEMENT WIDTH			PAVEMENT AREA	SURFACE COURSE			REMARKS
								A	B	C		254	407	448	
												PAVEMENT PLANING 1.5" AVERAGE DEPTH	TACK COAT	ASPHALT CONCRETE SURFACE COURSE, TYPE IH	
SLM	SLM	MI	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	
I	MAD	US-42	12.39	12.75	0.36	1901	2	2.0	24.0	2.0	5914	5914	444	1.5	246
			13.26	13.44	0.18	950	2	4.0	24.0	4.0	3379	3379	253	1.5	141
										50	50	4	1.5	2	VARIOUS ASPHALT DRIVES
TOTALS CARRIED TO GENERAL SUMMARY											9343	701		389	



- ① - ITEM 407 TACK COAT
- ② - 1.5 ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE IH

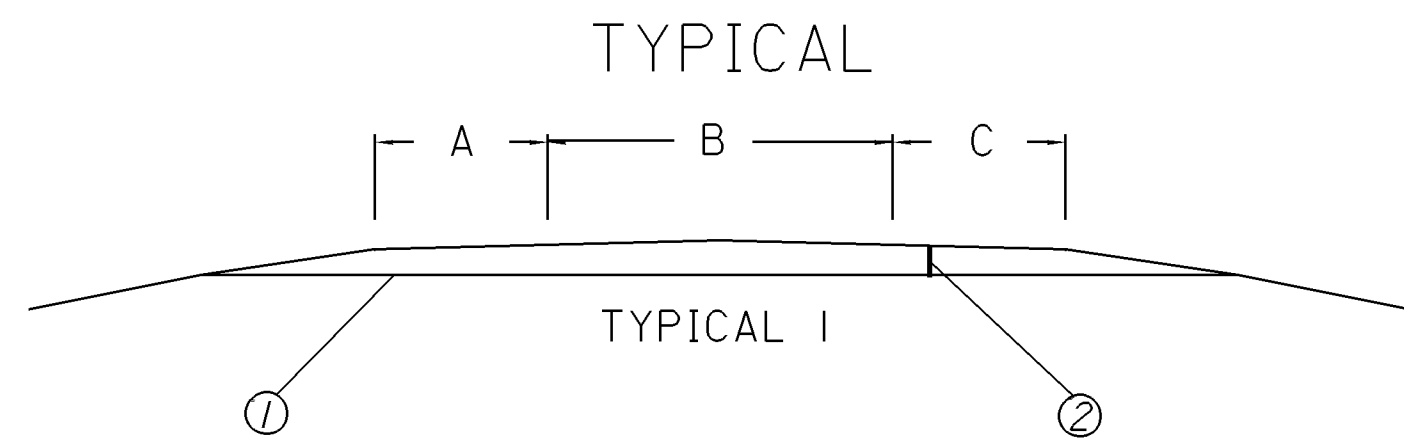


LOCATION													REMARKS						
LOCATION	COUNTY	ROUTE	START LOG POINT	END LOG POINT	LENGTH		TYPICAL	PAVEMNT WIDTH			PAVEMENT AREA	407	448		448	617			
								A	B	C		TACK COAT	ASPHALT CONCRETE SURFACE COURSE, TYPE IH		ASPHALT CONCRETE SURFACE COURSE, TYPE IH, AS PER PLAN (SAFETY EDGE)	COMPACTED AGGREGATE, TYPE A 2.0" AVERAGE DEPTH			
								FT	FT	FT		0.075 GAL PER SY	AVG DEPTH	CY	AVG WIDTH	FT	CY		
SLM	SLM	MI	FT		FT	FT	FT	FT	SY	GAL	IN	CY	CY	FT	CY				
I	MAD	US-42	13.44	20.66	7.22	38122	I	3.0	24.0	3.0	127072	9530	1.5	5295	106.18	1.0	471		
			20.66	22.68	2.02	10666	I	4.0	24.0	4.0	37922	2844	1.5	1580	29.71	1.0	132		
			22.68	22.82	0.14	739	I	4.0	44.0	4.0	4271	320	1.5	178	2.06	1.0	9		
			22.82	23.00	0.18	950	I	4.0	56.0	4.0	6758	507	1.5	282	2.65	1.0	12		
			23.00	23.13	0.13	686	I	4.0	44.0	4.0	3966	297	1.5	165	1.91	1.0	8		
			23.13	24.64	1.51	7973	I	3.0	24.0	3.0	26576	1993	1.5	1107	22.21	1.0	98		
											1800	135	1.5	75				VARIOUS INTERSECTIONS	
											680	51	1.5	28				VARIOUS ASPHALT DRIVES	
											640						36	VARIOUS GRAVEL DRIVES	
			14.54			200	I	3.0	24.0	3.0	-667	-50	1.5	-28	-0.56	1.0	-3	DEDUCT FOR STRUCTURE 1454	
			18.57			40	I	3.0	24.0	3.0	-133	-10	1.5	-6	-0.11	1.0	-1	DEDUCT FOR STRUCTURE 1857	
			22.35			33	I	4.0	24.0	4.0	-117	-9	1.5	-5	-0.09			DEDUCT FOR STRUCTURE 2235	
			22.86			11	I	4.0	24.0	4.0	-39	-3	1.5	-2	-0.03			DEDUCT FOR STRUCTURE 2286	
			23.51			24	I	3.0	24.0	3.0	-80	-6	1.5	-3	-0.07			DEDUCT FOR STRUCTURE 2351	
TOTALS CARRIED TO GENERAL SUMMARY											15599		8666	164		762			

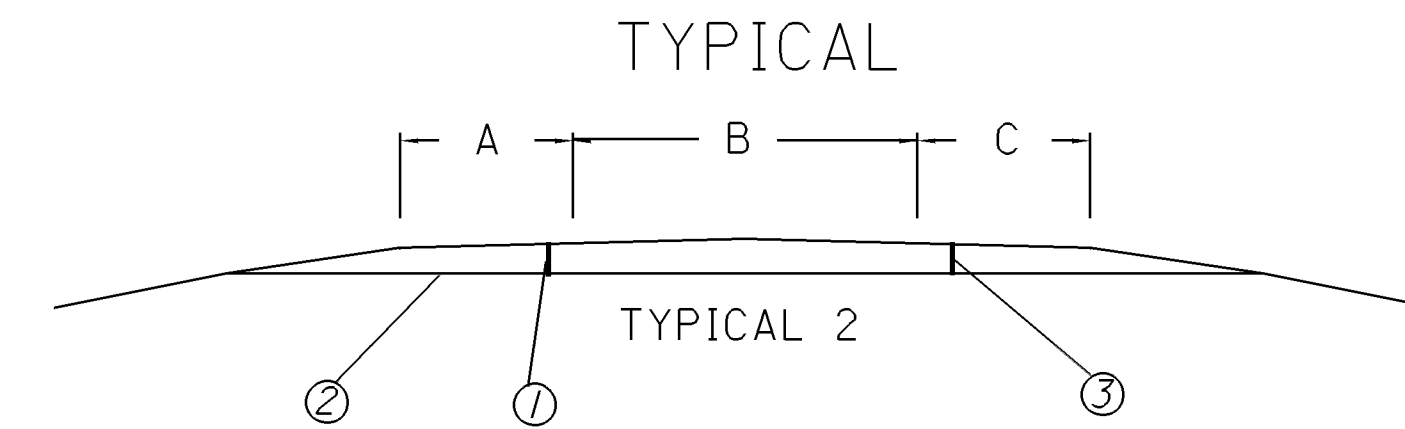


- ① - 1.5" ITEM 254 PAVEMENT PLANING
- ② - ITEM 407 TACK COAT
- ③ - 1.5" ITEM 448 ASPHALT CONCRETE SURFACE COURSE TYPE IH

LOCATION	COUNTY	ROUTE	START LOG POINT	END LOG POINT	LENGTH		TYPICAL	SURFACE COURSE						REMARKS		
								PAVEMENT WIDTH			PAVEMENT AREA	254	407		448	
								A	B	C		PAVEMENT PLANING 1.5" AVERAGE DEPTH	TACK COAT		ASPHALT CONCRETE SURFACE COURSE, TYPE IH	
								FT	FT	FT			0.075 GAL PER SY		AVG DEPTH	CY
I	MAD	US-42	24.64	25.14	0.50	2640	2	3.0	24.0	3.0	8800	8800	660	1.5	367	
											500	500	36	1.5	21	VARIOUS INTERSECTIONS
											80	80	6	1.5	3	VARIOUS ASPHALT DRIVES
			24.64			12	2	3.0	24.0	3.0	-40	-40	-3	1.5	-2	DEDUCT FOR STRUCTURE 2464
			25.09			44	2	3.0	24.0	3.0	-147	-147	-11	1.5	-6	DEDUCT FOR STRUCTURE 2509
TOTALS CARRIED TO GENERAL SUMMARY												9193	688		383	

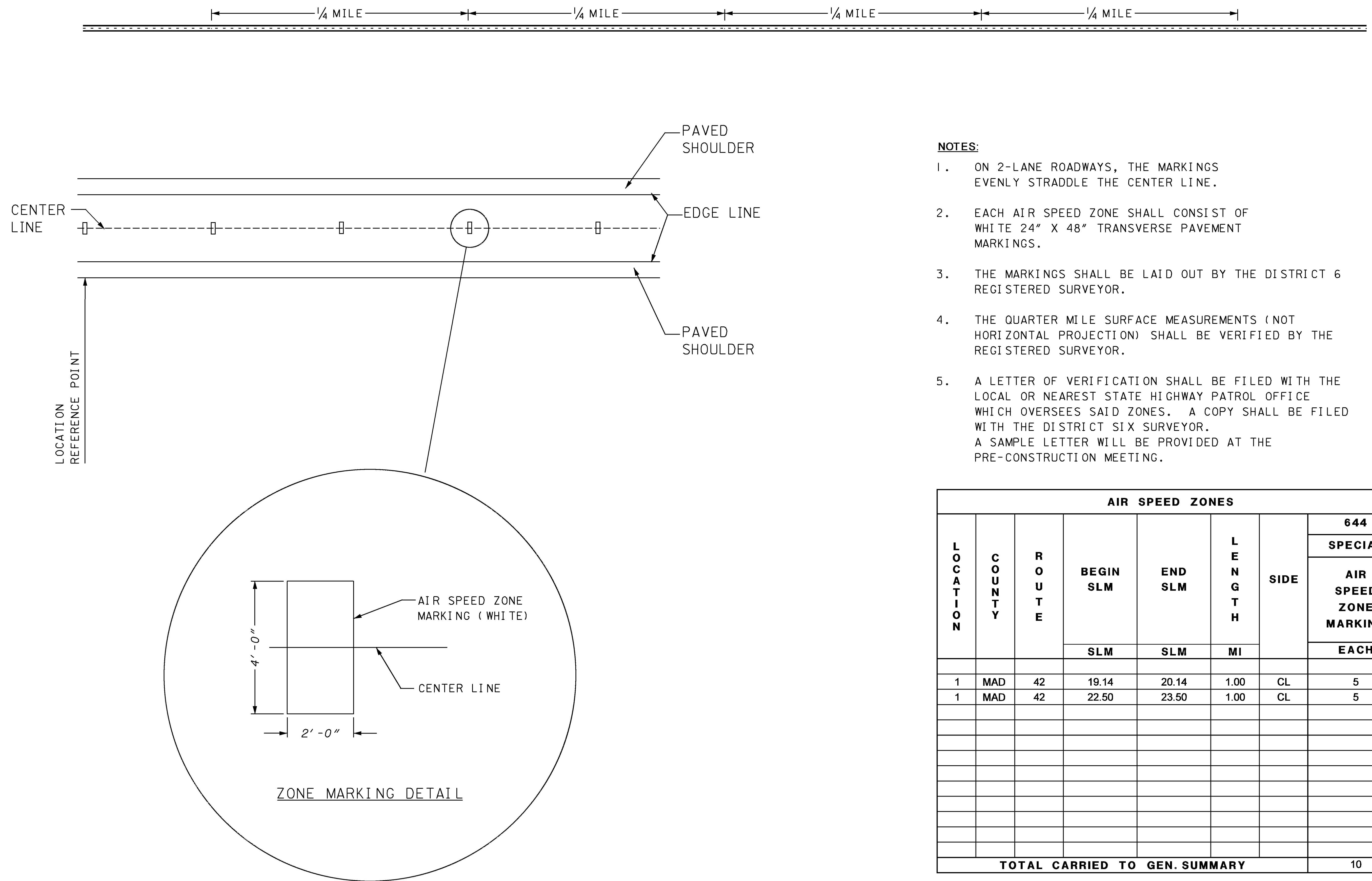


- ①- ITEM 407 TACT COAT
- ②- 1.5" ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE IH



- ①- 1.5" ITEM 254 PAVEMENT PLANING
- ②- ITEM 407 TACT COAT
- ③- 1.5" ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE IH

LOCATION							SURFACE COURSE							REMARKS				
LOCATION	COUNTY	ROUTE	START LOG POINT	END LOG POINT	LENGTH		SIDE	TYPICAL	PAVEMENT WIDTH			PAVEMENT AREA	254		407	448		
			SLM	SLM	MI	FT			A	B	C		PAVEMENT PLANING 1.5" AVERAGE DEPTH		TACK COAT	ASPHALT CONCRETE SURFACE COURSE, TYPE IH		
			FT	FT	FT	SY			SY	GAL	IN		CY					
I	MAD	US-42	9.85	9.88	0.03	158	R	I			12.0	211		16	1.50	9	TURN LANE	
			10.38	10.48	0.10	528	L	I		10.0		587		44	1.50	24	CENTER TURN LANE	
			10.80	10.87	0.07	370	R	I			2.0	82		6	1.50	3	TURN LANE	
			20.64	20.69	0.05	264	R	I			10.0	293		22	1.50	12	RIGHT SIDE EXTRA WIDTH	
			22.22	22.27	0.05	264	L	I	10.0			293		22	1.50	12	TURN LANE	
			24.74	24.78	0.04	211	L	2	10.0			235	235	18	1.50	10	TURN LANE	
			24.96	25.14	0.18	950	R	2			2.0	211	211	16	1.50	9	RIGHT SIDE EXTRA WIDTH	
TOTALS CARRIED TO GENERAL SUMMARY												446	144		79			



NOTES:

1. ON 2-LANE ROADWAYS, THE MARKINGS EVENLY STRADDLE THE CENTER LINE.
2. EACH AIR SPEED ZONE SHALL CONSIST OF WHITE 24" X 48" TRANSVERSE PAVEMENT MARKINGS.
3. THE MARKINGS SHALL BE LAID OUT BY THE DISTRICT 6 REGISTERED SURVEYOR.
4. THE QUARTER MILE SURFACE MEASUREMENTS (NOT HORIZONTAL PROJECTION) SHALL BE VERIFIED BY THE REGISTERED SURVEYOR.
5. A LETTER OF VERIFICATION SHALL BE FILED WITH THE LOCAL OR NEAREST STATE HIGHWAY PATROL OFFICE WHICH OVERSEES SAID ZONES. A COPY SHALL BE FILED WITH THE DISTRICT SIX SURVEYOR. A SAMPLE LETTER WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING.

AIR SPEED ZONES							
LOCATION	COUNTY	ROUTE	BEGIN SLM	END SLM	LENGTH	SIDE	644
							SPECIAL
							AIR SPEED ZONE MARKING
							EACH
1	MAD	42	19.14	20.14	1.00	CL	5
1	MAD	42	22.50	23.50	1.00	CL	5
TOTAL CARRIED TO GEN. SUMMARY							10

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DETAIL		DETAIL	
GAP	TYPICAL CENTER LINE	7	ONE LANE BRIDGE
1	THRU APPROACH	8	STOP APPROACH
2	HORIZONTAL CURVE	9	TWO WAY LEFT TURN LANE
3	HORIZONTAL CURVE ALTERNATE	10	APPROACH W/LEFT TURN LANE
5	4 LANE UNIDIVIDED TO 2 LANE TRANSITION	11	HORIZONTAL CURVE W/RADIUS LESS THAN 1250'
6	MULTILANE DIVIDED-CONTROLLED ACCESS	12	HORIZONTAL CURVE W/RADIUS LESS THAN 820'

LOCATION					REFLECTOR TYPE											TOTAL		REMARKS		
LOCATION	COUNTY	ROUTE	BEGIN LOG	END LOG	DETAIL	ONE WAY					TWO WAY						621		621	
						W	Y	WW	WR			YR	YY	RAISED PAVEMENT MARKER REMOVED	RPM					
									RIGHT EDGE LINE	LANE LINE	LEFT EDGE LINE					RIGHT EDGE LINE	RIGHT EDGE LINE		CHANNEL-IZING LINE	LANE LINE
						40	80	120	80	40	80	40	80	80	80	20	40		80	EACH
I	MAD	US 42	9.19	9.21	GAP													I	I	BEGIN PROJECT (UGP)
			9.21	10.51	10							7						92	86	APPROACH W/LEFT TURN LANE @ U.S. 40
			10.51	14.00	8	11	5											230	230	STOP APPROACH @ S.R. 29
			14.04	22.68	GAP													570	570	
			22.68	23.13	10							16						55	30	APPROACH W/LEFT TURN LANE @ J.A.H.S
			23.13	25.14	GAP													133	130	END PROJECT
TOTALS CARRIED TO GENERAL SUMMARY																1047	1120			

NOTE: DO NOT INSTALL RPM'S ON BRIDGE DECKS. WHEN LAYING OUT RPM'S ADJUST LOCATION OF ANY RPM'S ON BRIDGE DECKS TO THE NEAREST END OF STRUCTURE.

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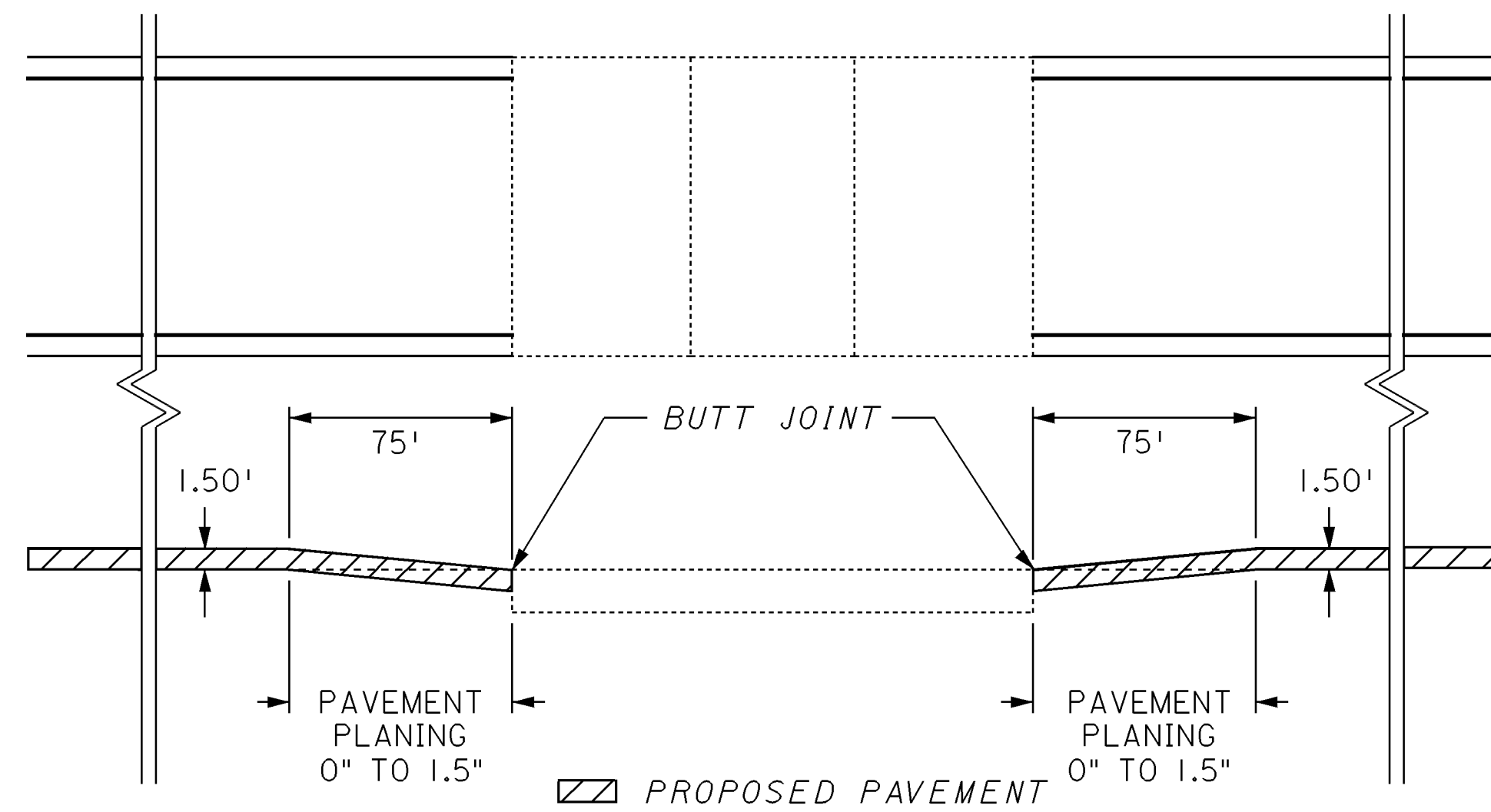
LOCATION I:								ITEM	EXT.	TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
MAD-42-10.01 SFN# (4901266) SEAL DECK AND APPROACH SLABS (RURAL)	MAD-42-14.54 SFN# (4901509) SEAL DECK (RURAL)	MAD-42-18.57 SFN# (4901525) SEAL DECK AND APPROACH SLABS (RURAL)	MAD-42-22.35 SFN# (4901606) (RURAL)	MAD-42-22.86 SFN# (4901630) (RURAL)	MAD-42-23.51 SFN# (4901665) (RURAL)	MAD-42-24.64 SFN# (4901673) (RURAL)	MAD-42-25.09 SFN# (4901703) (RURAL)						
			161		117	59	215	254	01000	552	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE	
			12	5	9	4	16	407	10000	46	GALLON	TACK COAT	
			7	3	5	2	9	448	50000	26	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE IH	
				0.03				448	50001	0.03	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE IH,AS PER PLAN	4
690	975	196						512	10400	1861	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS	
			176			88	176	SPECIAL	51631200	440	FT	SAWING AND SEALING BITUMINOUS CONCRETE JOINTS	16

STRUCTURE QUANTITIES

MAD-42-9.19

STRUCTURE LOCATION

- MAD-42-10.01
- MAD-42-14.54
- MAD-42-18.57
- MAD-42-22.35
- MAD-42-23.51
- MAD-42-24.64
- MAD-42-25.09



ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE:
 PLANING TO BE USED AT THE STRUCTURES.
 QUANTITIES CARRIED TO GENERAL SUMMARY

MAD-42-10.01	=	233 S.Y.	X 2	=	466 S.Y.
MAD-42-14.54	=	250 S.Y.	X 2	=	500 S.Y.
MAD-42-18.57	=	250 S.Y.	X 2	=	500 S.Y.
MAD-42-22.35	=	267 S.Y.	X 2	=	534 S.Y.
MAD-42-23.51	=	250 S.Y.	X 2	=	500 S.Y.
MAD-42-24.64	=	250 S.Y.	X 1	=	250 S.Y.

TOTAL ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE = 2750 S.Y.

ITEM SPECIAL-SAWING AND SEALING BITUMINOUS CONCRETE JOINTS

1) DESCRIPTION:

THIS WORK SHALL CONSIST OF CUTTING AND SEALING TRANSVERSE JOINTS IN THE NEW BITUMINOUS CONCRETE OVERLAY OF BRIDGES. BITUMINOUS CONCRETE JOINTS SHALL BE CONSTRUCTED DIRECTLY OVER, AND IN LINE WITH, THE EXISTING UNDERLYING TRANSVERSE ABUTMENT AND APPROACH SLAB JOINTS.

2) MATERIALS:

THE JOINT SEALANT SHALL MEET THE REQUIREMENTS OF ITEM 705.04, JOINT SEALANTS, HOT-POURED, FOR CONCRETE AND ASPHALT PAVEMENTS. ACCEPTABLE ALTERNATE MATERIALS ARE:

A SILICONE SEALANT MEETING FEDERAL SPECIFICATIONS TT-S-001543A CLASS A (ONE-PART SILICONE SEALANTS) AND TT-S-00230C CLASS A (ONE-COMPONENT SEALANTS), SUCH AS THOSE MANUFACTURED BY GENERAL ELECTRIC, SILICONE PRODUCTS DIVISION, 4015 EXECUTIVE PARK DRIVE, CINCINNATI, OHIO 45242 (513-243-1953) OR DOW CORNING, 400 TECHNE CENTER, SUITE 103, MILFORD, OHIO 45150 (513-831-3586); OR SOF-SEAL, A COLD-APPLIED, LOW-MODULUS, TWO-COMPONENT POLY-MERIC COMPOUND HORIZONTAL SEALANT AS MANUFACTURED BY W.R.MEADOWS, INC., P.O. BOX 543, ELGIN, ILLINOIS 60121 (800-342-5976).

3) CONSTRUCTION DETAILS:

A) GENERAL: THE CONTRACTOR SHALL CONDUCT HIS OPERATION SO THAT THE CUTTING, CLEANING AND SEALING OF TRANSVERSE JOINTS IS A CONTINUOUS OPERATION THAT WILL BE PERFORMED AS SOON AS PRACTICAL AFTER THE PAVING, BUT NO LATER THAN FOUR (4) DAYS AFTER PLACEMENT OF THE ASPHALT CONCRETE SURFACE COURSE. TRAFFIC SHALL NOT BE ALLOWED TO KNEAD TOGETHER OR DAMAGE JOINT CUT PRIOR TO SEALING.

B) CUTTING OF TRANSVERSE JOINTS: THE CONTRACTOR SHALL SAW OR ROUT TRANSVERSE JOINTS TO THE DIMENSIONS SHOWN IN THE DETAILS ON THIS SHEET. THE CUT JOINTS SHALL LIE DIRECTLY ABOVE EACH TRANSVERSE JOINT.

THE BLADE OR BLADES SHALL BE OF SUCH SIZE THAT THE FULL WIDTH AND DEPTH OF THE CUT CAN BE MADE WITH ONE PASS. DRY OR WET CUTTING WILL BE ALLOWED. JOINTS SHALL EXTEND THE FULL WIDTH OF THE BRIDGE.

C) CLEANING JOINTS: DRY SAWED JOINTS SHALL BE THOROUGHLY CLEANED WITH A SUFFICIENT AMOUNT OF COMPRESSED AIR TO REMOVE ANY DIRT, DUST, OR DELETERIOUS MATTER. WET SAWED JOINTS SHALL BE WASHED CLEAN OF ALL CUTTINGS BY FLUSHING WITH A JET OF WATER AND WITH OTHER TOOLS AS NECESSARY. AFTER FLUSHING, THE JOINT SHALL BE BLOWN OUT WITH COMPRESSED AIR. WHEN THE SURFACES ARE THOROUGHLY CLEAN AND DRY, AND JUST PRIOR TO PLACING THE JOINT SEALER, COMPRESSED AIR HAVING A PRESSURE OF AT LEAST 90 PSI SHALL BE USED TO BLOW OUT THE JOINT AND REMOVE ALL TRACES OF DUST.

IN THE EVENT FRESHLY CUT JOINTS BECOME CONTAMINATED BEFORE THEY ARE SEALED, THEY SHALL BE RE-CLEANED OF ALL FOREIGN MATERIAL BY HIGH PRESSURE WATER JET.

D) SEALING JOINTS: THE JOINT SHALL BE THOROUGHLY DRY WHEN THE SEALANT IS PLACED. AFTER CLEANING AND DRYING, A BOND-BREAKER MATERIAL SHALL BE APPLIED TO THE BOTTOM OF THE GROOVE.

HOT-POURED JOINT SEALANT MATERIAL SHALL BE HEATED IN A KETTLE OR MELTER CONSTRUCTED AS A DOUBLE BOILER, WITH THE SPACE BETWEEN THE INNER AND OUTER SHELLS FILLED WITH OIL OR OTHER HEAT TRANSFER MEDIUM. POSITIVE TEMPERATURE CONTROL AND MECHANICAL AGITATION SHALL BE PROVIDED. HEATING MUST BE IN STRICT ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION. JOINT SEALER MATERIAL SHALL NEVER BE KEPT HEATED AT THE POURING TEMPERATURE FOR MORE THAN FOUR (4) HOURS AND SHALL NEVER BE REHEATED. SEALER LEFT IN THE APPLICATOR AT THE END OF A DAY'S WORK SHALL NOT BE USED.

HOT-POURED SEALANT SHALL BE APPLIED IMMEDIATELY THROUGH A NOZZLE, WHICH MUST PROJECT INTO THE SAWED JOINT, FILLING FROM THE BOTTOM UP. THE SEALANT SHALL COMPLETELY FILL THE JOINT IN SUCH A MANNER THAT, AFTER COOLING, THE LEVEL OF THE SEALANT WILL NOT BE HIGHER THAN 1/8" BELOW THE PAVEMENT SURFACE. ANY DEPRESSION IN THE COOLED SEAL GREATER THAN 1/4" SHALL BE BROUGHT UP TO THE SPECIFIED LIMIT BY FURTHER ADDITION OF HOT-POURED SEALANT. CARE SHALL BE TAKEN IN THE SEALING OF THE JOINTS SO THAT THE FINAL APPEARANCE WILL PRESENT A NEAT FINE LINE.

THE COLD APPLIED SEALANT MATERIALS (POLYURETHANE, SILICONE, AND POLYMERIC COMPOUNDS) SHALL BE INSTALLED AS PER MANUFACTURERS' RECOMMENDATIONS, EXCEPT AS MODIFIED BY THIS DRAWING. THE SEALANT SHALL BE INSTALLED WHEN THE AMBIENT TEMPERATURE IS 40 DEGREES F OR HIGHER. TRAFFIC SHALL NOT BE ALLOWED ON THE JOINT FOR ONE HOUR AFTER APPLICATION OF THE SEALANT.

4) METHOD OF MEASUREMENT:

THE QUANTITY TO BE PAID FOR UNDER THIS ITEM WILL BE THE NUMBER OF LINEAR FEET OF JOINTS SAWED AND SEALED AS PER THE ABOVE REQUIREMENTS.

5) BASIS OF PAYMENT:

THE UNIT PRICE PER LINEAR FOOT FOR ITEM SPECIAL - "SAWING AND SEALING BITUMINOUS CONCRETE JOINTS" SHALL INCLUDE THE COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO COMPLETE THE WORK, INCLUDING THE FURNISHING AND PLACING OF THE JOINT SEALER MATERIAL.

6) QUANTITY PROVIDED:

LOCATION 1:

MAD - 42 - 22.35 (PRESTRESSED CONCRETE BOX BEAM OVER BALLENGER JONES DITCH)

BRIDGE WIDTH = 44'
NUMBER OF JOINTS = 4 (BOTH ENDS OF APPROACH SLABS)
(44' X 4 JOINTS) = 176 LF

MAD - 42 - 24.64 (CONCRETE CULVERT OVER BIDWELL ELSEY DITCH)

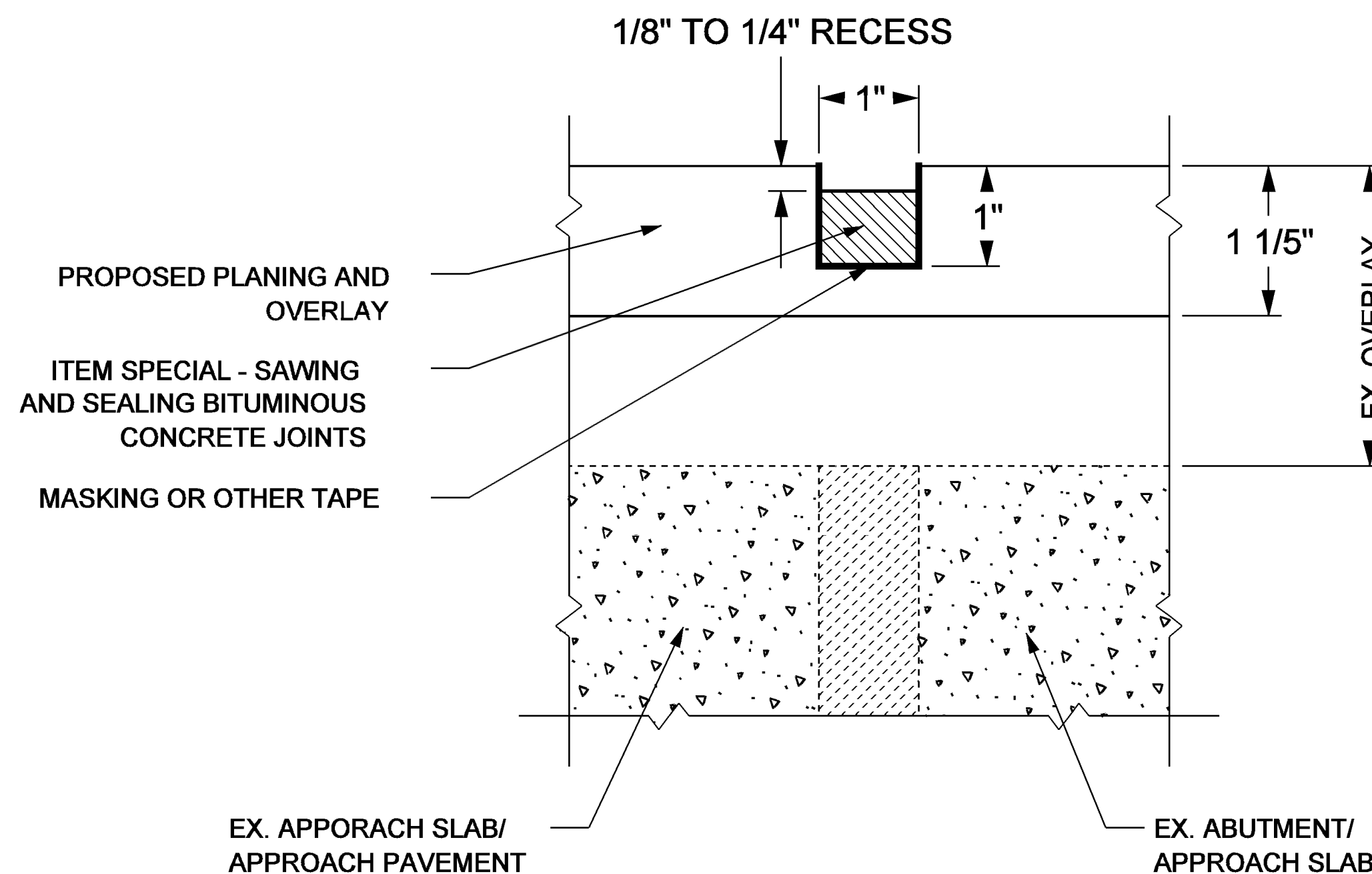
BRIDGE WIDTH = 44'
NUMBER OF JOINTS = 2 (BOTH ENDS OF APPROACH SLABS)
(44' X 4 JOINTS) = 88 LF

MAD - 42 - 25.09 (PRESTRESSED CONCRETE BOX BEAM OVER SWEENEY DITCH)

BRIDGE WIDTH = 44'
NUMBER OF JOINTS = 4 (BOTH ENDS OF APPROACH SLABS)
(44' X 4 JOINTS) = 176 LF

ITEM SPECIAL - "SAWING AND SEALING BITUMINOUS CONCRETE JOINTS" = 440 LF

NOTE: QUANTITY IS CARRIED TO SHEET #14



NOTE: THE CONTRACTOR SHALL MARK THE EXISTING APPROACH SLAB JOINT PRIOR TO WORK TO ASSURE THE JOINT SAWING AND SEALING WILL BE PROPERLY PLACED.

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Design

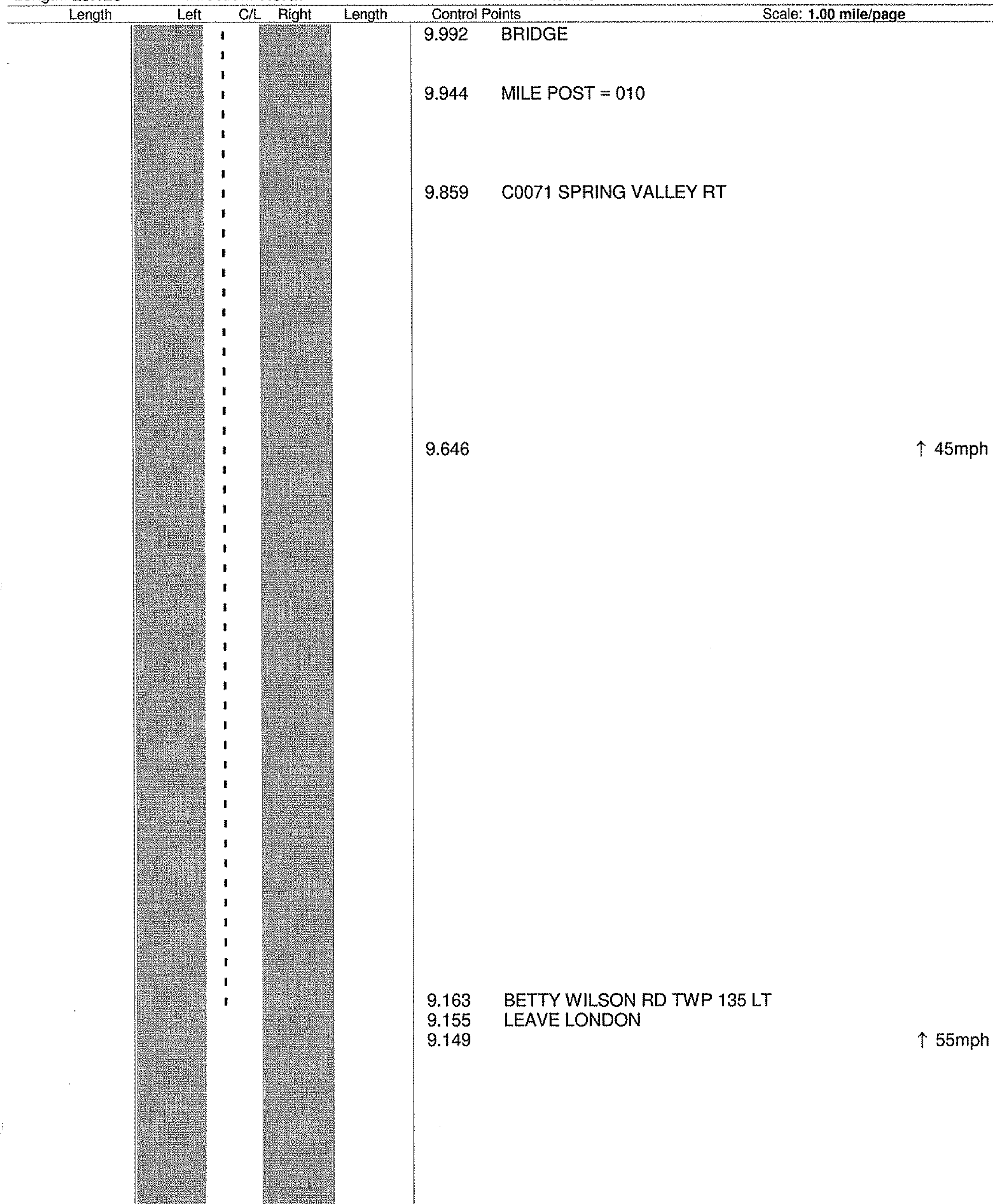
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SAWING AND SEALING BITUMINOUS CONCRETE JOINTS

MAD-42-9.19

ODOT Dist 6 - Madison Co - FINAL
No Passing Zone Log (MAD)

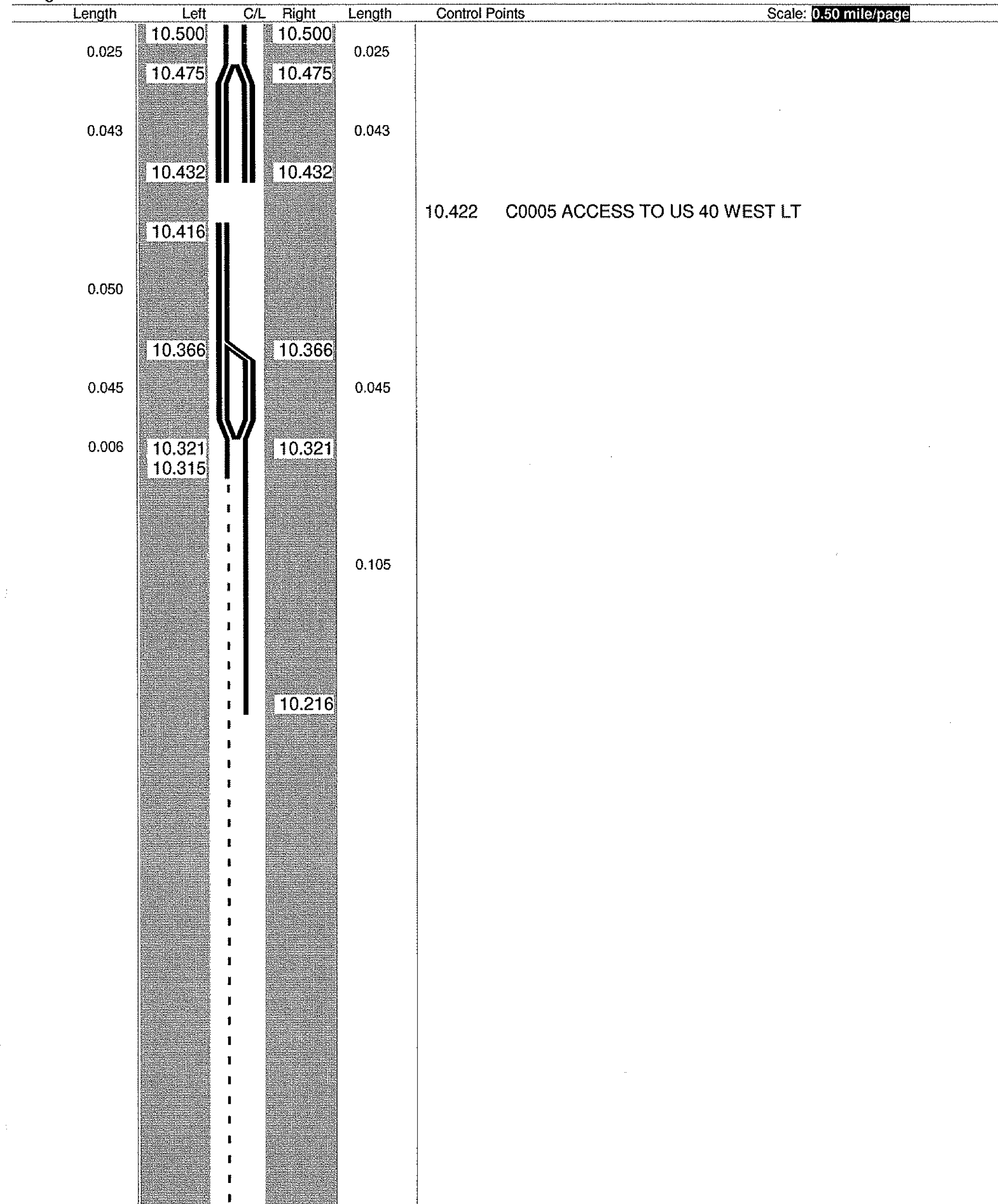
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To: 25.126 ENTER UNI
Scale: 1.00 mile/page



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ODOT Dist 6 - Madison Co - FINAL
No Passing Zone Log (MAD)

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To: 25.126 ENTER UNI
Scale: 0.50 mile/page



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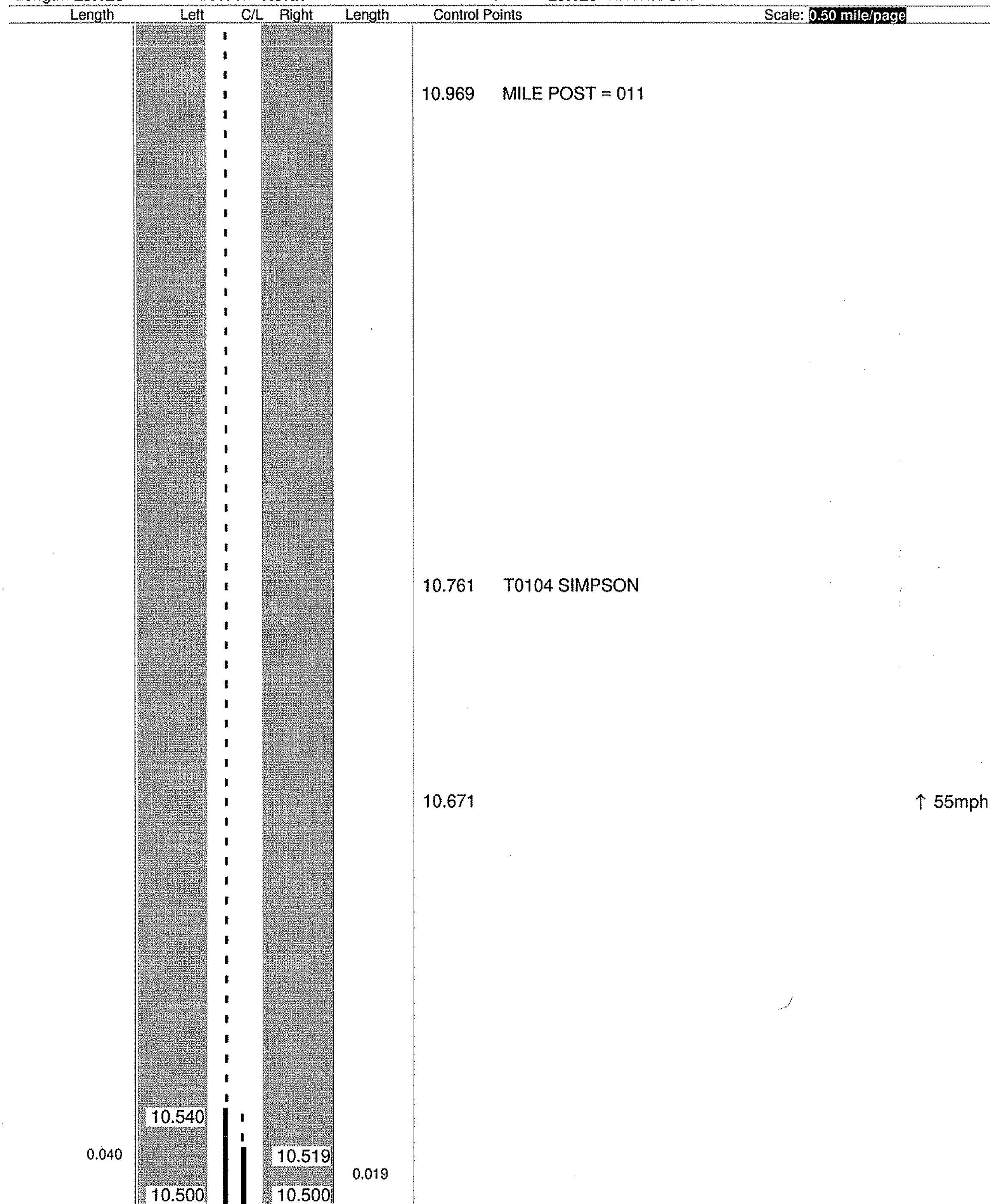
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NO PASSING ZONE LOG

MAD-42-9.19

ODOT Dist 6 - Madison Co - FINAL
No Passing Zone Log (MAD)

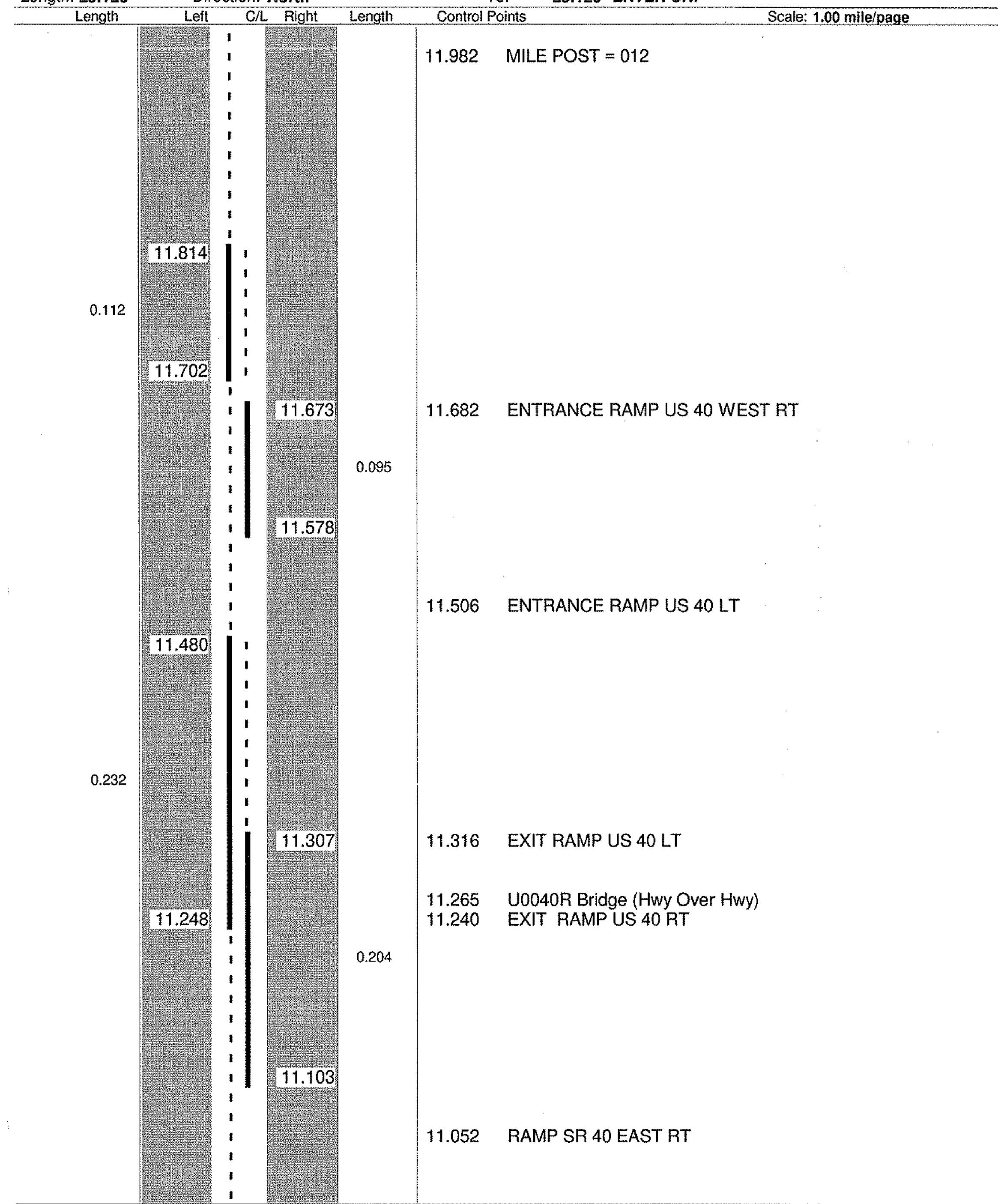
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ODOT Dist 6 - Madison Co - FINAL
No Passing Zone Log (MAD)

Route: 0042 Direction: North From: 0.000 LEAVE CLA CO AT 1004
Length: 25.126 To: 25.126 ENTER UNI Scale: 1.00 mile/page



Sheet total equivalent length of solid line: 0.878 Accum. total: 5.979 © 2002 - MasterMind Systems, Inc. - Traffic Safety Suite

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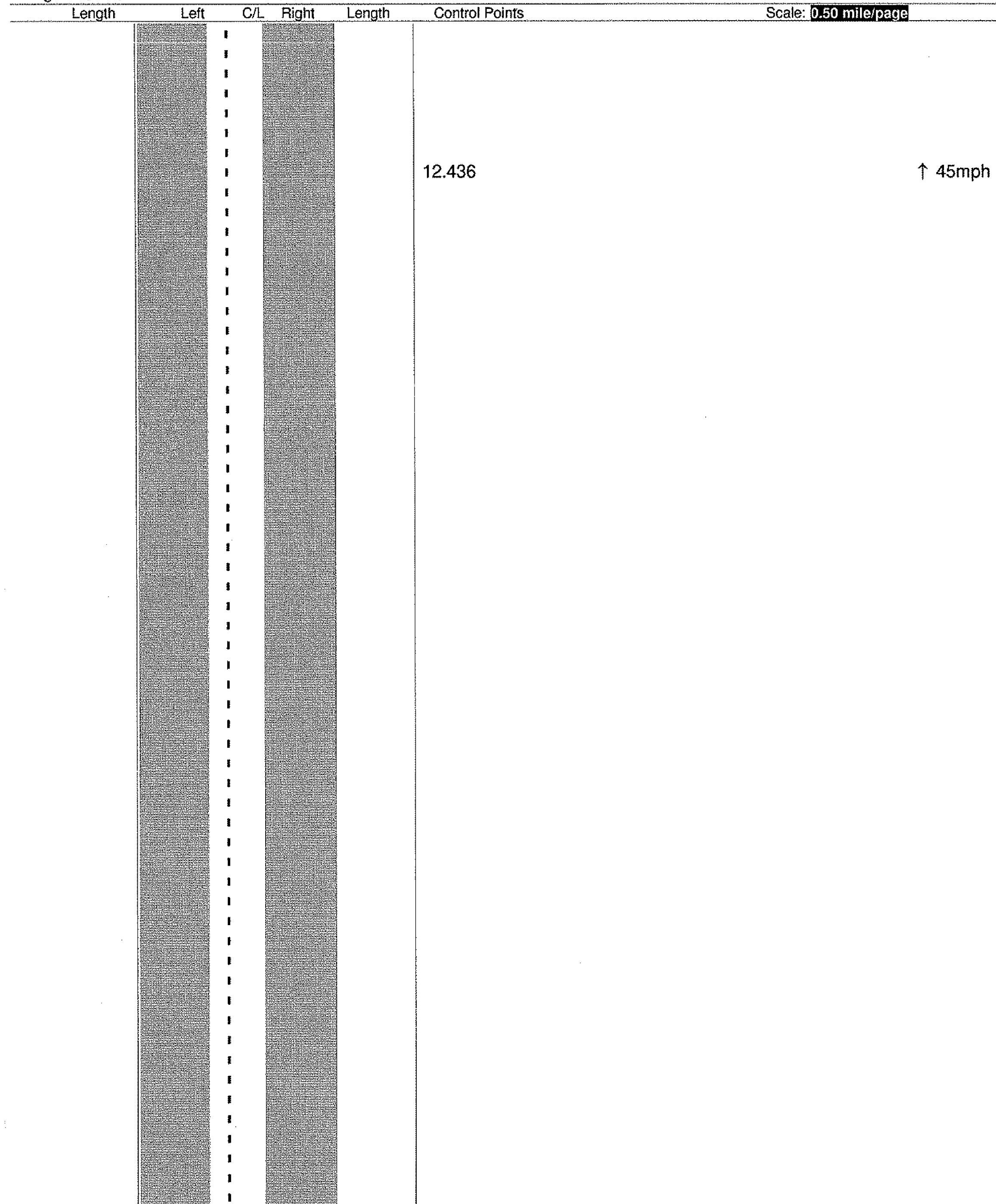
NO PASSING ZONE LOG

MAD-42-9.19

ODOT Dist 6 - Madison Co - FINAL
No Passing Zone Log (MAD)

Page: 11 of 26

Route: 0042 Direction: North From: 0.000 LEAVE CLA CO AT 1004
Length: 25.126 To: 25.126 ENTER UNI Scale: 0.50 mile/page

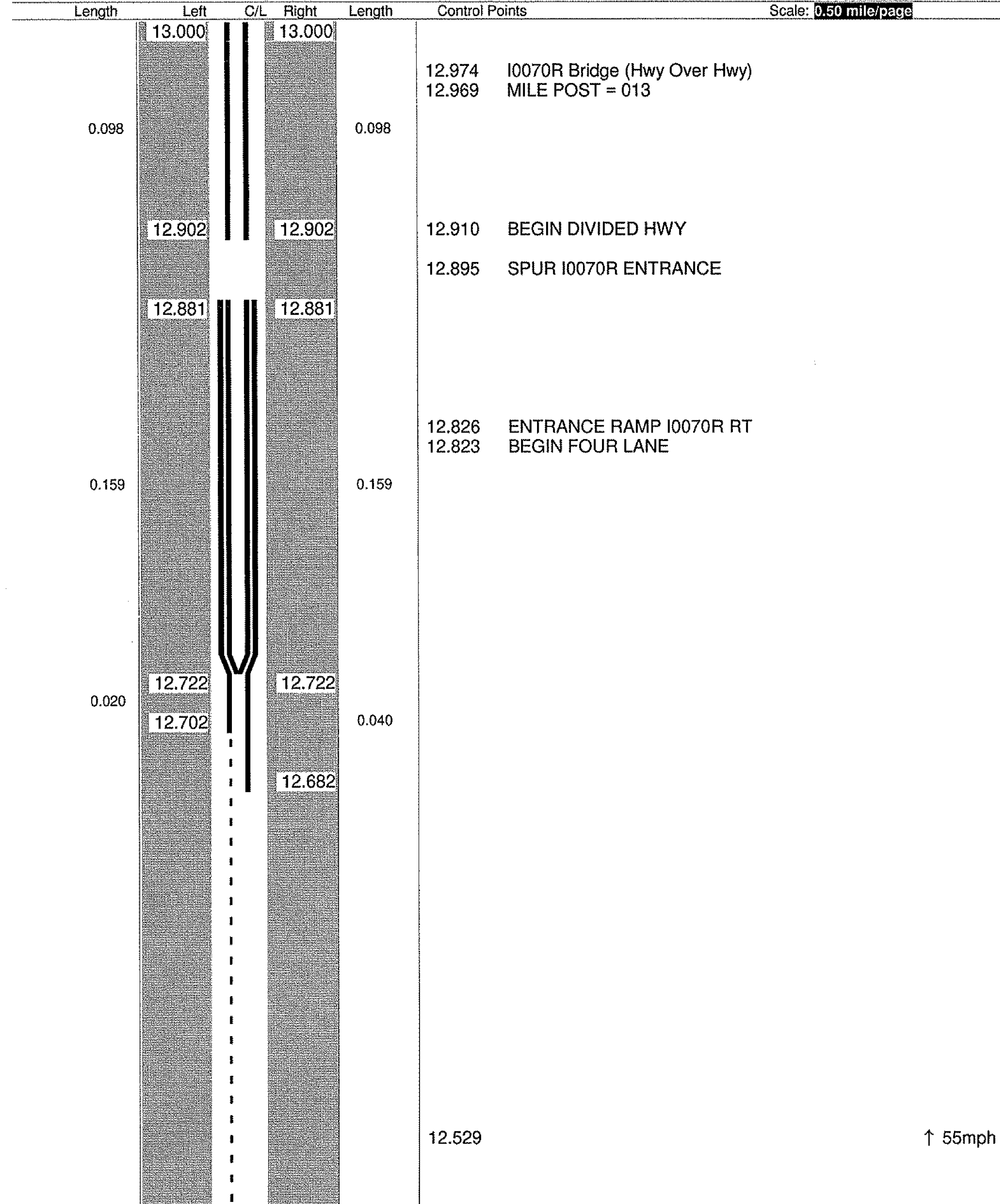


Sheet total equivalent length of solid line: 0.125 Accum. total: 6.104 © 2002 - MasterMind Systems, Inc. - Traffic Safety Suite

ODOT Dist 6 - Madison Co - FINAL
No Passing Zone Log (MAD)

Page: 12 of 26

Route: 0042 Direction: North From: 0.000 LEAVE CLA CO AT 1004
Length: 25.126 To: 25.126 ENTER UNI Scale: 0.50 mile/page



Sheet total equivalent length of solid line: 0.988 Accum. total: 7.092 © 2002 - MasterMind Systems, Inc. - Traffic Safety Suite

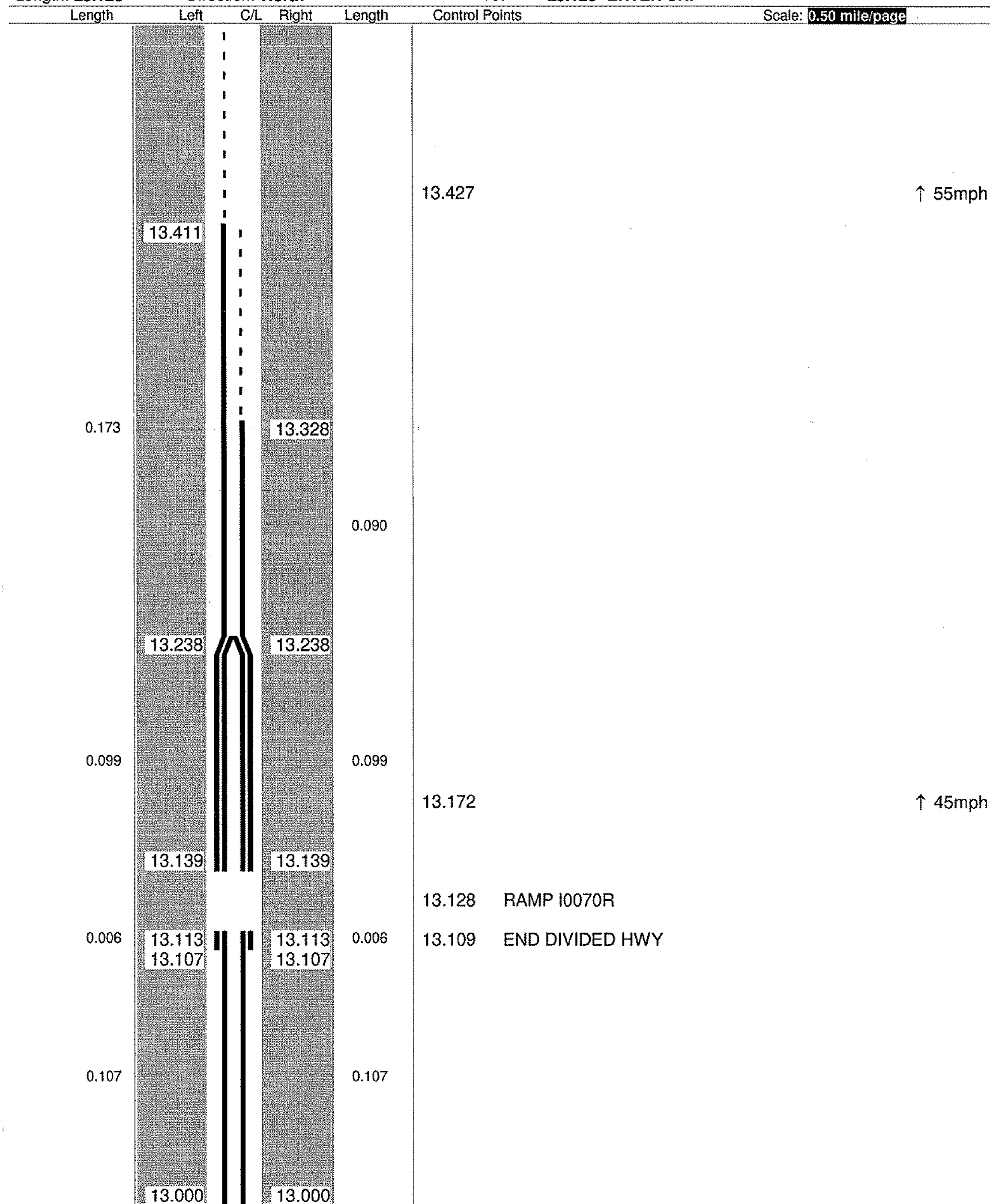
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NO PASSING ZONE LOG

MAD-42-9.19

ODOT Dist 6 - Madison Co - FINAL
No Passing Zone Log (MAD)

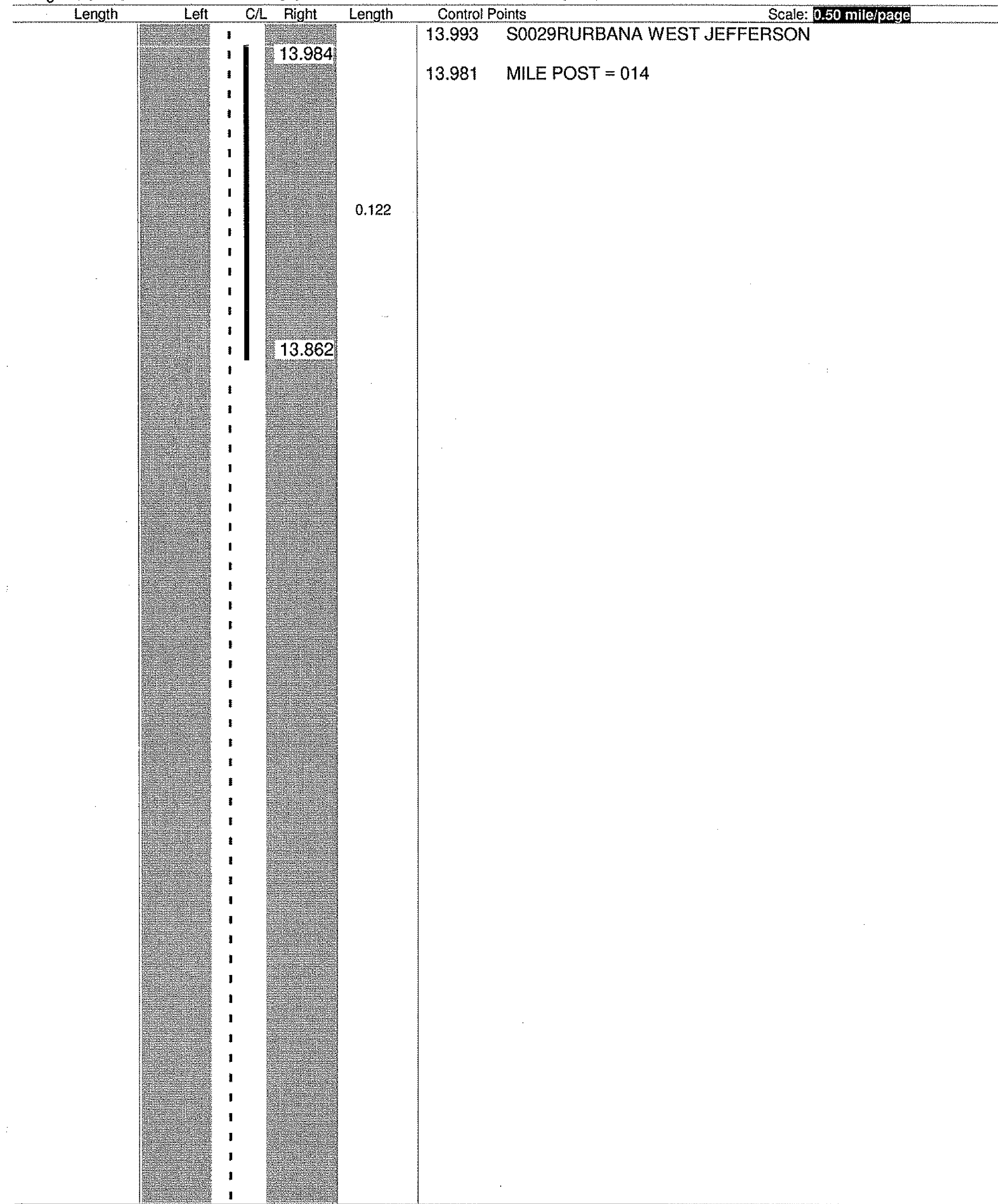
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Length: 25.126 To: 25.126 ENTER UNI Scale: 0.50 mile/page



Sheet total equivalent length of solid line: 0.941 Accum. total: 8.033 © 2002 - MasterMind Systems, Inc. - Traffic Safety Suite

ODOT Dist 6 - Madison Co - FINAL
No Passing Zone Log (MAD)

Route: 0042 Direction: North From: 0.000 LEAVE CLA CO AT 1004
Length: 25.126 To: 25.126 ENTER UNI Scale: 0.50 mile/page



Sheet total equivalent length of solid line: 0.342 Accum. total: 8.375 © 2002 - MasterMind Systems, Inc. - Traffic Safety Suite

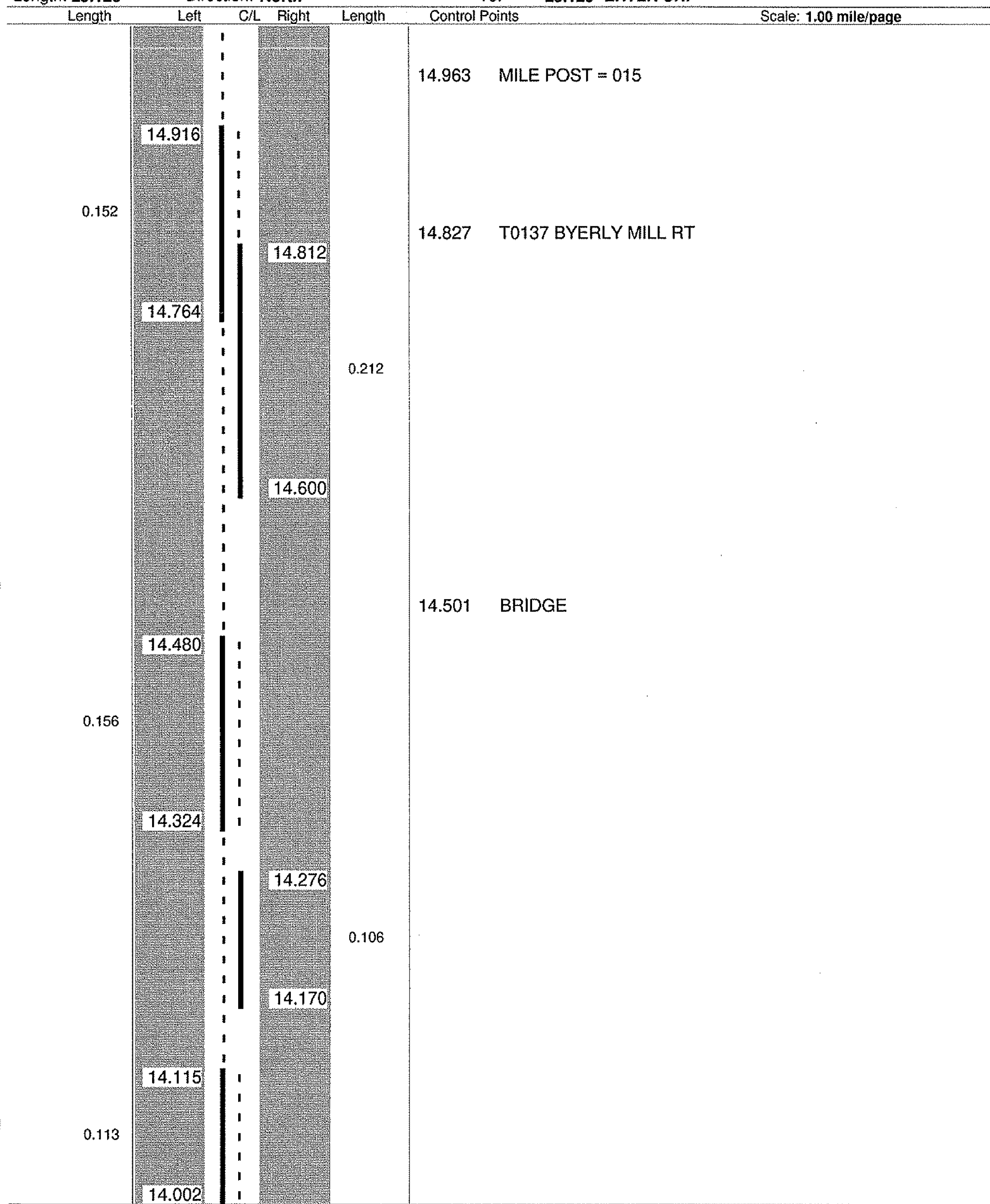
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NO PASSING ZONE LOG

MAD-42-9.19

ODOT Dist 6 - Madison Co - FINAL
No Passing Zone Log (MAD)

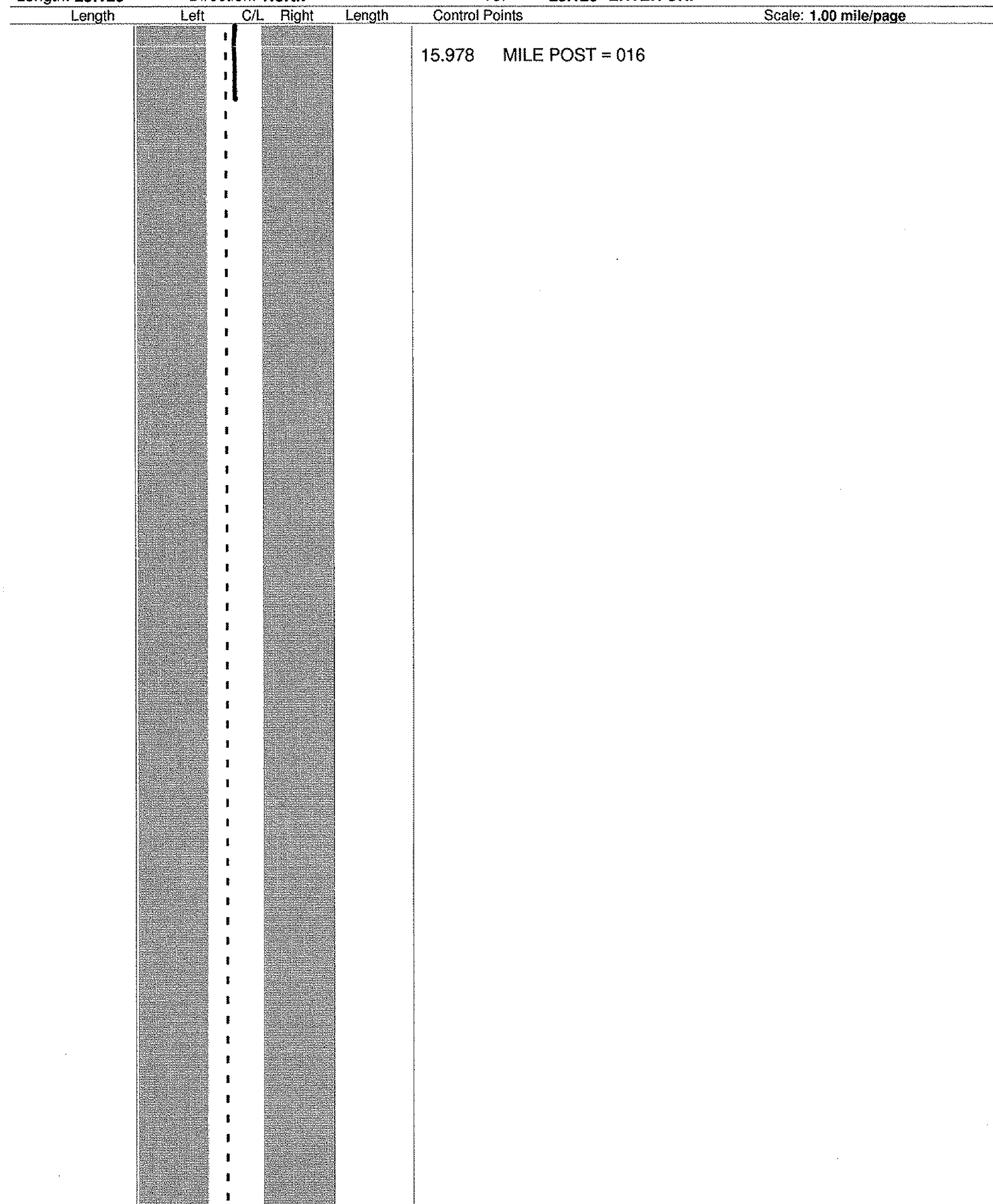
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Length: 25.126 To: 25.126 ENTER UNI
Scale: 1.00 mile/page



Sheet total equivalent length of solid line: 0.977 Accum. total: 9.352 © 2002 - MasterMind Systems, Inc. - Traffic Safety Suite

ODOT Dist 6 - Madison Co - FINAL
No Passing Zone Log (MAD)

Route: 0042 Direction: North From: 0.000 LEAVE CLA CO AT 1004
Length: 25.126 To: 25.126 ENTER UNI
Scale: 1.00 mile/page



Sheet total equivalent length of solid line: 0.250 Accum. total: 9.602 © 2002 - MasterMind Systems, Inc. - Traffic Safety Suite

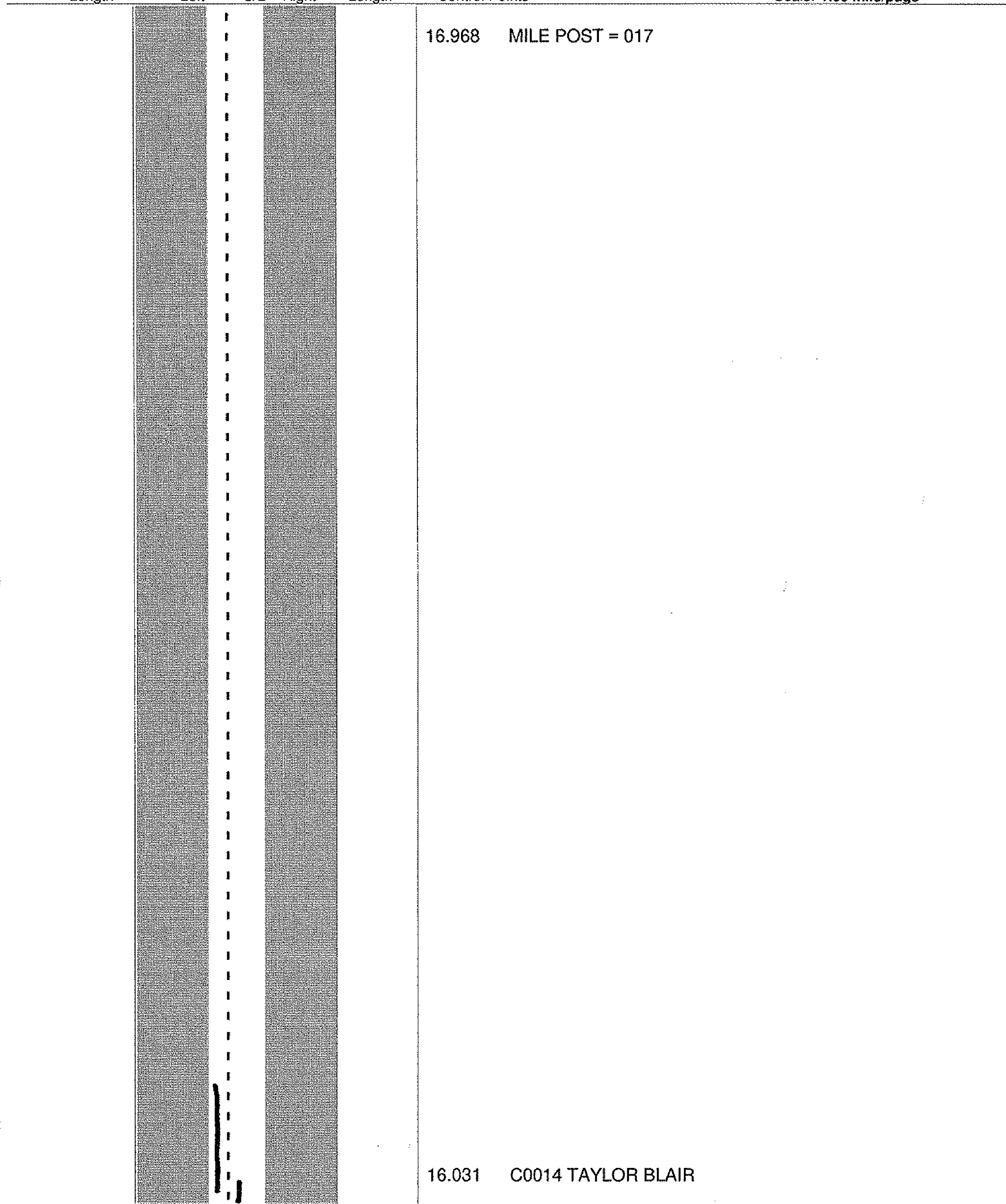
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NO PASSING ZONE LOG

MAD-42-9.19

ODOT Dist 6 - Madison Co - FINAL
No Passing Zone Log (MAD)

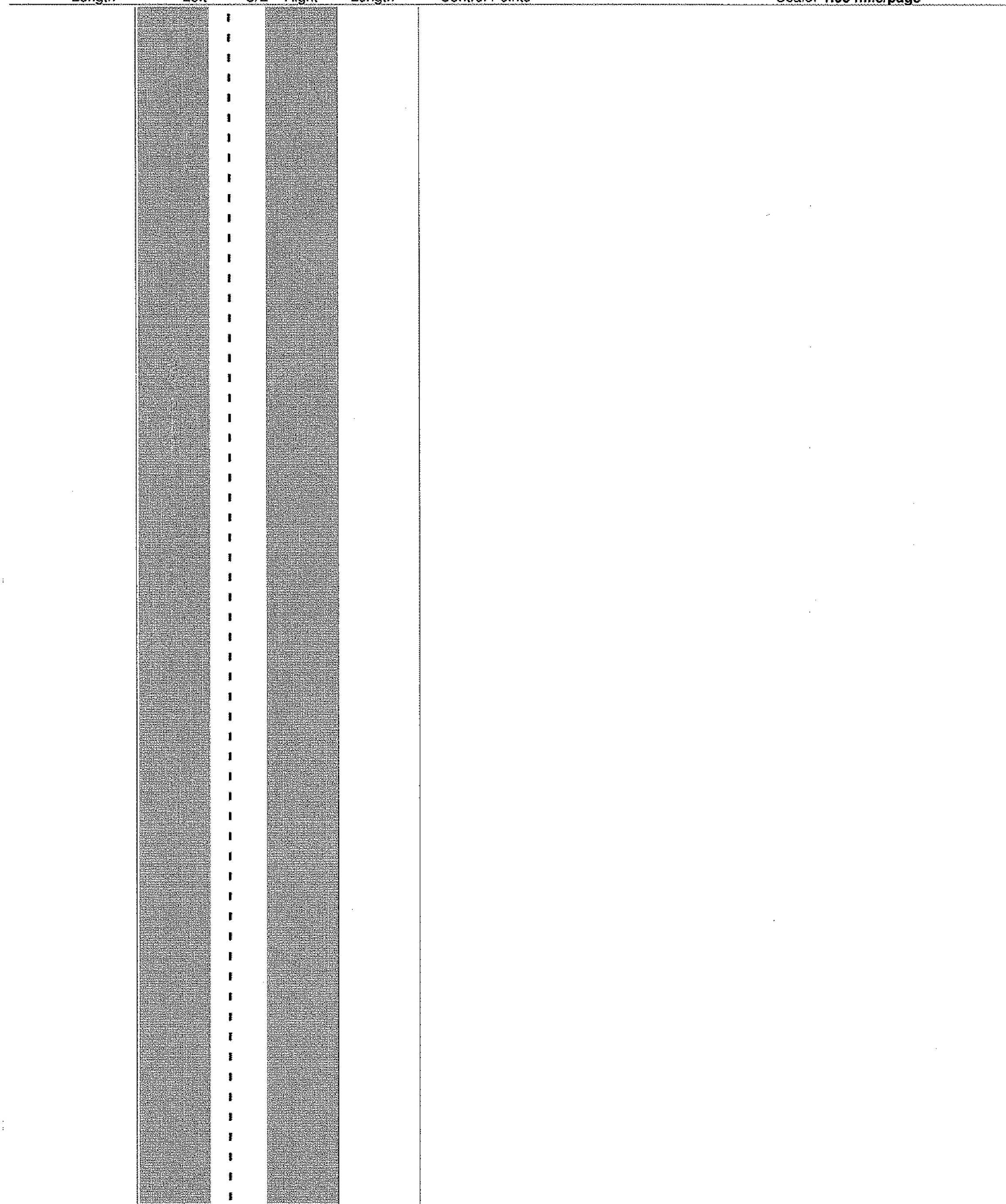
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 Length: 25.126 To: 25.126 ENTER UNI
 Scale: 1.00 mile/page



Sheet total equivalent length of solid line: 0.250 Accum. total: 9.852 © 2002 - MasterMind Systems, Inc. - Traffic Safety Suite

ODOT Dist 6 - Madison Co - FINAL
No Passing Zone Log (MAD)

Route: 0042 Direction: North From: 0.000 LEAVE CLA CO AT 1004
 Length: 25.126 To: 25.126 ENTER UNI
 Scale: 1.00 mile/page



Sheet total equivalent length of solid line: 0.250 Accum. total: 10.102 © 2002 - MasterMind Systems, Inc. - Traffic Safety Suite

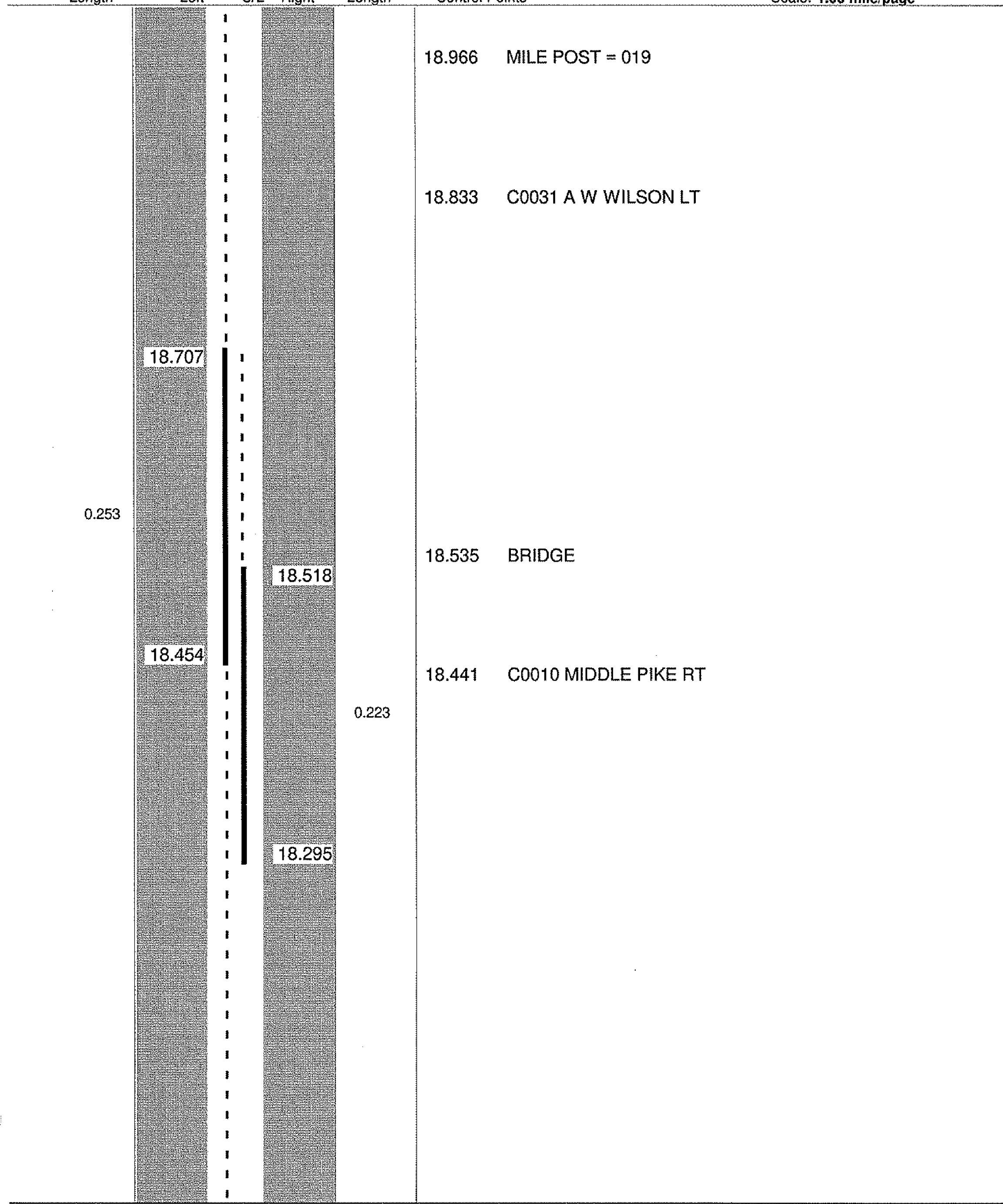
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NO PASSING ZONE LOG

MAD-42-9.19

ODOT Dist 6 - Madison Co - FINAL
No Passing Zone Log (MAD)

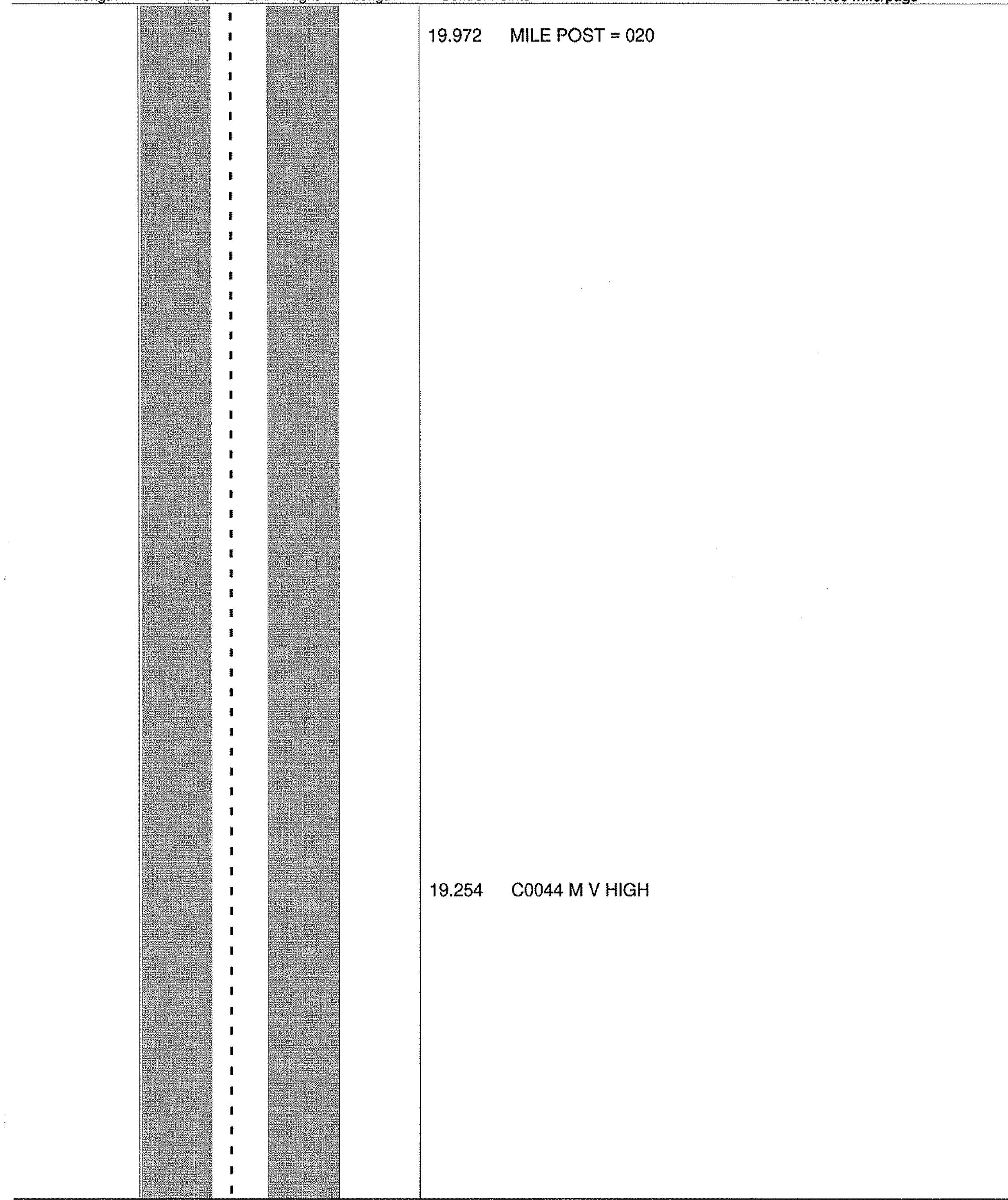
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 Length: 25.126 To: 25.126 ENTER UNI
 Scale: 1.00 mile/page



Sheet total equivalent length of solid line: 0.710 Accum. total: 10.812 © 2002 - MasterMind Systems, Inc. - Traffic Safety Suite

ODOT Dist 6 - Madison Co - FINAL
No Passing Zone Log (MAD)

Route: 0042 Direction: North From: 0.000 LEAVE CLA CO AT 1004
 Length: 25.126 To: 25.126 ENTER UNI
 Scale: 1.00 mile/page



Sheet total equivalent length of solid line: 0.250 Accum. total: 11.062 © 2002 - MasterMind Systems, Inc. - Traffic Safety Suite

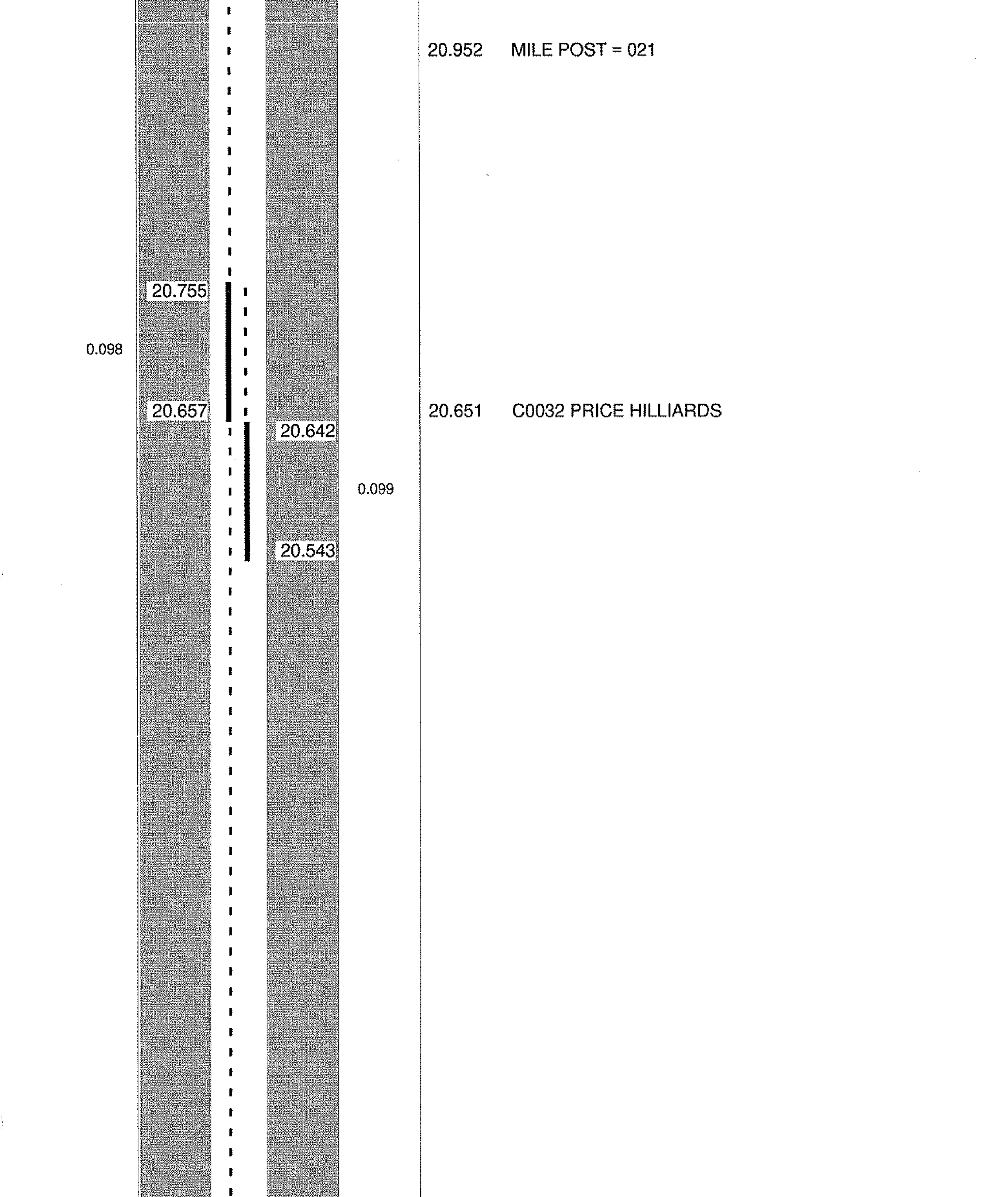
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NO PASSING ZONE LOG

MAD - 42 - 9.19

ODOT Dist 6 - Madison Co - FINAL
No Passing Zone Log (MAD)

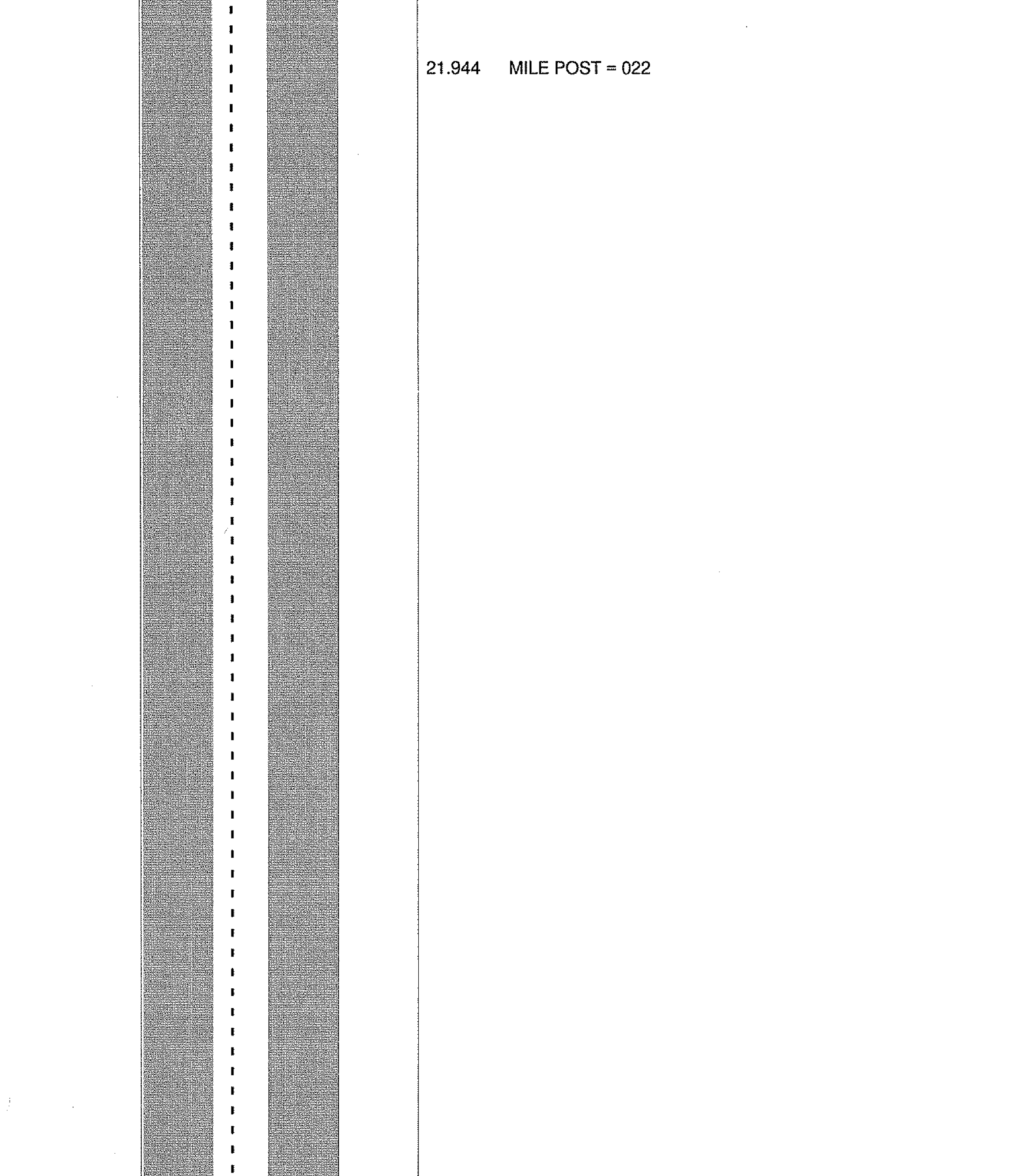
Route: 0042 Direction: North From: 0.000 LEAVE CLA CO AT 1004
Length: 25.126 To: 25.126 ENTER UNI
Scale: 1.00 mile/page



Sheet total equivalent length of solid line: 0.447 Accum. total: 11.509 © 2002 - MasterMind Systems, Inc. - Traffic Safety Suite

ODOT Dist 6 - Madison Co - FINAL
No Passing Zone Log (MAD)

Route: 0042 Direction: North From: 0.000 LEAVE CLA CO AT 1004
Length: 25.126 To: 25.126 ENTER UNI
Scale: 1.00 mile/page



Sheet total equivalent length of solid line: 0.250 Accum. total: 11.759 © 2002 - MasterMind Systems, Inc. - Traffic Safety Suite

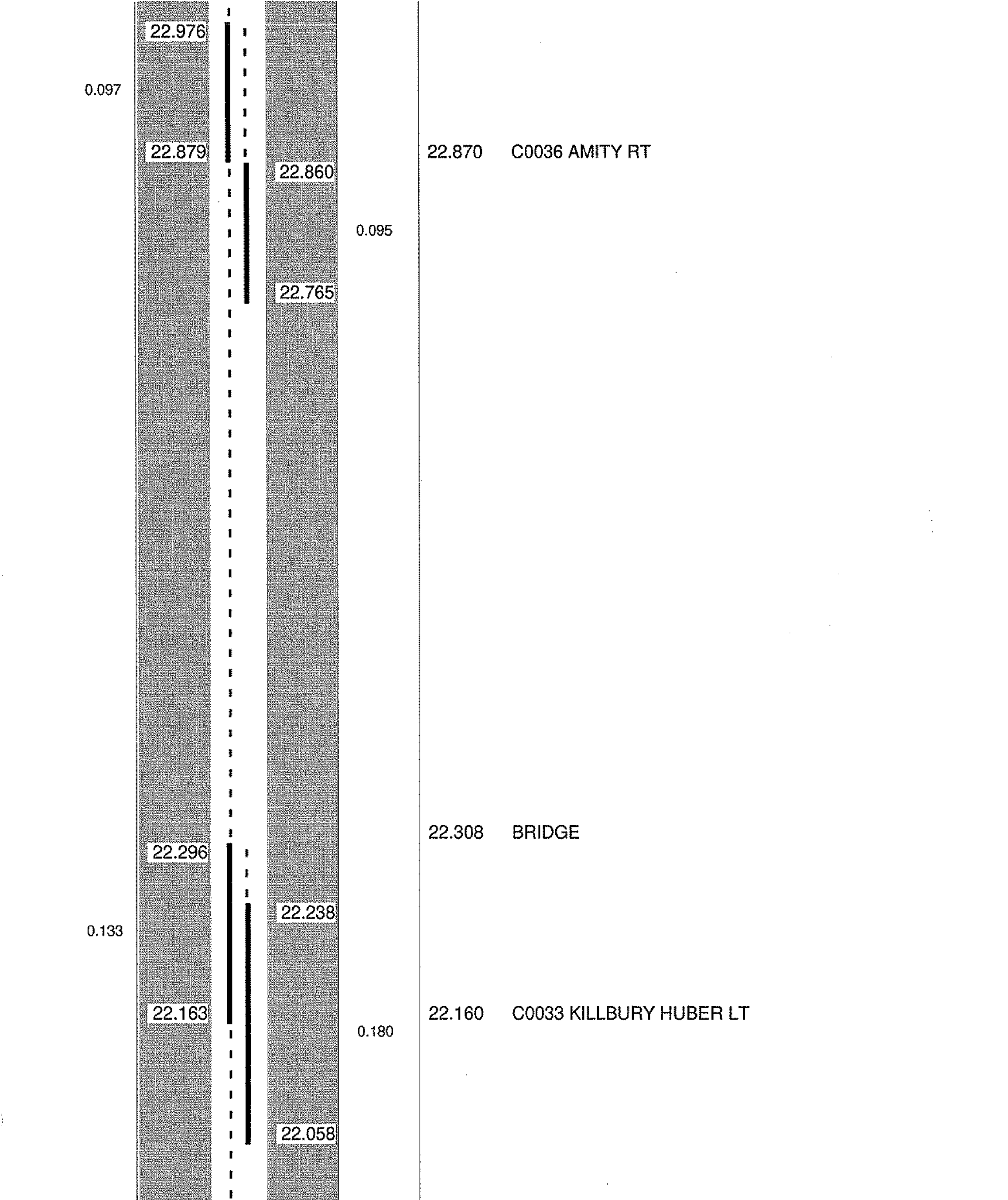
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NO PASSING ZONE LOG

MAD - 42 - 9.19

ODOT Dist 6 - Madison Co - FINAL
No Passing Zone Log (MAD)

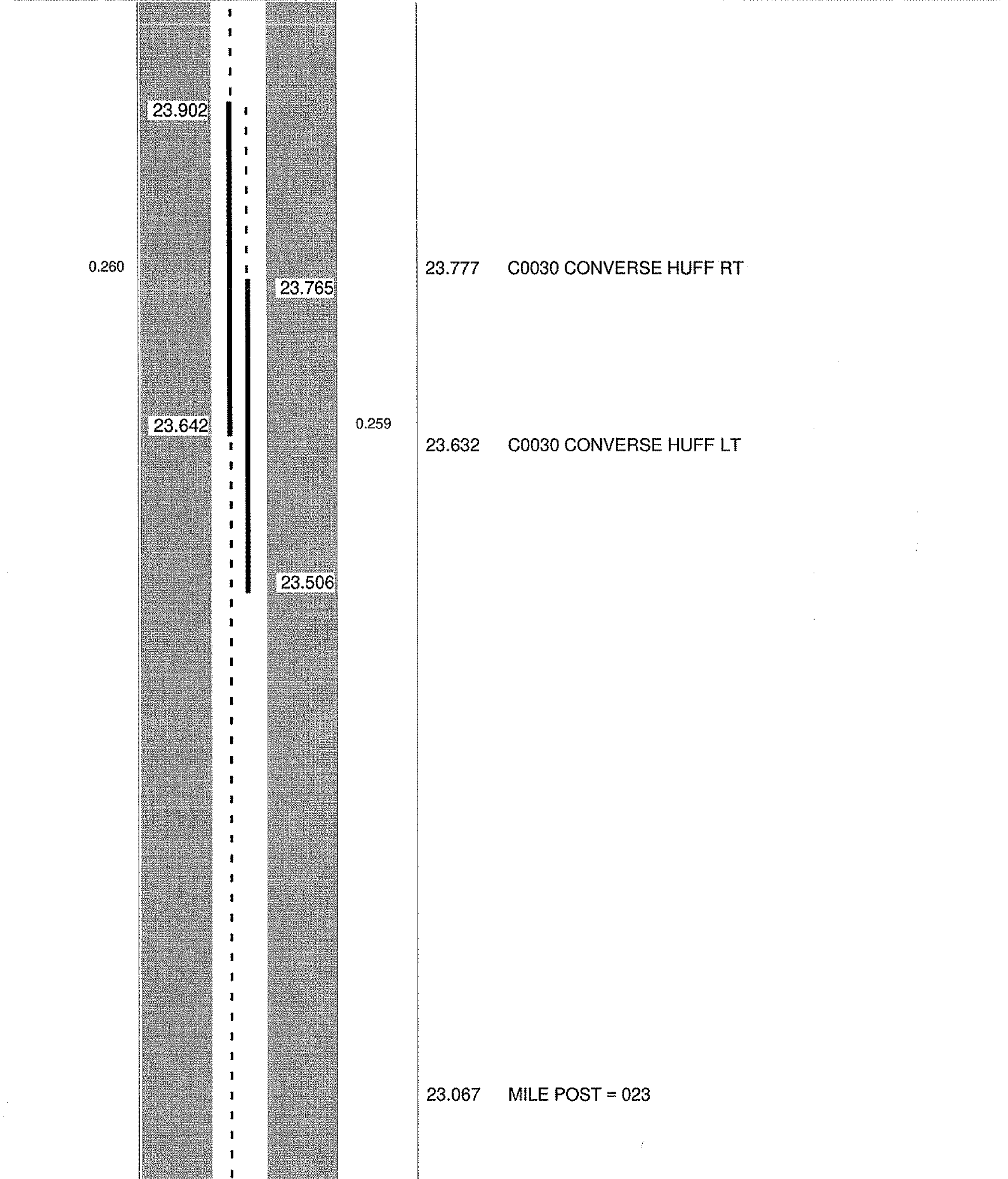
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Length: 25.126 To: 25.126 ENTER UNI
Scale: 1.00 mile/page



Sheet total equivalent length of solid line: 0.736 Accum. total: 12.495 © 2002 - MasterMind Systems, Inc. - Traffic Safety Suite

ODOT Dist 6 - Madison Co - FINAL
No Passing Zone Log (MAD)

Route: 0042 Direction: North From: 0.000 LEAVE CLA CO AT 1004
Length: 25.126 To: 25.126 ENTER UNI
Scale: 1.00 mile/page



Sheet total equivalent length of solid line: 0.738 Accum. total: 13.233 © 2002 - MasterMind Systems, Inc. - Traffic Safety Suite

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NO PASSING ZONE LOG

MAD - 42 - 9.19

ODOT Dist 6 - Madison Co - FINAL
No Passing Zone Log (MAD)

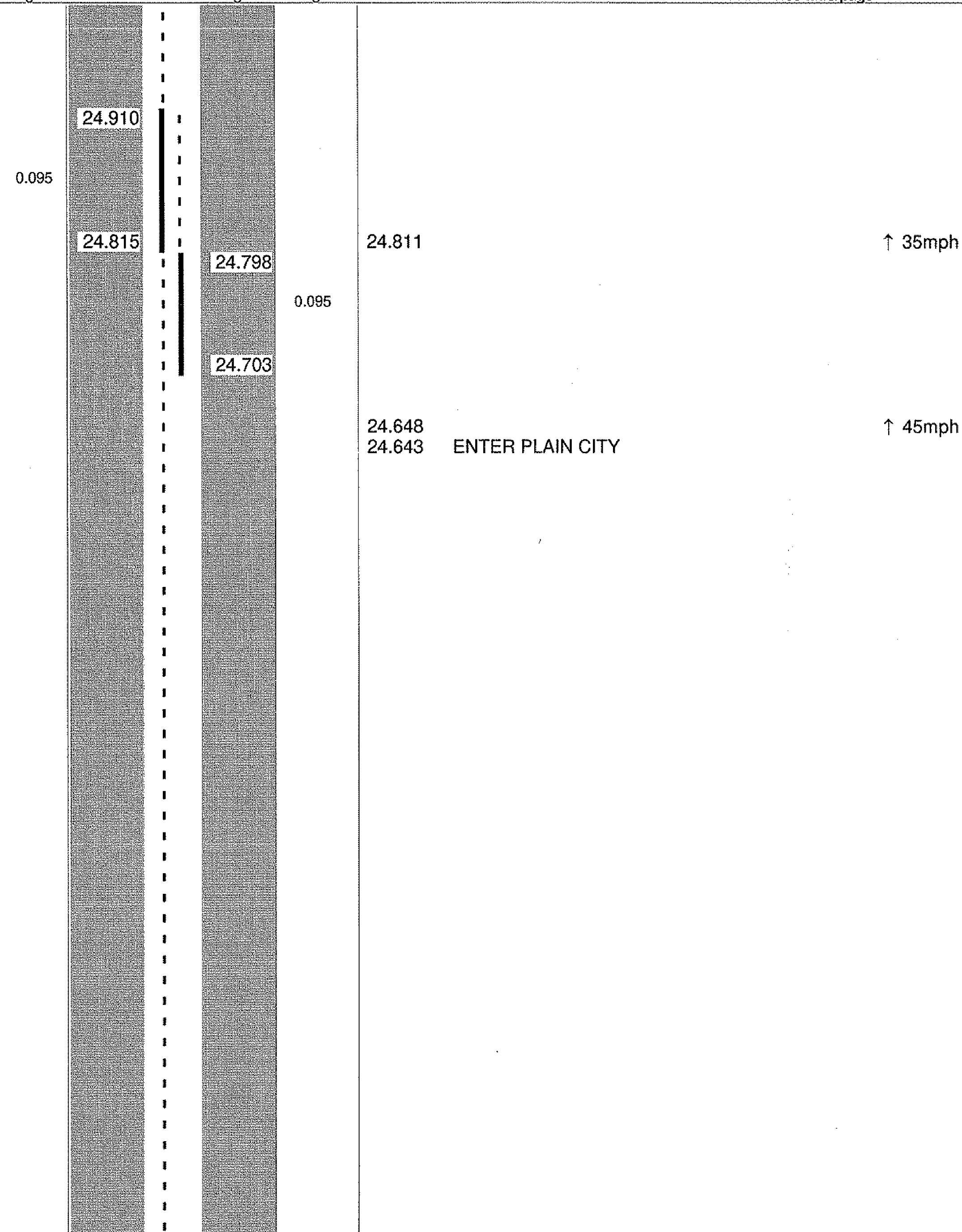
Page: 25 of 26

Route: 0042
Length: 25.126

Direction: North

From: 0.000 LEAVE CLA CO AT 1004
To: 25.126 ENTER UNI

Length Left C/L Right Length Control Points Scale: 1.00 mile/page



Sheet total equivalent length of solid line: 0.440 Accum. total: 13.673 © 2002 - MasterMind Systems, Inc. - Traffic Safety Suite

I:\Projects\mad\042\0919.011\78305\production\DGN\zone10.dgn Design 17-AUG-2010 1:18PM cransaw

NO PASSING ZONE LOG

MAD - 42 - 9.19

26

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