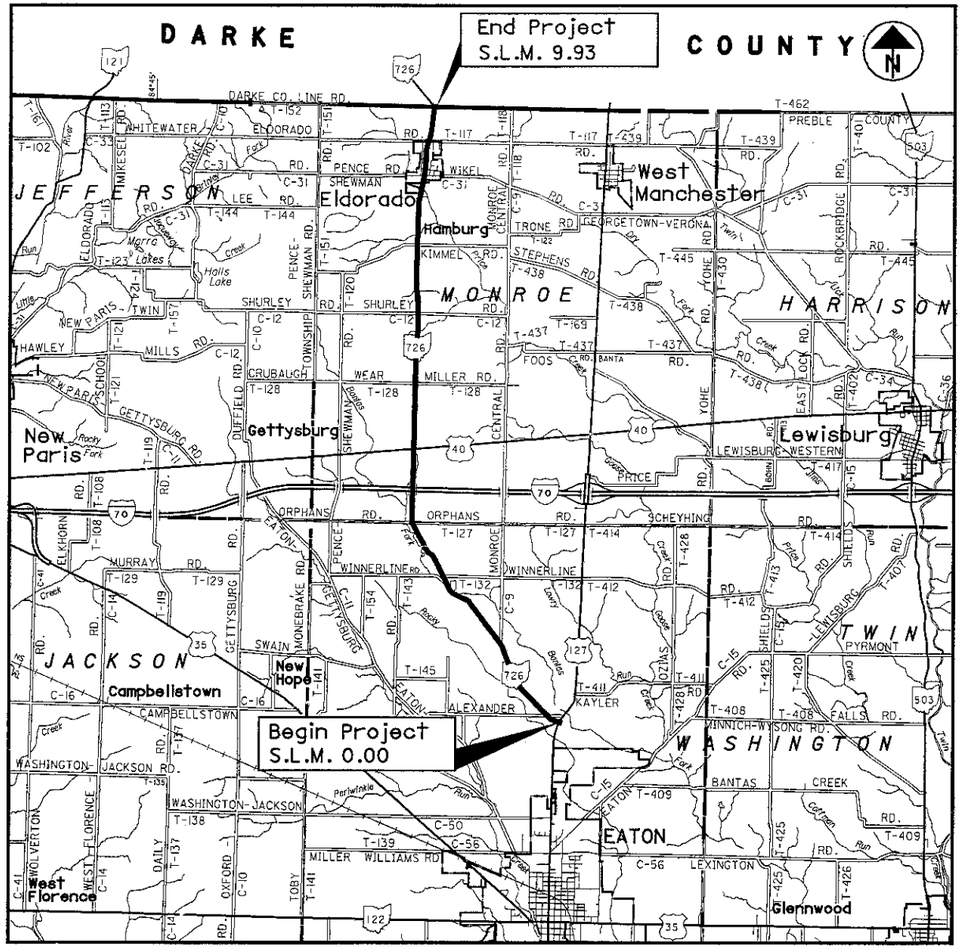
OHIO DEPARTMENT OF TRANSPORTATION



LOCATION MAP

RESURFACING AND MINOR BRIDGE REHAB.

PART	COUNTY	ROUTE	SECTIONS	PROJECT TERMINII		NET LENGTH MILES		VILLAGE
				BEGIN	END			
1	PRE	SR726	0.00 (9.40)	0.00	9.93	9.29		
2	PRE	SR726	8.81	8.81	9.40	0.59		ELDORADO

INDEX OF SHEETS:

1997 SPECIFICATIONS

The standard specificatons of the State of Ohio, Department of Transportation, including changes and supplemental specifications listed in the proposal shall govern this improvement.

I hereby approve these plans and declare that the making of this improvement will not require the closing to traffic of the highway and that provisions for the maintenance and safety will be as set forth on plans and estimates.

PRE - 726 - 0.00 (9.40)
000298
DIST 08

PID# 19346
05/24/00

UNDERGROUND UTILITIES
TWO WORKING DAYS
BEFORE YOU DIG
CALL 1-800-362-2764 (TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

PLAN PREPARED BY:

DISTRICT 8
PRODUCTION

ENGINEERS SEAL:

STATE OF OHIO
LEE G. MATTHES
E-61826
REGISTERED PROFESSIONAL ENGINEER

SIGNED: Lee G Matthes
DATE: 1/26/00

SPECIAL PROVISIONS: NWP #25 1/26/00

STANDARD DRAWINGS		STANDARD DRAWINGS		STANDARD DRAWINGS		SUPPLEMENTAL SPECIFICATIONS	
BP-3.1M	10-28-94						
BP-4.1M	10-28-94	TC-41.20M	7-01-94			814	6-02-98
		TC-52.10M	7-29-94				
MT-97.10M	4-25-94	TC-52.20M	7-29-94				
MT-97.11M	1-30-95	TC-65.10M	11-01-95			842	1-06-99
MT-99.20M	1-30-95	TC-65.12M	11-01-95			863	9-09-97
MT105.10M	4-25-94	TC-71.10M	9-01-93				
MT105.11M	4-25-94					899	1-06-99
		DS-1-92	12-15-94			905	4-01-98
MT101.60M	4-25-94					906	5-05-98
						907	10-21-98
						908	1-06-99

APPROVED
DATE 1/26/00 DISTRICT DEPUTY DIRECTOR

APPROVED Gordon Proctor Jr.
DATE 2-7-00 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO.

PID NO. 19346

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT NONE

PRE-726-0.00

1/24

26-JAN-2000 12:
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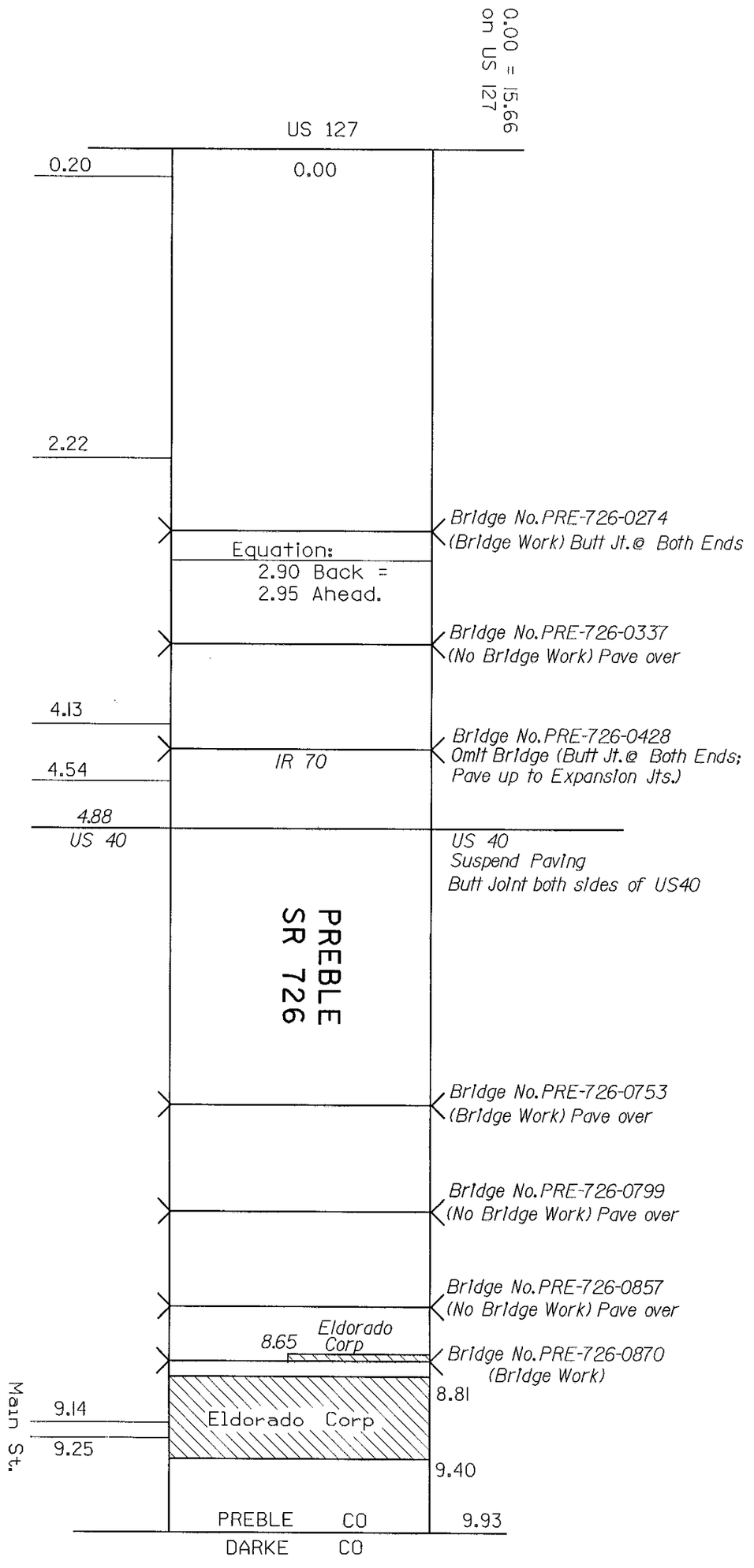

0.00 = 15.66 on US 127
US 127
0.00
0.20
2.22
Bridge No. PRE-726-0274
(Bridge Work) Butt Jt. @ Both Ends
Equation:
2.90 Back =
2.95 Ahead.
Bridge No. PRE-726-0337
(No Bridge Work) Pave over
4.13
Bridge No. PRE-726-0428
Omit Bridge (Butt Jt. @ Both Ends;
Pave up to Expansion Jts.)
IR 70
4.54
4.88
US 40
US 40
Suspend Paving
Butt Joint both sides of US40
PREBLE
SR 726
Bridge No. PRE-726-0753
(Bridge Work) Pave over
Bridge No. PRE-726-0799
(No Bridge Work) Pave over
Bridge No. PRE-726-0857
(No Bridge Work) Pave over
8.65
Eldorado Corp
Bridge No. PRE-726-0870
(Bridge Work)
8.81
Main St.
9.14
9.25
Eldorado Corp
9.40
PREBLE CO
DARKE CO
9.93

UTILITY OWNERSHIP

THE FOLLOWING UTILITIES AND OWNERS ARE LOCATED WITHIN THE WORK LIMITS OF THIS PROJECT:

THE DAYTON POWER & LIGHT CO. - ELECTRIC
P.O. BOX 1247 COURTHOUSE PLAZA, SW
DAYTON, OHIO 45401
TELE# 937-331-4495

THE DAYTON POWER & LIGHT CO. - GAS
P.O. BOX 1247 COURTHOUSE PLAZA, SW
DAYTON, OHIO 45401
TELE# 937-331-3599

SPRINT TELEPHONE
125 N. MAIN ST.
SIDNEY, OHIO 45365
TELE# 937-498-5204

TIME WARNER CABLE - CABLE TV
11252 CORNELL PARK DRIVE
CINCINNATI, OHIO 45242
TELE# 513-469-5483

CONVERSION OF STANDARD CONSTRUCTION DRAWINGS

THE METRIC STANDARD DRAWINGS REFERENCED IN THIS PLAN SHALL BE CONVERTED TO ENGLISH UNITS USING THE SI (METRIC) TO ENGLISH CONVERSION FACTORS PROVIDED IN SECTION 109.011 OF THE 1997 CONSTRUCTION AND MATERIALS SPECIFICATIONS. THE APPENDIX OF ASTM E 380 SHALL BE UTILIZED FOR ANY ADDITIONAL CONVERSION FACTORS REQUIRED. CONVERSIONS SHALL BE APPROPRIATELY PRECISE AND SHALL REFLECT STANDARD INDUSTRY ENGLISH VALUES WHERE SUITABLE.

INTERIM COMPLETION DATE

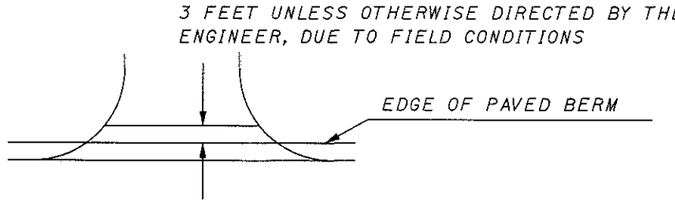
AN INTERIM DATE OF COMPLETION FOR THIS CONTRACT IS SET 30 DAYS PRIOR TO THE FINAL COMPLETION DATE. ALL CONTRACT ITEMS OF WORK MUST BE COMPLETED BY THE INTERIM COMPLETION DATE. THE INTERIM DATE WILL BE SUBJECT TO LIQUIDATED DAMAGES AS INDICATED BY SECTION 108.07 OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS BOOK. REQUEST FOR TIME EXTENSIONS TO THE INTERIM COMPLETION DATE WILL BE PROCESSED AS PER SECTION 108.06 OF THE SPECIFICATIONS BOOK. THE PERIOD OF TIME BETWEEN THE INTERIM COMPLETION DATE AND THE FINAL COMPLETION DATE IS STRICTLY TO ALLOW FOR COMPLETION OF THE "PUNCH LIST" ITEMS AND REMOVAL OF THE PROJECT FIELD OFFICES. FAILURE TO COMPLETE THE "PUNCH LIST" AND REMOVE THE FIELD OFFICES BY THE FINAL COMPLETION DATE WILL RESULT IN ASSESSMENT OF LIQUIDATED DAMAGES AS PER SECTION 108.07 OF THE SPECIFICATIONS BOOK.

A GRANTED TIME EXTENSION TO THE INTERIM COMPLETION DATE WILL NOT INCLUDE A CORRESPONDING EXTENSION TO THE FINAL COMPLETION DATE. EXTENSIONS OF TIME TO THE FINAL COMPLETION DATE WILL ONLY BE GRANTED IF IT CAN BE JUSTIFIED THAT NOT ENOUGH TIME EXIST TO COMPLETE "PUNCH LIST" ITEMS AND REMOVE THE PROJECT FIELD OFFICES PRIOR TO THE FINAL COMPLETION DATE.

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY 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 AT THE ENGINEER'S DISCRETION SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

DRIVEWAY DETAIL



GRAVEL DRIVEWAY AND MAILBOX APPROACHES ARE TO BE REGRADED, PRIMED AND PAVED, AS DIRECTED BY THE ENGINEER. PAYMENT FOR THE GRADING SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 617, SHOULDER PREPARATION, AS PER PLAN.

ITEM 407 - TACK COAT

THE RATE OF APPLICATION OF 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT, AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.075 GALLONS PER SQUARE YD. OF TACK COAT FOR ESTIMATING PURPOSES ONLY. (0.050 GAL/SY INTERMEDIATE TACK COAT APPLICATION).

ITEM 408-BITUMINOUS PRIME COAT

AN ESTIMATED QUANTITY OF 624 GALLONS OF ITEM 408-BITUMINOUS PRIME COAT IS TO BE USED FOR GRAVEL DRIVEWAYS AND MAILBOXES, AS DESCRIBED ABOVE AND ANY OTHER LOCATIONS AS DIRECTED BY THE ENGINEER, AT AN ESTIMATED RATE OF 0.5 GALLONS PER SQUARE YARD. THIS QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY. AFTER COMPLETION OF THE PRIME COAT ANY SUBSEQUENT TREATMENT SHALL BE WHEN DIRECTED BY THE ENGINEER.

ITEM 448 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I PG 64-22, SPOT LEVELING

AN ESTIMATED QUANTITY OF 200 CU. YDS. OF ITEM 448 HAS BEEN PROVIDED FOR PROFILE CORRECTIONS, STEEP DRIVEWAYS APPROACHES AND OTHER WORK SEPARATE FROM PLACEMENT OF OTHER COURSES. THE PRICE SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE WORK, AS DIRECTED BY THE ENGINEER.

CALCULATED | CHECKED

GENERAL NOTES

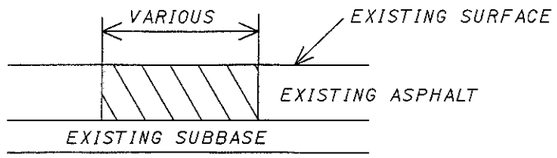
PRE-726-0.00

PAVEMENT REPAIR PROCEDURES

ALL AREAS OF PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT SHALL BE COMPLETED AT THE END OF EACH DAY'S OPERATION AND OPEN TO THE NORMAL FLOW OF TRAFFIC. ITEM 301-BITUMINOUS AGGREGATE BASE PLACED IN PAVEMENT REMOVAL AREAS SHALL BE COMPACTED THOROUGHLY TO MINIMIZE SETTLEMENT OF DISPLACEMENT UNDER TRAFFIC. THE SURFACE OF THE PATCHES SHALL BE MAINTAINED FLUSH WITH THE EXISTING SURFACE UNTIL THE RESURFACING IS PLACED.

ITEM 253 - PAVEMENT REPAIRS

AN ESTIMATED QUANTITY OF 250 CU. YDS. OF ITEM 253 - PAVEMENT REPAIR HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. THIS OPERATION SHALL BE PERFORMED AFTER PAVEMENT PLANING OF ROADWAY.



EXISTING DETERIORATED ASPHALT SHALL BE REMOVED TO A MINIMUM DEPTH OF 8" OR AS DIRECTED BY THE ENGINEER AND REPLACED WITH ITEM 301, BITUMINOUS AGGREGATE BASE. THE 301 SHALL BE COMPACTED AS PER 401.14 AND IN APPROXIMATELY EQUAL LAYERS. THE LOCATION AND SIZE OF REPAIRS SHALL BE DETERMINED BY THE ENGINEER.

THESE QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

SUBBASE FAILURES

IF, AFTER REMOVAL OF THE ASPHALT MATERIAL THE PROJECT ENGINEER DETERMINES THAT THE SUBBASE OR SUBGRADE HAS FAILED OR IS PUMPING, HE SHALL DIRECT THE CONTRACTOR TO EXCAVATE THE UNSUITABLE MATERIAL AND REPLACE IT WITH COMPACTED 304 AGGREGATE AND PLACE AGGREGATE DRAIN AS NECESSARY. PAYMENT FOR THIS WORK WILL BE MADE AT THE CONTRACT BID PRICE FOR:

ITEM 203	ITEM 304
EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION	AGGREGATE BASE
CU. YDS.	CU. YDS.
40	40

THESE QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 254

BUTT JOINTS SHALL BE PLACED AT ALL INTERSECTIONS AND THE COST SHALL BE INCLUDED IN ITEM 254 PAVEMENT PLANING BITUMINOUS. ALL BUTT JOINTS SHALL BE PAVED AS PER STANDARD DRAWING BP-3.1M.

ITEM 254 - PAVEMENT PLANING & PATCHING PLANED SURFACE

THE PLANING SHALL BE SCHEDULED SO AS TO BE COVERED BY THE INTERMEDIATE COURSE WITHIN ONE WEEK AFTER BEING PERFORMED. ALL PAVEMENT REPAIR WORK SHALL BE SCHEDULED SO AS TO COMPLY WITH THIS REQUIREMENT. ALL PATCHING OF PLANED AREAS SHALL BE COMPLETED WITHIN 24 HOURS OF NOTIFICATION BY THE PROJECT ENGINEER. FAILURE TO COMPLY WITH THE ABOVE REQUIREMENTS SHALL RESULT IN LIQUIDATED DAMAGES AS PER 108.07 OF THE SPECIFICATIONS.

ITEM 605 - AGGREGATE DRAINS

AGGREGATE DRAINS, WHERE REQUIRED, MUST BE TO A MINIMUM OF 2" BELOW THE EXISTING SUBBASE WITH A MINIMUM OF 0.042 SLOPE SO AS TO SUFFICIENTLY DRAIN THE SUBBASE, DITCH LINE PERMITTING, AS DIRECTED BY THE ENGINEER. AN ESTIMATED QUANTITY OF 200 LINEAR FEET HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 617 - SHOULDER BACKUP

THIS ITEM SHALL BE AS PER ITEM 617 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS EXCEPT IT SHALL BE MODIFIED AS FOLLOWS:

a) THE AGGREGATE MATERIAL SHALL BE USED TO BACKUP THE EXISTING PAVED SHOULDERS

b) NO MATERIAL SHALL BE PLACED IN AREAS WHERE THE SLOPE IS TOO STEEP TO HOLD THE MATERIAL OR IN AREAS WHERE THE DROP OFF AT THE EDGE OF THE PAVED SHOULDER IS LESS THAN 1-1/2"

c) THE COMPACTION OF THE MATERIAL SHALL BE OBTAINED BY USE OF A VIBRATORY COMPACTOR OR OTHER SUITABLE EQUIVALENT APPROVED BY THE ENGINEER.

d) WHEN SHOULDER PREPARATION IS SPECIFIED, THE SHOULDER AREA SHALL BE LOOSENED AS PER 617.04, NOT GRADED OFF.

e) THE DIMENSIONS AND QUANTITIES LISTED FOR THIS ITEM ARE FOR ESTIMATING. THE ACTUAL WIDTH AND DEPTH OF THE SHOULDER BACKUP WILL VARY. ALSO, THE MATERIAL SHALL BE PLACED IN A TRIANGULAR SHAPE FROM THE EDGE OF PAVED SHOULDER TO THE EXISTING GROUND LEVEL. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED "AS DIRECTED BY THE ENGINEER":

ITEM 617-SHOULDER PREPARATION, AS PER PLAN (BACKUP) - 21,779 SY

ITEM 617-COMPACTED AGGREGATE, TYPE A, AS PER PLAN - 605 CY (1" AVG. DEPTH)

ITEM 617-WATER - 12.1 MGAL (20 GALS. PER C.Y.)

QUANTITIES CARRIED TO GENERAL SUMMARY

CALCULATED
CHECKED

GENERAL NOTES

PRE-726-0.00

ITEM 202-RAISED PAVEMENT MARKERS REMOVED FOR STORAGE, APP

AN ESTIMATED QUANTITY OF 1429 EACH OF ITEM 202 - RPM REMOVED FOR STORAGE, AS PER PLAN, HAS BEEN PROVIDED. THE CONTRACTOR SHALL REMOVE ALL RAISED PAVEMENT MARKERS WITHIN THE LIMITS OF WORK AND DELIVER THEM TO THE OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT EIGHT, LEBANON, OHIO, IN A RELATIVELY CLEAN CONDITION (NO MUD OR DEBRIS MIXED IN). THE DEPRESSIONS LEFT BY THEIR REMOVAL SHALL BE TACKED WITH ITEM 407 MATERIAL AND THEN ITEM 448 MATERIAL SHALL BE PLACED AND COMPACTED. THE COST FOR THIS ITEM SHALL INCLUDE ALL OF THE MATERIALS, EQUIPMENT AND LABOR DESCRIBED ABOVE. EXISTING RAISED PAVEMENT MARKERS SHALL NOT BE REMOVED UNLESS THEY WILL BE REPLACED IN THE SAME CONSTRUCTION SEASON.

ITEM 621-RAISED PAVEMENT MARKERS

MATERIALS SUPPLIED BY THE DEPARTMENT

THE CONTRACTOR WILL BE INFORMED AT THE PRE-CONSTRUCTION CONFERENCE OF THE LOCATION IN COLUMBUS FOR THE DEPARTMENT SUPPLIED MATERIALS. ALL RAISED PAVEMENT MARKER CASTINGS SHALL BE THE CONVENTIONAL TYPE. THE CONTRACTOR SHALL PICK UP DEPARTMENT SUPPLIED RPM MATERIALS AT THE SPECIFIED LOCATION(S) FOR TRANSPORT TO THE WORK SITE OR TO THE CONTRACTOR'S STORAGE FACILITY. AN AUTHORIZATION FOR PICK UP FORM WILL BE FURNISHED BY THE DISTRICT CONSTRUCTION ENGINEER TO THE CONTRACTOR AT THE PRE-CONSTRUCTION CONFERENCE. THE CONTRACTOR SHALL NOTIFY THE DISTRICT AND/OR THE PARTIES LISTED ON THE AUTHORIZATION FORM (DEPENDENT ON THE STORAGE LOCATIONS OF THE MATERIALS) IN WRITING AT LEAST 5 CALENDAR DAYS PRIOR TO PICK UP OF DEPARTMENT SUPPLIED MATERIALS. HE SHALL STORE THEM 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.

FINAL ACCEPTANCE

RAISED PAVEMENT MARKER MATERIALS WHICH ARE UNACCEPTABLE, OR BECOME UNACCEPTABLE PRIOR TO FINAL ACCEPTANCE AS DETERMINED BY THE ENGINEER, FOR CAUSES SUCH AS, BUT NOT LIMITED TO, IMPROPER INSTALLATION, EPOXY NOT HARDENING OR LOSS OF ADHESION TO THE PAVEMENT OR BETWEEN THE CASTING AND THE PRISMATIC RETRO-REFLECTOR, LOSS OR IMPROPER REFLECTING PRISMATIC RETRO-REFLECTORS SHALL BE REPLACED BY THE CONTRACTOR WITH RPM MATERIALS CONFORMING TO THESE SPECIFICATIONS AND REQUIREMENTS AT HIS EXPENSE WITHOUT DELAY. THE CONTRACTOR WILL RECEIVE NO PAYMENT FOR UNACCEPTABLE WORK. FINAL ACCEPTANCE OF APPROVED, COMPLETE RPMS SHALL BE ONE YEAR AFTER THE CONTRACTOR HAS COMPLETED THE INITIAL INSTALLATION.

NOTE: THE CONTRACTOR IS NOT RESPONSIBLE FOR THE LOSS OF ADHESION OF CASTING TO THE PRISMATIC RETRO-REFLECTOR FURNISHED BY THE STATE.

RETURN OF NON-PERFORMED RAISED PAVEMENT MARKER MATERIAL

RAISED PAVEMENT MARKERS THAT ARE NON-PERFORMED SHALL BE SORTED BY PRISMATIC RETRO-REFLECTOR COLOR AND CAREFULLY PACKED INTO APPROVED CONTAINERS FOR SHIPMENT BY THE CONTRACTOR TO LOCATION(S) WITHIN THE DISTRICT AS SPECIFIED AT THE PRE-CONSTRUCTION CONFERENCE. PRISMATIC RETRO-REFECTOR COLORS SHALL NOT BE MIXED WITHIN ANY ONE CONTAINER. THE CONTRACTOR SHALL CLEARLY MARK ON THE SIDE OF EACH CONTAINER, THE COLOR OF THE PRISMATIC RETRO-REFLECTOR AND THE CONSTRUCTION PROJECT NUMBER.

ITEM 623 - CONSTRUCTION LAYOUT STAKES, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ITEM 623 - CONSTRUCTION LAYOUT STAKES, THE CONTRACTOR SHALL REFERENCE THE LENGTH OF THE PROJECT ON BOTH SIDES OF THE ROADWAY, IN A MANNER SATISFACTORY TO THE ENGINEER PRIOR TO THE START OF THE ROADWAY OPERATIONS. THE PAVEMENT SHALL BE REFERENCED IN INCREMENTS ACCEPTABLE TO THE ENGINEER, IN A SEMIPERMANENT CONDITION.

ITEM 642 & 644 - PAVEMENT MARKINGS

ALL PAVEMENT MARKINGS ON THIS PROJECT SHALL BE REPLACED AT THE SAME LOCATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER LAYOUT AND PRE-MARKING AS PER 641.06 OF THE MATERIAL AND SPECIFICATION HANDBOOK. ALL COSTS INCURRED SHALL BE INCLUDED IN THE UNIT BID FOR ITEM 642 AND 644.

MANHOLES, VALVE BOXES AND MONUMENTS ADJUSTED TO GRADE

MANHOLE, VALVE BOX AND MONUMENT BOX ADJUSTMENTS ARE TO BE MADE PRIOR TO THE APPLICATION OF THE FINISH COURSE. COVERS FOR THE MANHOLES, VALVE BOX AND MONUMENTS SHALL BE ACCESSIBLE FOR USE AT ALL TIMES DURING THE PAVING OPERATION. ASPHALT SHALL BE REMOVED FROM THE FRAME AND COVERS IMMEDIATELY AFTER THE SPREADER HAS PASSED OVER THE CASTINGS. PAYMENT FOR THIS WORK WILL BE MADE AT THE CONTRACT BID PRICE FOR:

ITEM	UNIT	QUANTITY	DESCRIPTION
604	EACH	19 EACH	MANHOLE ADJUSTED TO GRADE
638	EACH	7 EACH	VALVE BOX ADJUSTED TO GRADE

QUANTITIES CARRIED TO THE GENERAL SUMMARY.

COOPERATION BETWEEN CONTRACTORS

THE CONTRACTOR'S ATTENTION IS CALLED TO THE POSSIBILITY OF OTHER FUTURE CONSTRUCTION PROJECTS WHICH MAYBE AWARDED ADJACENT TO HIS WORK. THE CONTRACTOR SHALL BE REQUIRED TO COORDINATE HIS OPERATIONS CONCURRENTLY WITH THESE CONTRACTORS IN SUCH A MANNER THAT WILL NOT RESULT IN A COMBINATION OF ADJACENT LANE RESTRICTIONS WHICH WILL EXCEED THE CONTRACT LIMITATIONS. THE CONTRACTOR SHALL SUBMIT A SCHEDULE OF PROPOSED OPERATIONS, IN WRITING, TO THE ENGINEER FOR HIS APPROVAL AT LEAST ONE WEEK PRIOR TO ANY LANE RESTRICTIONS.

CALCULATED | CHECKED

GENERAL NOTES

PRE-726-0.00

ITEM 614-MAINTAINING TRAFFIC

IT IS THE INTENTION OF THESE PLANS TO PERFORM THE REQUIRED WORK WITH THE LEAST INCONVENIENCE TO AND THE MAXIMUM SAFETY OF, THE CONTRACTOR AND THE TRAVELING PUBLIC. THE REQUIREMENTS FOR MAINTAINING TRAFFIC SHALL BE AS INDICATED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION. THE PROPOSAL, THE SPECIFICATIONS AND THE PLANS. ANY VARIANCE FROM THESE REQUIREMENTS SHALL BE APPROVED BY THE DIRECTOR IN WRITING.

A. BEFORE WORK BEGINS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE NAMES AND TELEPHONE NUMBERS OF PERSONS WHO CAN BE CONTACTED 24 HOURS A DAY BY THE OHIO DEPARTMENT OF TRANSPORTATION AND ALL INTERESTED POLICE AGENCIES. THESE PERSONS SHALL BE RESPONSIBLE FOR PLACING OR REPLACING NECESSARY TRAFFIC CONTROL DEVICES TO MAINTAIN THE TRAVELED PAVEMENT SAFELY.

B. ON TWO LANE ROADS, AT LEAST ONE LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. WHILE WORK IS BEING PERFORMED, TRAFFIC SHALL BE CONTROLLED USING FLAGGERS AND TRAFFIC CONTROL DEVICES AS REQUIRED. DURING NON-WORKING HOURS, TRAFFIC SHALL BE RESTORED TO THE FULL WIDTH OF EXIST. PAV'T. THE ABOVE APPLIES FOR PRE-726-0274 BRIDGE AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 14 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS DETAILED IN NOTE F.

C. TRAFFIC SHALL BE MAINTAINED AT ALL INTERSECTIONS AND DRIVES AT ALL TIMES AND SHALL BE CONTROLLED WITH FLAGGERS AND TRAFFIC CONTROL DEVICES AS REQUIRED AND SHALL BE SUBJECT TO APPROVAL BY THE ENGINEER.

D. THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE-HALF OF THE EXISTING TRAVELED PAVEMENT WIDTH AT ALL TIMES, EXCEPT WHERE SPECIFIED FOR PAVING OPERATIONS, OR AS DIRECTED BY THE PROJECT ENGINEER.

E. A QUANTITY OF 30 CU. YDS. OF ITEM 614 - BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC, HAS BEEN CARRIED TO THE GENERAL SUMMARY. THIS ITEM SHALL BE USED AS DIRECTED BY THE ENGINEER.

F. BRIDGE PRE-726-0274 DETOUR:
CLOSE BOTH LANES OF THE TWO LANE ROAD FOR THROUGH TRAFFIC. DETOUR SIGNING SHALL BE ERECTED AND MAINTAINED BY STATE FORCES.

ONCE THE ROAD IS CLOSED TO THROUGH TRAFFIC, THE BRIDGE WORK AND SUBSEQUENT ROADWAY WORK SHALL BEGIN IMMEDIATELY AND SHALL PROCEED WITHOUT ANY CONSTRUCTION DELAYS. THE CONTRACTOR SHALL SECURE THE WORK AREA AND ERECT SIGNING AS SHOWN ON STANDARD DRAWING MT-101.60M.

THE CONTRACTOR SHALL INFORM THE ENGINEER IN ADVANCE OF CLOSURE SO THAT THE ENGINEER CAN INFORM THE DISTRICT TRAFFIC ENGINEER IN WRITING TWO WEEKS BEFORE SAID CLOSURE.

THIS DETOUR SHALL BE LIMITED TO 14 CONSECUTIVE CALENDAR DAYS, AND SHALL BE ALLOWED ONLY WHEN THE LOCAL SCHOOLS ARE NOT IN SESSION. THE CONTRACTOR SHALL PERFORM ALL NECESSARY WORK ON THIS AREA DURING THIS TIME PERIOD. FAILURE TO DO SO WITHIN THE SPECIFIED PERIOD SHALL SUBJECT THE CONTRACTOR TO LIQUIDATED DAMAGES IN ACCORDANCE WITH 108.07 IN THE AMOUNT OF $1000.00 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

G. PAYMENT FOR ALL THE ABOVE WORK SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614-MAINTAINING TRAFFIC.

ITEM 614- MAINTAINING TRAFFIC (TEMPORARY PAVEMENT MARKINGS)

TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED AS FOLLOWS:THE CONTRACTOR SHALL APPLY ALL OF THE FOLLOWING MARKINGS, AFTER PAVEMENT PLANING, AFTER APPLICATION OF THE INTERMEDIATE COURSE AND AFTER APPLICATION OF THE SURFACE COURSE.

- 29.6 MILE - TEMPORARY CENTER LINE - CLASS II
- 159 LIN. FT. - TEMPORARY STOP LINE - CLASS I

ITEM 614-WORK ZONE MARKING SIGNS

A QUANTITY OF 114 EACH WORK ZONE MARKING SIGNS, 50 EACH "NO EDGE LINES" OW-167, 31 EACH "PASS WITH CARE" R-34-30, AND 33 EACH "DO NOT PASS" R-33-30, ARE CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

CALCULATED
DRAWN

MAINTENANCE OF TRAFFIC GENERAL NOTES

PRE-726-0.00

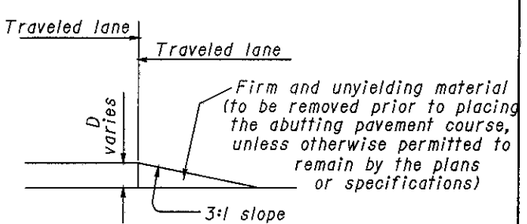
GENERAL NOTES

1. 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. 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.
2. 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, and all requirements of the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) must be fulfilled.
3. 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.
4. The drop-off treatment selected for use at any given location shall be as appropriate for the prevailing conditions at the site.
5. Where concrete barrier is specified, it shall be in accordance with Standard Construction Drawing MC-9.2 and Item 622.
6. When drums are specified for a dropoff condition, a minimum number of four drums shall be used. Spacing shall be as indicated in the plans or as specified in the OMUTCD.
7. When OW-151 (Low Shoulder) signs or OW-171 (Uneven Lanes) and OWP-171 signs are required, they shall be placed 750' in advance of the condition, on all intersecting entrance ramps within the limits of the condition and immediately beyond all intersecting roadways within the limits of the condition. When the dropoff condition extends more than one-half mile, additional signs should be erected at intervals of one mile or less.
8. For locations, such as at ramps, lane shifts, lane closures, etc., where traffic is required to negotiate any difference in elevation between pavements, a 3:1 slope treatment similar to the Optional Wedge Treatment shall be provided.
9. 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', drums may be placed on the opposite level from that of traffic provided the dropoff depth does not exceed 5" and approval is granted by the Project Engineer.
10. Pavement Repairs (or similar work):
    a. Lengths greater than 60 feet - utilize appropriate treatment from Condition I.
    b. Lengths of 60 feet or less - repairs shall be effected in accordance with 255.08. Drums may be used as a separator adjacent to the traveled lane.

OPTIONAL WEDGE TREATMENT

(MILLING OR RESURFACING)

1. This treatment may be used when permitted for Condition I only.
2. OW-171 and OWP-171 signs required.



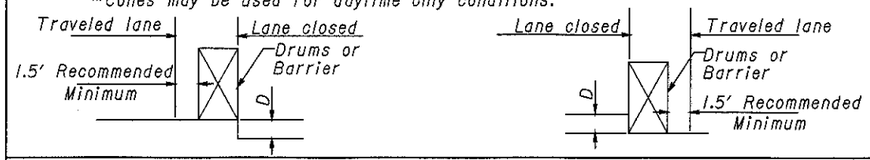
CONDITION I

DROPOFFS BETWEEN TRAVELED LANES

1. These treatments are to be used for resurfacing, pavement planing, excavation, etc. between or within traveled lanes.

D (In.)	Treatment
≤1½	Erect OW-171 and OWP-171 signs.
>1½-3	1) Lane closure utilizing drums* as shown below OR 2) Optional Wedge Treatment
>3-5	Lane closure utilizing drums as shown below.
>5	Lane closure utilizing portable concrete barrier as shown below.

*Cones may be used for daytime only conditions.



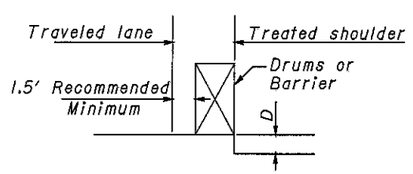
CONDITION II

DROPOFFS WITHIN GRADED SHOULDER AREA

1. The treatments indicated below are for use in conjunction with resurfacing, planing, or excavations within the graded shoulder area.
2. 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 aggregates, asphaltic materials, or concrete). For the purposes herein, its maximum width shall be considered to be twelve (12) feet.

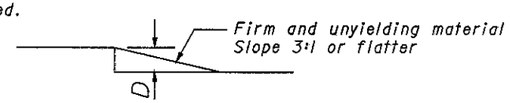
D (In.)	Treatment
≤1½	1) If edgelines are present, no treatment necessary OR 2) Erect OW-171 and OWP-171 signs.
>1½-5	1) If min. lane width requirements can be met, maintain lanes utilizing drums as shown below OR 2) If min. lane width requirements cannot be met, close adjacent lane utilizing drums OR 3) Optional Shoulder Treatment.
>5-12 Daylight only	If min. lane width requirements can be met, maintain lanes utilizing drums as shown below.
>5-24	1) If min. lane width requirements can be met, maintain lanes utilizing portable concrete barrier as shown below. OR 2) If min. lane width requirements cannot be met, close adjacent lane utilizing drums.
>24	Lane closure utilizing portable concrete barrier as shown below.

*Minimum lane widths shall be 10' unless otherwise specified in the plans.



OPTIONAL SHOULDER TREATMENT

1. This treatment may not be used within a bituminous shoulder where a hot longitudnal joint per 401.15 is required.
2. OW-151 signs required.



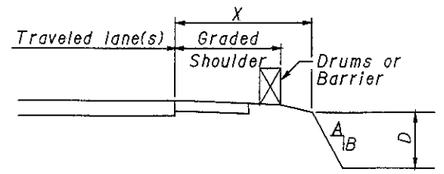
CONDITION III

DROPOFFS BEYOND GRADED SHOULDER OR BACK OF CURB

1. See Note 2 under Condition II.
2. 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" in height.
   b. Curbs are 6" or greater in height and the legal speed is greater than 40 mph.

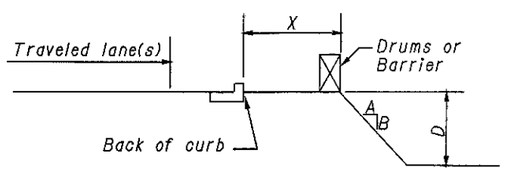


X (Ft.)	D (In.)	A/B	Treatment Required	
			Day	Night
0-4	Any	Any	(a)	(a)
4-30	Any	3:1 or Flatter	None	None
4-12	≤3	Steeper than 3:1	None	None
4-12	>3-≤12	Steeper than 3:1	Drums	Drums
4-12	>12	Steeper than 3:1	Drums	Barrier
>12-20	≤12	Steeper than 3:1	None	None
>12-20	>12-≤24	Steeper than 3:1	Drums	Drums
>12-20	>24	Steeper than 3:1	Drums	Barrier
>20-30	≤24	Steeper than 3:1	None	Drums
>20-30	>24	Steeper than 3:1	Drums	Barrier
>30	Any	Any	None	None

(a) Use treatment specified under Condition II.

CHART B

USE FOR: Curbed facilities, where the curb is 6" or greater in height and the legal speed is 40 mph or less.



X (Ft.)	D (In.)	A/B	Treatment Required	
			Day	Night
0-10	<12	Any	None	Drums
0-10	>12	Any	Drums	Drums
>10	Any	Any	None	None

CALCULATED
CHECKED

DROPOFFS IN WORK ZONES

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7
24

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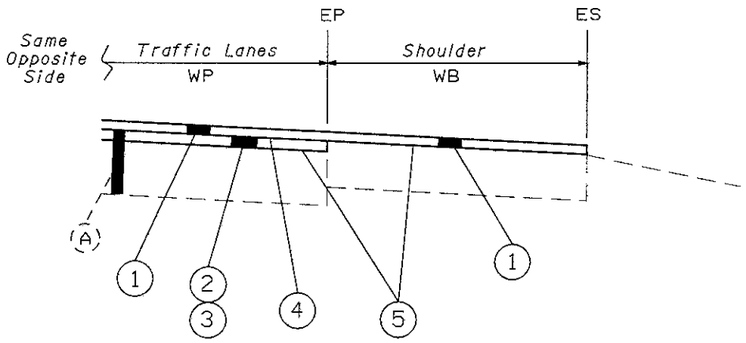
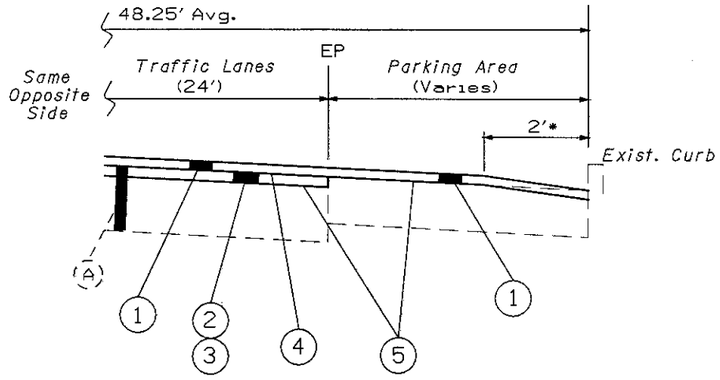
TYPICAL 1
Pavement Detail
Typical Section

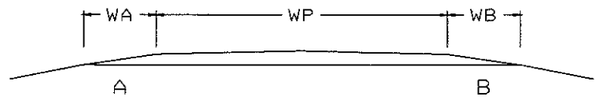


TYPICAL 2
Pavement Detail
Typical Section

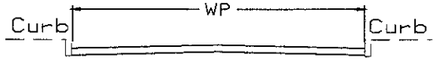


* Plane 2 feet wide, 1 inch at curb to 0 inch two feet from curb to povide a butt joint at the curb.

TYPICAL 1



TYPICAL 2



(A) Existing Pavement
(1) Item 448 - 1" Asphalt Concrete Surface Course
(2) Item 448 - 1" Asphalt Concrete Intermediate Course
(3) Item 254 - 1" Pavement Planing, Bituminous
(4) Item 407 - Tack Coat For Intermediate Course
(5) Item 407 - Tack Coat
(6) Item 617 - Shoulder Back Up

CALCULATED
CHECKED

AHPHALT CONCRETE

PAVEMENT DATA

PART	ROUTE	LOG POINT TO LOG POINT	LENGTH		WP AVG.	TYPICAL	EXISTING TYPE PAVEMENT	PAVEMENT AREA	407		448				254				604		
									TACK COAT @ 0.075 gal./s.y.	INTERMEDIATE TACK COAT @ 0.05 gal./s.y.	INTERMEDIATE COURSE, TYPE I, PG 64-22		SURFACE COURSE, TYPE I		PAV'T PLANING, BITUMINOUS		PATCHING PLANED SURFACE	MANHOLE ADJUSTED TO GRADE	CATCH BASIN ADJUSTED TO GRADE	
											AVG. THICK		AVG. THICK		AVG. DEPTH					
			MILES	LIN. FT.	FEET			SQ. YDS.	GALS.	GALS.	INCHES	CU. YDS.	INCHES	CU. YDS.	INCHES	SQ. YDS.	SQ. YDS.	EACH	EACH	
1	SR 726	0.00 - 0.20	0.20	1056	20	1	ASPHALT	2,347	176	117	1	65	1	65	1	2,347	117			
		0.20 - 2.22	2.02	10,666	18	1		21,332	1,600	1,067		593		593		21,332	1,067			
		2.22 - 2.90B	0.68	3,590	20	1		7,978	598	399		222		222		7,978	399			
		2.95A - 4.13	1.18	6,230	18	1		12,460	935	623		346		346		12,460	623			
		4.13 - 4.54	0.41	2,165	22	1		5,292	397	265		147		147		5,292	265			
		4.54 - 8.65	4.11	21,701	18	1		43,402	3,255	2,170		1,206		1,206		43,402	2,170			
		8.65 - 8.71	0.06	317	18	1		634	48	32		18		18		634	32			
		8.71 - 8.81	0.10	528	18	1		1,056	79	53		29		29		1,056	53			
		9.40 - 9.93	0.53	2,798	18	1		5,596	420	280		155		155		5,596	280			
2	SR 726	8.81 - 9.27	0.46	2,429	24	2	ASPHALT	6,477	486		1	180			1	6,477	324			
		8.81 - 9.27	0.46	2,429	48.25	2		13,022		651			1	362						
		8.81 - 9.27	Lt. & Rt.	4,858	2	2		1,080							1	1080	54			
		9.27 - 9.36	0.09	475	20	1		1,056	79	53	1	29	1	29	1	1056	53			
		9.36 - 9.40	0.04	211	18	1		422	32	21	1	12	1	12	1	422	21			
	TOTALS CARRIED TO GENERAL SUMMARY:							121,074	8,105	5,731		3,002		3,184		109,132	5,458			

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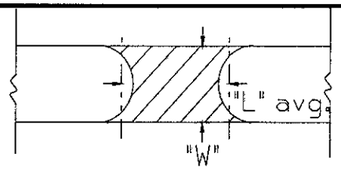
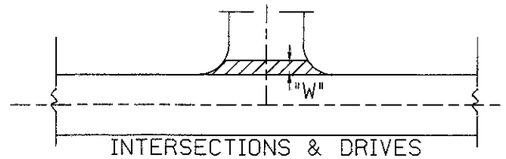


CROSSOVERS

EXTRA AREA AND DEDUCTIONS



INTERSECTIONS & DRIVES

CALCULATED

CHECKED

PART	ROUTE	LOG POINT MILE	SIDE	DESCRIPTION	LENGTH		WIDTH "W"	AREA	PROPOSED ITEMS									
									407		448						254	
									TACK COAT @ 0.075 gal./s.y.	INTERMEDIATE TACK COAT @ 0.05 gal./s.y.	INTERMEDIATE COURSE, TYPE I, P64-22		SURFACE COURSE, TYPE I				PAVEMENT PLANING, BITUMINOUS I INCHES	PATCHING PLANED SURFACE
											AVG. THICK		AVG. THICK					
					MILES	LIN. FT.	FEET	SQ. YDS.	GALS.	GALS.	INCHES	CU. YDS.	INCHES	CU. YDS.			SQ. YDS.	SQ. YDS.
1	SR 726	0.00		BUTT JOINT AT US 127		60	25				1		1				167	8
		0.10 - 0.16		CURVE WIDENING		317	2	70	5					2				
		0.20	RT & LT	ALEXANDER ROAD		90	15	150	11					4				
		0.83 - 0.91		CURVE WIDENING		422	2	94	7					3				
		1.47	RT	MONROE CENTRAL ROAD		60	15	100	8					3				
		2.19 - 2.22		CURVE WIDENING		158	2	35	3					1				
		2.22 - 2.34		CURVE WIDENING		634	3	211	16					6				
		2.45 - 2.64		CURVE WIDENING		1003	3	334	25					9				
		2.70	LT	WINNER LINE ROAD		60	15	100	8					3				
		2.74		OMIT BRIDGE & APPROACH SLABS		142	24/20	-379/-316	-28	-16		-9		-11			-316	-16
		2.74		BUTT JOINT AT APPROACH SLABS		48	25										133	7
		2.81	RT	WINNER LINE ROAD		60	15	100	8					3				
		3.16 - 3.32		CURVE WIDENING		845	2	188	14			-		5				
		3.79	RT & LT	ORPHANS ROAD		60	15	100	8					3				
		3.77 - 3.83		CURVE WIDENING		317	2	70	5					2				
		4.28		OMIT BRIDGE		279.5	24/20	-745/-621	-56	-31		-17		-21			-621	-31
		4.28		BUTT JOINT AT BOTH ENDS OF BRIDGE		56	25										156	8
		4.88		OMIT US 40		30	22/18	-73/-60	-5	-3		-2		-2			-60	-3
		4.88		BUTT JOINT BOTH SIDES OF US 40		90	25										250	12
		5.85	RT & LT	WEARMILLER RD./CRUBAUGH RD.		90	15	150	11					4				
		6.87	RT & LT	SHURLEY ROAD		90	15	150	11					4				
		7.88	LT	HAMBURG ROAD		45	15	75	6					2				
		7.88	RT	KIMMEL ROAD		45	15	75	6					2				
		9.41	RT	HOLTZMULLER ROAD		45	15	75	6					2				
		9.41	LT	WHITEWATER ROAD		45	15	75	6					2				
		9.92	RT	PREBLE COUNTY ROAD		50	15	83	6					2				
		9.93		BUTT JOINT END OF PROJECT		22	25										61	3
		TOTALS CARRIED TO GENERAL SUMMARY:							81	-50		-28		28			-230	-12

EXTRA AREAS AND DEDUCTIONS

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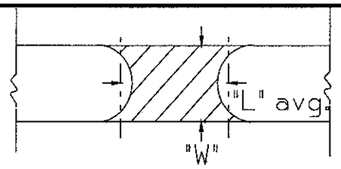
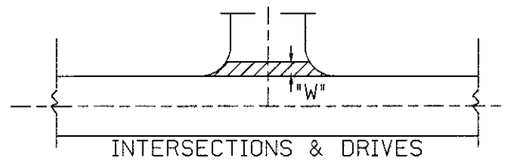


CROSSOVERS

EXTRA AREA AND DEDUCTIONS



INTERSECTIONS & DRIVES

PART	ROUTE	LOG POINT MILE	SIDE	DESCRIPTION	LENGTH		WIDTH "W"	AREA	PROPOSED ITEMS									
									407		448						254	
									TACK COAT @ 0.075 gal./s.y.	INTERMEDIATE TACK COAT @ 0.05 gal./s.y.	INTERMEDIATE COURSE, TYPE I, PG64-22		SURFACE COURSE, TYPE I				PAVEMENT PLANING, BITUMINOUS X INCHES	PATCHING PLANED SURFACE
											AVG. THICK		AVG. THICK					
					MILES	LIN. FT.	FEET	SQ. YDS.	GALS.	GALS.	INCHES	CU. YDS.	INCHES	CU. YDS.			SQ. YDS.	SQ. YDS.
1	SR 726			GRAVEL DRIVEWAYS		3745	3	1248					1	35				
				MAIL BOXES				1333						37				
				COMBINED DRIVEWAY & MAIL BOXES				426						12				
				PAVED DRIVEWAYS		1015	3	338	25					9				
2	SR 726	8.85	RT & LT	OHIO STREET		90	5	50	4					1				
		8.91	RT & LT	MAIN MILL STREET		120	5	67	5					2				
		9.00	RT & LT	MAIN CROSS		120	5	67	5					2				
		9.06	LT	LAWERENCE STREET		45	5	25	2					1				
		9.16	LT	VICTORIA AVE.		45	5	25	2					1				
		9.27	LT	PERSHING STREET		45	15	75	6					2				
		9.30	RT	CIVIC DRIVE		20	15	33	3					1				
		TOTALS CARRIED TO GENERAL SUMMARY:							52					103				

CALCULATED

CHECKED

EXTRA AREAS AND DEDUCTIONS

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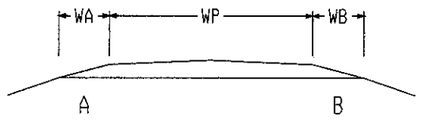
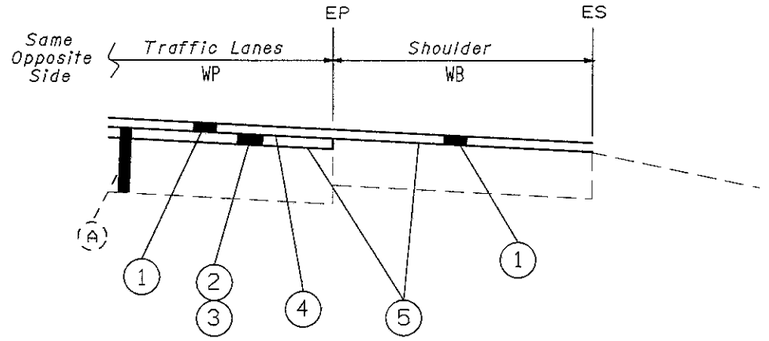
24

TYPICAL 1



Pavement Detail Typical Section



(A) *Existing Pavement*
(1) *Item 448 - 1" Asphalt Concrete Surface Course*
(2) *Item 448 - 1" Asphalt Concrete Intermediate Course*
(3) *Item 254 - 1" Pavement Planing, Bituminous*
(4) *Item 407 - Tack Coat For Intermediate Course*
(5) *Item 407 - Tack Coat*

PAVED SHOULDER DATA

PART	ROUTE	LOG POINT MILE FROM	LOG POINT MILE TO	LENGTH MILES	LENGTH LIN. FT.	TYPICAL	PROPOSED WIDTH (FEET) A	B	C	D	SHOULDER AREA SQ. YDS.		407 TACK COAT @ 0.075 gal./s.y. GALS.	407 INTERMEDIATE TACK COAT @ 0.05 gal./s.y. GALS.	ITEM 448, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE , PG AVG. THICK INCHES	INTERMEDIATE COURSE CU. YDS.	SURFACE COURSE, TYPE I AVG. THICK INCHES	SURFACE COURSE CU. YDS.	ITEM 617 SHOULDER PREPERATION AVG. WIDTH FEET	SHOULDER PREPERATION SQ. YDS.	COMPACTED AGGREGATE, TYPE B AVG. THICK INCHES	COMPACTED AGGREGATE CU. YDS.	WATER 20 gal./c.y. MGALS.	254 PAVEMENT PLANING, BITUMINOUS X INCHES SQ. YDS.	PATCHING PLANED SURFACE SQ. YDS.
1	SR 726	0.00	2.90B	2.90	15,312	1	2	2			6,805		510				1	189							
1		2.95A	4.13	1.18	6,230		2	2			2,769		208					77							
1		4.13	4.54	0.41	2,165		2.33	2.33			1,121		84					31							
1		4.54	8.65	4.11	21,701		2	2			9,645		723					268							
1		8.65	8.81	0.16	845		3	3			563		42					16							
2		9.27	9.40	0.13	686		2	2			305		23					9							
1		9.40	9.93	0.53	2,798		2	2			1244		93					35							
TOTALS CARRIED TO GENERAL SUMMARY:													1,683					625							

PAVED SHOULDERS

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CALCULATED

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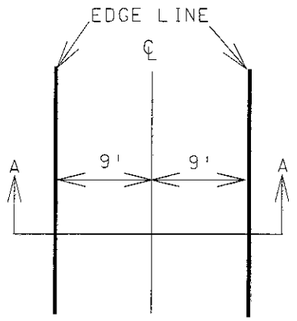
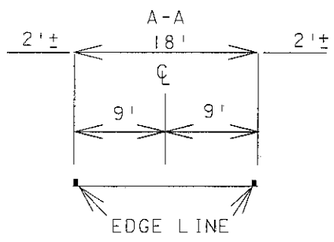
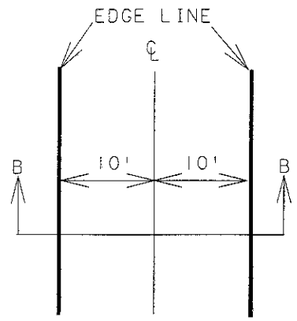
PAVEMENT MARKING TYPICAL



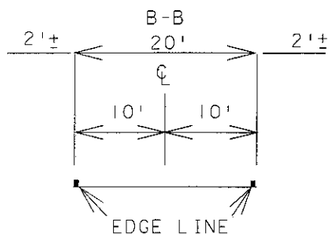
A-A



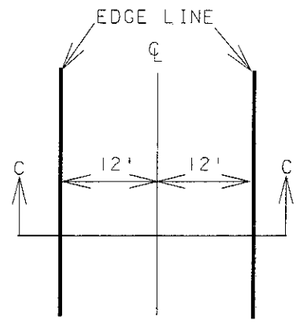
LOG POINT 0.20-2.22; 2.95A-4.13; 4.54-8.81; 9.36-9.93



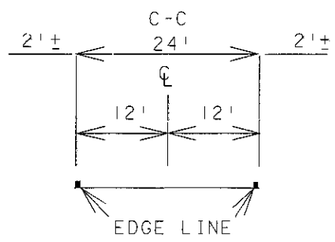
B-B



LOG POINT 0.00-0.20; 2.22-2.90; 9.27-9.36



C-C



LOT POINT 4.13-4.54

STRIPING DETAILS

CALCULATED

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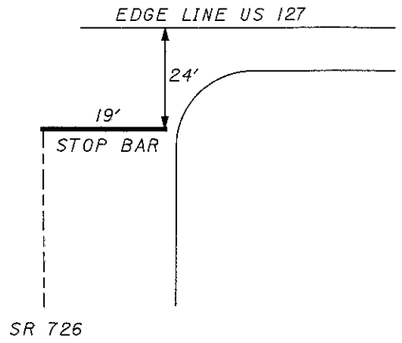
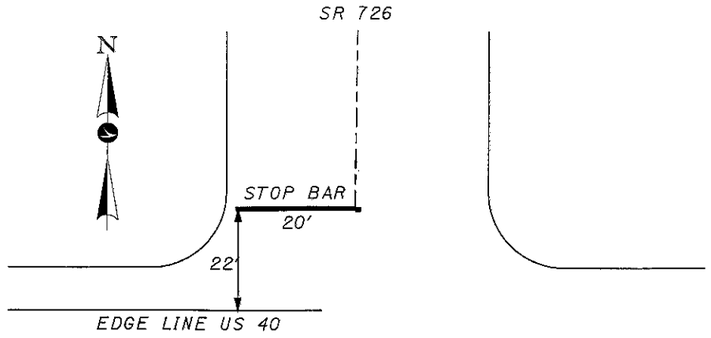
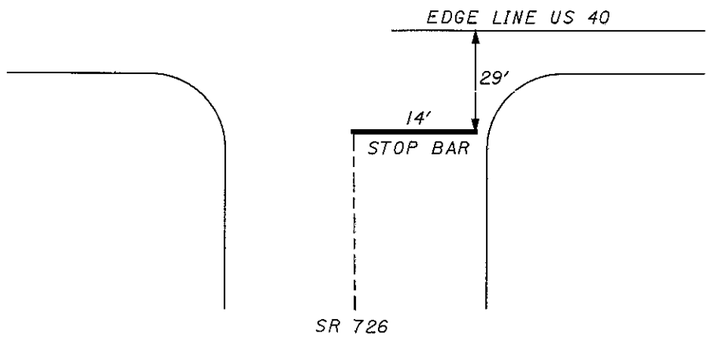


DETAIL 1





DETAIL 2

NOTE:

PARKING LOT STALL MARKINGS LOCATED FROM S.L.M. 8.81 TO 9.23 WILL BE INSTALLED BY THE VILLAGE OF ELDORADO. THE CONTRACTOR SHALL INFORM THE ENGINEER IN ADVANCE OF PLANING OPERATIONS SO THAT THE ENGINEER CAN CONTACT THE VILLAGE OF ELDORADO, 937-273-5120.

CALCULATED | CHECKED

STRIPING DETAILS

PRE-726-0.00

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ALL QUANTITIES CARRIED TO GENERAL SUMMARY

CO.	ROUTE	FROM S.L.M.	FROM	TO S.L.M.	TO	642 QUANTITIES CENTER LINE MILES TOTAL	DASHED	SOLID		642 CENTER LINE REMARKS
PRE	SR726	0.00	US127	9.93	DARKE CO. LINE	9.29	7.09	7.90		SEE CENTER LINE LOG SHEETS
PRE	SR726	8.81	ELDORADO SOUTH CORP.	9.40	ELDORADO NORTH CORP.	0.59		1.18		
CENTER LINE TOTAL						9.88	7.09	9.08		

CO.	ROUTE	FROM S.L.M.	FROM	TO S.L.M.	TO	WHITE EDGE LINE QUANTITIES TOTAL MILES	HWY. MILES	RAMP MILES	PART.	YELLOW EDGE LINE QUANTITIES TOTAL	HWY.	RAMP	PART.	642 EDGE LINE REMARKS
PRE	SR726	0.00	US127	9.93	DARKE CO. LINE	18.58	18.58							
PRE	SR726	8.81	ELDORADO (END OF CURB)	9.40	ELDORADO NORTH CORP.	0.34	0.34							
EDGE LINE TOTAL						18.92	18.92							

CO.	ROUTE	FROM S.L.M.	FROM	TO S.L.M.	TO	642 QUANTITIES 4 INCH LANE LINE MILES TOTAL	DASHED			642 LANE LINE REMARKS
LANE LINE TOTAL										

AUXILIARY MARKING CO.	ROUTE	S.L.M. FROM	S.L.M. TO	644 TRANSVERSE LINES, APP WHITE LIN. FT.	YELLOW LIN. FT.	STOP LINES 24" LIN. FT.	12" CROSS-WALK LINES WHITE LIN. FT.	WORD ON PAVEMENT ONLY 72" EACH	ONLY 96" EACH	SCHOOL SYMBOL MARKING SCHOOL 72" EACH	SCHOOL 96" EACH	LANE ARROWS TURN LEFT EACH	RIGHT EACH	THRU EACH	COMB. EACH	R.R. SYMBOL ON PAV'T. EACH	PARKING LOT STALL MARKINGS WHITE LIN. FT.	REMARKS
PRE	SR726	0.00	8.81			53												
AUXILIARY MARKING TOTAL						53												

PAVEMENT MARKING

PRE-726-0.00

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LOCATION SUB-SUMMARY

Detail	TC-65.10
1	CENTER LINE
	TYPICAL SPACING
1a	CHANNELIZING LINE
	TYPICAL SPACING
2	LANE LINE TYPICAL
	SPACING

Detail	TC-65.11
3	ACCELERATION LANE
4	DECELERATION LANE
5	MULTILANE DIVIDED-CONTROL ACCESS
6	4 LANE DIVIDED TO 2 LANE TRANSITION
7	4 LANE UNDIVIDED TO 2 LANE TRANSITION

Detail	TC-65.12
8	ONE LANE BRIDGE
9	STOP APPROACH
10	TWO WAY LEFT TURN
11	HORIZONTAL CURVE
12	APPROACH W/ LEFT TURN LANE

PART	LOCATION				DETAIL	202	ITEM 621				PRISMATIC RETRO-REFLECTOR COLORS					REMARKS
											ONE-WAY		TWO-WAY			
	COUNTY	ROUTE	LOG POINT MILE FROM	LOG POINT MILE TO		RAISED PAVEMENT MARKER REMOVED FOR STORAGE, AS PER PLAN	RAISED PAVEMENT MARKER, INSTALLATION ONLY	RAISED PAVEMENT MARKER	RAISED PAVEMENT MARKER CASTING, INSTALLATION ONLY	PRISMATIC RETRO-REFLECTOR	WHITE	YELLOW	YELLOW/ YELLOW	YELLOW/ RED	WHITE/ RED	
						EACH	EACH	EACH	EACH	EACH						
1	PRE	726	0.00	9.93	1		652						652			
			0.11		11		22						22			14° CURVE
			0.85		11		22						22			12° CURVE
			2.27		11		4						4			7° CURVE
			2.51		11		6						6			6° CURVE
			3.16		11		6						6			8° CURVE
			3.28		11		23						23			22° CURVE
			3.78		11		22						22			14° CURVE
			9.91		11		18						18			14° CURVE
			0.00		9		27				16		11			STOP APPROACH
			4.88	SOUTH	9		27				16		11			STOP APPROACH
			4.88	NORTH	9		27				16		11			STOP APPROACH
				TOTALS:			856				48		808			

RAISED PAVEMENT MARKER

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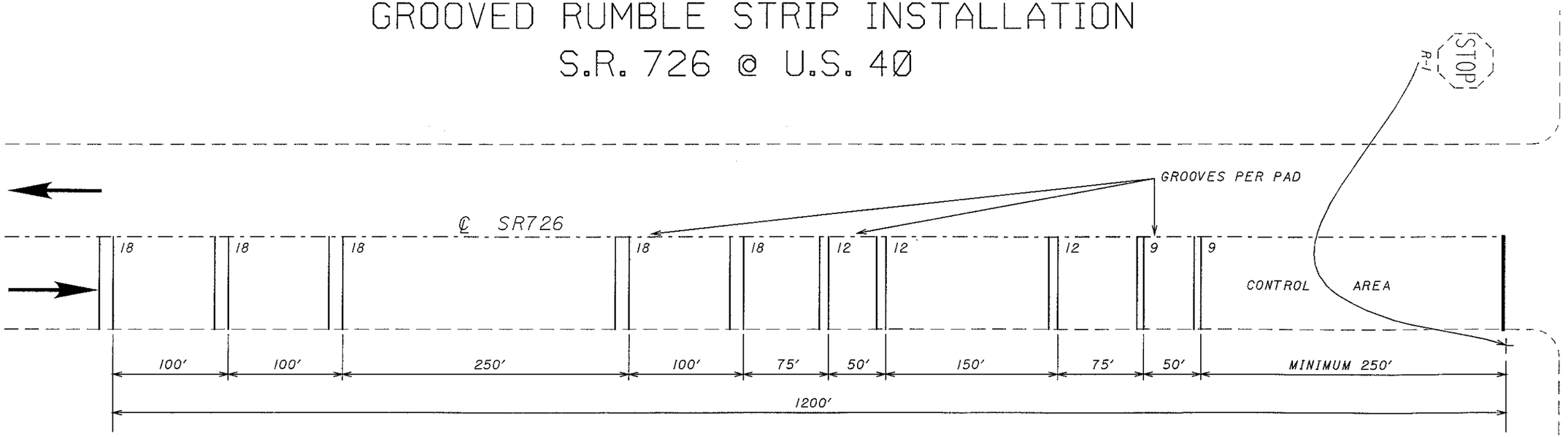
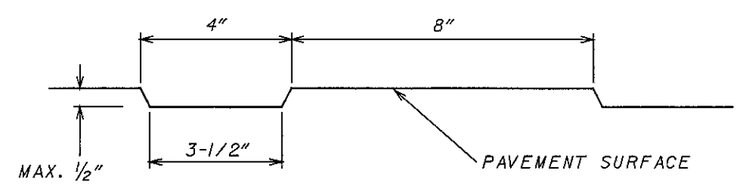
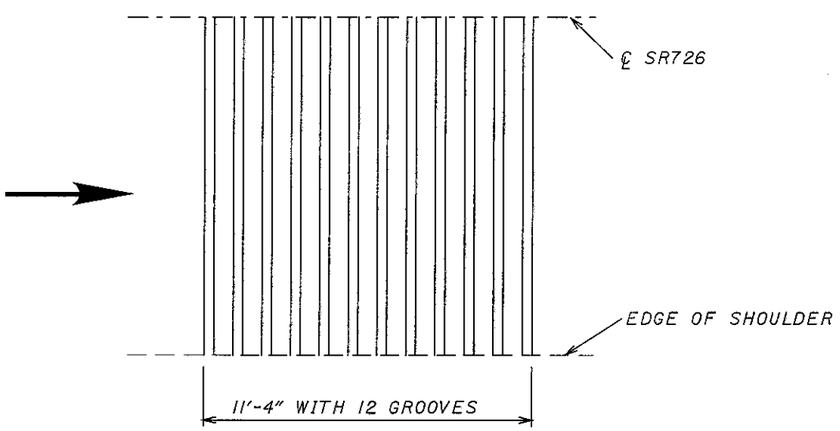
GROOVED RUMBLE STRIP INSTALLATION
S.R. 726 @ U.S. 40





TYPICAL GROOVE DETAIL



TYPICAL RUMBLE STRIP

NOTE:

THE PROPOSED RUMBLE STRIPS SHALL CONSIST OF PARALLEL GROOVES CUT AT ONE FOOT CENTER TO CENTER.

EACH GROOVE SHALL BE CUT TO A DEPTH OF APPROXIMATELY ⅜ INCH, WITH ALLOWANCE FOR PAVEMENT SURFACE IRREGULARITIES AND VARIATIONS. WIDTH OF THE GROOVE AT THE PAVEMENT SURFACE IS TO BE 4 INCHES, WITH TAPERED SIDES SUCH THAT GROOVE WIDTH AT THE BOTTOM IS APPROXIMATELY 3-1/2 INCHES. CONSTRUCTION METHODS OTHER THAN SAW CUTTING MUST BE APPROVED BY THE ENGINEER OF TRAFFIC PRIOR TO USE.

THE CONTROL AREA LENGTH SHALL BE A MINIMUM OF 250 FEET FOR ALL APPLICATIONS AND MAY BE EXTENDED AS NECESSARY. CONTROL AREA LENGTHS FOR VARIOUS RUMBLE STRIP APPLICATIONS MUST BE OF SUFFICIENT LENGTH TO ALLOW THE MOTORISTS TO BRAKE THEIR VEHICLES PROPERLY.

RUMBLE STRIPS SHALL BE PLACED ON BOTH APPROACHES OF SR726. RUMBLE STRIPS SHALL START AT THE CENTER LINE AND END AT THE EDGE OF SHOULDER, FOR DRAINAGE.

PAYMENT SHALL BE AT THE UNIT PRICE BID FOR ITEM 618, LIN. FT., RUMBLE STRIPS. PRICE BID SHALL INCLUDE ALL MATERIAL, LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO LOCATE AND INSTALL THE RUMBLE STRIPS AS SHOWN ON THIS SHEET.

618 - RUMBLE STRIPS, TYPE 2 (ASPHALT), APP..... 3168 LIN. FT.

QUANTITIES CARRIED TO SUB-SUMMARY

CALCULATED
CHECKED

GROOVED RUMBLE STRIP DETAIL

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SHEET NUMBER										ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION
3	4	5	6	8	9	10	11	14	15/16					
														ROADWAY - PAVEMENT
		1429								202	54101	1429	EACH	RAISED PAVEMENT MARKER REMOVED FOR STORAGE, AS PER PLAN
	40									203	12000	40	CU YDS.	EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION
	250									253	02000	250	CU YDS.	PAVEMENT REPAIR
				5,458	-12					254	01600	5,446	SQ YDS.	PATCHING PLANED SURFACE
				109,132	-230					254	01000	108,902	SQ YDS.	PAVEMENT PLANING, BITUMINOUS
	40									304	20000	40	CU YDS.	AGGREGATE BASE
				8,105	81	52	1,683			407	10000	9,921	GALS.	TACK COAT
				5,731	-50					407	14000	5,681	GALS.	TACK COAT FOR INTERMEDIATE COURSE
624										408	10000	624	GALS.	BITUMINOUS PRIME COAT
				3,002	-28					448	46020	2,974	CU YDS.	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22
200										448	46020	200	CU YDS.	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22 (SPOT LEVELING)
				3,184	28	103	625			448	47020	3,940	CU YDS.	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
		19								604	34500	19	EACH	MANHOLE ADJUSTED TO GRADE
	200									605	31100	200	LIN. FT.	AGGREGATE DRAIN
		7								638	10800	7	EACH	VALVE BOX ADJUSTED TO GRADE
	605									617	10101	605	CU YDS.	COMPACTED AGGREGATE, TYPE A AS PER PLAN
	21,779									617	20001	21,779	SQ YDS.	SHOULDER PREPARATION AS PER PLAN
	12.1									617	25000	12.1	M GAL	WATER
														TRAFFIC CONTROL
									3168	618	40101	3168	LIN. FT.	RUMBLE STRIPS, TYPE 2 (ASPHALT), AS PER PLAN
									856	621	00200	856	EACH	RAISED PAVEMENT MARKER, INSTALLATION ONLY
								18.92		642	00102	18.92	MILE	EDGE LINE, TYPE 2
								9.88		642	00302	9.88	MILE	CENTER LINE, TYPE 2
								53		644	00500	53	LIN. FT.	STOP LINE
														MAINTENANCE OF TRAFFIC
			114							614	12460	114	EACH	WORK ZONE MARKING SIGN
			30							614	13000	30	CU YDS.	BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC
			29.6							614	21400	29.6	MILE	TEMPORARY CENTER LINE, CLASS II
			159							614	26000	159	LIN. FT.	TEMPORARY STOP LINE, CLASS I
										614	11000	LUMP	LUMP SUM	MAINTAINING TRAFFIC
										623	10001	LUMP	LUMP SUM	CONSTRUCTION LAYOUT STAKES, AS PER PALN
										624	10000	LUMP	LUMP SUM	MOBILIZATION
														* FOR BRIDGE GENERAL SUMMARY SEE SHEET 20

CALCULATED

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GENERAL SUMMARY

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BRIDGE NOTES

PROPOSED WORK:

SEE GENERAL PLANS FOR PROPOSED WORK ON EACH STRUCTURE.

EXISTING STRUCTURE VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND/OR FROM FIELD OBSERVATIONS 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 SECTION 102.05, 105.02.

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURES BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTACTOR IN THE FIELD. PLANS OF THE EXISTING STRUCTURES ARE AVAILABLE FOR REFERENCE AT THE ODOT DISTRICT 8 OFFICE.

ITEM SPECIAL - PATCHING CONCRETE STRUCTURE WITH TROWELABLE MORTAR

THIS ITEM, AS DESCRIBED IN THE PROPOSAL IS INTENDED TO PATCH THIN AREAS OF UNSOUND CONCRETE AT VARIOUS LOCATIONS ON THE STRUCTURE. A QUANTITY HAS BEEN INCLUDED TO BE USED AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE PROJECT ENGINEER WITH SUITABLE AND SAFE MEANS OF ACCESS TO ALL AREAS OF POTENTIAL DETERIORATION SO THAT THE AREAS CAN BE SOUNDED AND MARKED FOR REPAIR. THE COMPLETED PATCHES SHALL HAVE A NEAT UNIFORM APPEARANCE MEETING THE SATISFACTION OF THE ENGINEER. MATERIALS SHOULD NOT BE ORDERED UNTIL THE AREAS HAVE BEEN MARKED AT THE DIRECTION OF THE PROJECT ENGINEER. CARE SHALL BE TAKEN BY THE ENGINEER TO ENSURE THAT THE CONTRACTOR DOES NOT REMOVE EXCESSIVE OR UNNECESSARY AMOUNTS OF CONCRETE. THE ESTIMATED LOCATIONS AND QUANTITIES ARE AS FOLLOWS:

PRE-726-0274

UNDERSIDE OF DECK - 115 S.F.

ADDITIONAL AREAS MAY BE INCLUDED FOR REPAIR AS DIRECTED BY THE PROJECT ENGINEER. ONLY EPOXY BASED MATERIALS LISTED IN THE PROPOSAL NOTE CAN BE USED.

ITEM SPECIAL - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

THIS ITEM SHALL BE AS DESCRIBED IN THE PROPOSAL.

SPECIFICATIONS FOR THE SEALER CAN BE FOUND IN THE PROPOSAL NOTE. CONCRETE SURFACES SHALL BE SEALED WITH A CONCRETE SEALER (EPOXY/URETHANE) AS FOLLOWS:

BRIDGE NO. PRE-726-0274 - ALL EXPOSED SURFACES OF ABUTMENT/WINGWALLS.
- DECK EDGES (SEE DETAIL)

BRIDGE NO. PRE-726-0753 - ALL EXPOSED SURFACES OF HEADWALLS AND WINGWALLS

BRIDGE NO. PRE-726-0870 - ALL EXPOSED SURFACES OF WINGWALLS AND ABUTMENT FACES.

COLOR OF THE URETHANE TOPCOAT SHALL BE FEDERAL STANDARD COLOR NO.-17778 (OFF WHITE). THE COST OF SURFACE CLEANING AND PREPARATION SHALL BE INCLUDED IN THE BID PRICE FOR THIS ITEM.

ITEM SPECIAL - PILE ENCASEMENT

ALL PIER PILING SHALL BE ENCASED IN CLASS C CONCRETE IN ACCORDANCE WITH THE DETAILS IN THIS PLAN. INCLUDED WITH THIS ITEM FOR PAYMENT IS ALL REINFORCING STEEL, EXCAVATION AND DEWATERING THAT IS NECESSARY TO INSTALL THE CONCRETE COLUMNS. CONSTRUCTION, MAINTENANCE AND SUBSEQUENT REMOVAL OF ALL COFFERDAMS, CRIBS, SHEETING, SHORING, BRACING OR OTHER MATERIALS NECESSARY TO SAFELY SUPPORT THE SIDES OF THE EXCAVATIONS IS INCLUDED IN THIS ITEM.

ITEM 514 - FIELD PAINTING, MISC.: FIELD PAINTING EXISTING STEEL (EEU)

THIS ITEM SHALL INCLUDE ALL WORK TO PREPARE AND FIELD PAINT IN PLACE ALL STRUCTURAL STEEL PIER PILING FOR THE MAINLINE BRIDGES, IN ACCORDANCE WITH THE PROPOSAL NOTE "FIELD PAINTING OF EXISTING STEEL, USING EPOXY AND URETHANE (EEU)". THE COLOR OF THE NEW PAINT SHALL BE OFF WHITE. PAYMENT WILL BE MADE AT THE LUMP SUM BID PRICE FOR EACH BRIDGE AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIAL NEEDED TO COMPLETE THE WORK TO THE SATISFACTION OF THE PROJECT ENGINEER.

NON-USE OF ASBESTOS-CONTAINING MATERIALS

THE CONTRACTOR SHALL AT NO TIME INCORPORATE ANY MATERIALS WHICH ARE COMPOSED OF OR CONTAIN ANY AMOUNTS OF ASBESTOS. THE SUBSTITUTION OF MATERIALS WHICH CONTAIN ANY AMOUNTS OF ASBESTOS WILL IN NO CIRCUMSTANCES BE ACCEPTABLE. UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL SUBMIT A WRITTEN STATEMENT OF CERTIFICATION ASSERTING THAT NO ASBESTOS CONTAINING MATERIALS WERE USED IN ANY PORTION OF THE CONSTRUCTION.

CALCULATED | CHECKED

BRIDGE GENERAL NOTES

PRE-726-0.00

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GENERAL NOTES AND DETAILS FOR POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM

ITEM SPECIAL - POLYMER-MODIFIED ASPHALT EXPANSION JOINT SYSTEM

THIS ITEM WILL BE USED TO SEAL THE EXPANSION/CONTRACTION JOINTS AS PER THESE DETAILS AND THE MANUFACTURER'S REQUIREMENTS USING A POLYMER-MODIFIED ASPHALT SYSTEM. THE PRIME CONTRACTOR WILL OBTAIN THE SERVICES OF ONE OF THE FOLLOWING APPROVED APPLICATORS WHO WILL FURNISH AND INSTALL THE NEW BRIDGE EXPANSION JOINT SYSTEM AFTER ALL PAVING ON THE AFFECTED BRIDGE(S) HAS BEEN COMPLETED.

D.S. BROWN COMPANY
P.O. BOX 158
300 E. CHERRY STREET
N. BALTIMORE, OH 45872-0158
TEL: (419) 257-3561

LINEAR DYNAMICS, INC.
RD #2 BOX 311
MUNCY, PA 17756
TEL: (717) 546-6041

HARRIS SPECIALTY CHEMICALS, INC.
10245 CENTURION PARKWAY, N.
JACKSONVILLE, FL 32256
TEL: (904) 996-6000

INFASTRUCTURE SYSTEMS, INC.
830 E. HIGGINS ROAD
SUITE 111M
CHICAGO, IL 60173-4792
TEL: (708) 706-9230

MATERIALS:

BRIDGING PLATE:

MILD STEEL 1/8" OR 1/4" THICK PLATE, 8" WIDE OR 18 GAUGE ALUMINUM, 8" WIDE.

BINDER:

TYPE:	POLYMER MODIFIED ASPHALT
SOFTENING POINT:	180 DEGREES F. MIN.
FLOW:	3 mm. MAX. AT 140 DEGREES F.
PENETRATION:	9 mm. MAX. AT 77 DEGREES F. 1 mm. MIN AT 0 DEGREES F. ASTM D 3407
DUCTILITY:	40 cm. MIN. ASTM D 113
RESILIENCE:	60% MIN. AT 77 DEGREES F.
TENSILE ADHESION:	700% MIN.
SPECIFIC GRAVITY:	1.10 * 0.05
POURING TEMP:	350 - 390 DEGREES F.

AGGREGATE:

TYPE:	CRUSHED, DOUBLE WASHED, AND DRIED GRANITE OR BASALT
GRADATION	THE GRADATION OF THE AGGREGATE VARIES BY MANUFACTURER AND WILL BE AS PER THE MANUFACTURER'S RECOMMENDATIONS FOR THE SYSTEM BEING USED ON THIS PROJECT.

BACKER ROD:

THE BACKER SHALL BE A CLOSED CELL FOAM EXPANSION JOINT FILLER CAPABLE OF WITHSTANDING THE PLACEMENT TEMPERATURE OF THE POLYMER MODIFIED ASPHALT.

NOTE: PRIOR TO PLACEMENT OF ANY PORTION OF THE JOINT SYSTEM, THE PROJECT ENGINEER MUST HAVE CERTIFIED TEST DATA MEETING ALL THE MINIMUM REQUIREMENTS OF ALL THE MATERIALS OF THE JOINT SYSTEM.

INSTALLATION PROCEDURES:

SAWING AND SURFACE PREPARATION:

AFTER ALL PAVING OPERATIONS ARE COMPLETE, THE OVERLAY IS TO BE TRANSVERSELY SAW CUT FULL DEPTH NO LESS THAN TWO INCHES DEEP (20" CENTERED OVER JOINT OPENING, UNLESS OTHERWISE NOTED). REMOVE ALL MATERIAL, INCLUDING WATER-PROOFING MATERIAL, BETWEEN SAW CUTS. THOROUGHLY CLEAN AND DRY EXPOSED CONCRETE, STEEL, AND CUT SURFACES USING COMPRESSED AIR AND A HOT COMPRESSED AIR (HCA) LANCE. THE LANCE MUST PRODUCE A FLAME RETARDED AIR STREAM TEMPERATURE OF 3000 DEGREES F. AT A VELOCITY OF 3,000 FEET PER SECOND WITH 15 PSIG CHAMBER PRESSURE. IF THERE IS AN INTERRUPTION DUE TO WEATHER OR OTHER CAUSES, THE OPERATION WILL BE REPEATED WITH THE HCA LANCE IMMEDIATELY BEFORE THE BINDER COAT OPERATION. ALSO, 6 INCHES OF THE ROAD SURFACE ON EITHER SIDE OF THE JOINT WILL BE DRIED SO THAT A SUITABLE SURFACE FOR BITUMEN ADHESION IS OBTAINED.

SEALING OF EXPANSION JOINT: (PRE-STRESSED BOX OR CONCRETE SLAB)

THE EXPANSION JOINT GAP IS TO BE SEALED AND A BRIDGING PLATE CENTERED ALONG IT. A VERY NARROW GAP WILL BE SEALED BY POURING HOT BINDER INTO THE GAP. GAPS OF 1/8" OR MORE WILL FIRST BE FILLED WITH AN APPROPRIATELY SIZED BACKER ROD. THE BACKER ROD WILL BE INSTALLED SO THAT IT IS BETWEEN 1/8" AND 1-1/8" BELOW THE TOP OF THE EXISTING GAP. THE GAP WILL THEN BE FILLED WITH BINDER.

BOND BREAKER:

SPREAD BINDER OVER SURFACE AREA WHERE THE METAL BRIDGING PLATE WILL BE PLACED. CENTER THE BRIDGING PLATE OVER THE EXISTING JOINT AND BED INTO THE HOT BINDER. BUTT JOINT THE BRIDGING PLATES TO ACCOMODATE THE ENTIRE JOINT LENGTH. SPIKE HOLES WILL BE DRILLED AT 1 FOOT INTERVALS ALONG THE LONGITUDINAL CENTERLINE OF THE PLATES. SECURE BRIDGING PLATE WITH NAILS OR SPIKES. SEAL BUTT JOINTS WITH HOT BINDER AND ALLOW BINDER TO SETUP BEFORE NEXT OPERATION. WHEN ALUMINUM BRIDGING PLATES ARE USED, ONLY THE BINDER IS REQUIRED TO SECURE THE INDIVIDUAL PLATES.

BINDER COAT:

SEAL ALL PREPARED, EXPOSED SURFACES OF THE JOINT WITH BINDER. POUR THE HOT BINDER OVER THE FLOOR AREA OF THE JOINT AND SPREAD TO COAT ALL EXPOSED SURFACES. THE BINDER WILL BE A MINIMUM OF 1/32" THICK ON THE BOTTOM OF THE JOINT CAVITY, WITH POOLS OF GREATER THICKNESS WHERE SURFACE IRREGULARITIES EXIST. THE BINDER APPLICATION TEMPERATURE WILL BE BETWEEN 350 AND 390 DEGREES F. THE BINDER WILL NOT BE ALLOWED TO BE HEATED ABOVE 410 DEGREES F. NOR ALLOWED TO EXCEED 390 DEGREES F. FOR MORE THAN 1 HOUR. A DOUBLE JACKETED OIL MELTER WILL BE USED TO HEAT THE BINDER. THE MELTER WILL BE EQUIPPED WITH A CONTINUOUS AGITATION SYSTEM, TEMPERATURE CONTROLS, AND A CALIBRATED THERMOMETER. ALSO A SYSTEM FOR ACCURATELY MEASURING THE WEIGHTS OF THE BINDER AND THE AGGREGATE WILL BE REQUIRED.

BUILD-UP OF JOINT LAYERS:

AGGREGATE PREPARATION:

HEAT THE AGGREGATE TO A TEMPERATURE OF 275 TO 325 DEGREES F., WITH A SUITABLE ROTATING DRUM WITH ATTACHED HEAT SOURCE OR A HOT COMPRESSED AIR LANCE, TO REMOVE DUST AND MOISTURE.

AGGREGATE PROPORTION AND LAYER THICKNESS:

MIX THE AGGREGATE WITH THE BINDER SUCH THAT THE MINIMUM AGGREGATE CONTENT BY WEIGHT WILL BE 68%. THE HEATED AGGREGATE AND BINDER WILL BE COMBINED IN LAYERS, UNLESS PATENTED INSTALLATION REQUIRES DIFFERENTLY, NOT LESS THAN 3/4 OF AN INCH NOR EXCEEDING 2-1/2 INCHES. THE THICKNESS OF EACH LAYER CAN BE VARIED WITHIN THESE LIMITS, TO ACHIEVE THE REQUIRED JOINT THICKNESS (MIN. 2 INCHES). THE OBJECTIVE IS TO COAT EACH STONE AND FILL THE VOIDS WHILE AVOIDING AN EXCESS OF BINDER. THIS WILL ACHIEVE THE MAXIMUM CONTENT OF STONE CONSISTENT WITH ALL STONES BEING COATED WITH BINDER. RAKE THE MIXTURE TO MIX AND LEVEL.

THE TOP LAYER THICKNESS WILL VARY BETWEEN 1/2 INCH AND ONE (1) INCH. IN PREPARING THE TOP LAYER, THE RATIO OF AGGREGATE TO BINDER WILL BE APPROXIMATELY 6:1 BY WEIGHT. OVERFILL THE TOP LAYER AND COMPACT TO THE LEVEL OF THE ADJACENT SURFACES USING A ROLLER OR VIBRATORY PLATE COMPACTOR. IMMEDIATELY AFTER COMPLETION OF THE COMPACTION, POUR SUFFICIENT BINDER OVER THE JOINT TO FILL THE SURFACE VOIDS AND COAT THE SURFACE STONE. DUST THE FINISHED JOINT WITH A FINE, DRY AGGREGATE TO PREVENT TACKINESS.

MAINTENANCE OF TRAFFIC:

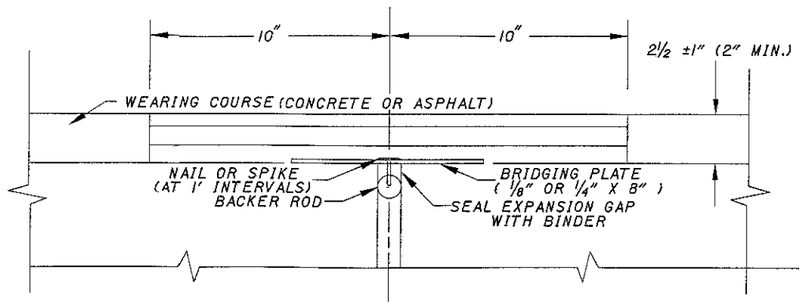
IF NECESSARY TO FACILITATE TRAFFIC MAINTENANCE, THE JOINT WILL BE INSTALLED IN TWO (2) HALF-WIDTH PHASES. DURING PHASE 1 APPROXIMATELY HALF OF THE TOTAL JOINT WILL BE INSTALLED. DURING PHASE 2, A MINIMUM OF TWO (2) INCHES OF THE PHASE 1 JOINT WILL BE REMOVED, AT OR NEAR THE CENTERLINE, WITH THE REMAINDER OF THE JOINT INSTALLED. IN ALL CASES, OPERATIONS WILL BE SCHEDULED SO THAT ALL LANES CAN BE OPEN TO TRAFFIC DURING ALL NON-WORKING HOURS.

TESTING:

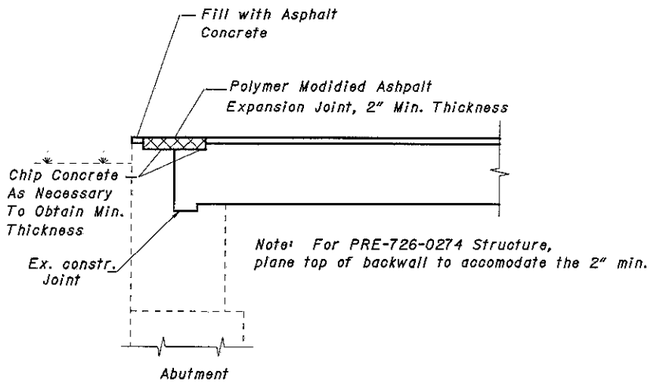
CERTIFICATION WILL BE SUPPLIED FOR EACH PROJECT SHOWING BINDER COMPLIANCE WITH REQUIRED PROPERTIES. A ONE QUART SAMPLE OF BINDER WILL BE RETRIEVED FROM EACH BRIDGE FOR FURTHER TESTING BY THE O.D.O.T TESTING LABORATORY.

PAYMENT:

PAYMENT FOR ALL THE ABOVE WILL BE AT THE UNIT PRICE BID PER CU. YD. OF SEALED JOINT IN PLACE FOR ITEM SPECIAL 516 31400, POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM (2½" INCHES THICK). THIS WILL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.



CONCRETE SLAB JOINT



LONGITUDINAL HALF SECTION

PAYMENT FOR ALL THE ABOVE WILL BE AT THE UNIT PRICE BID PER CU. YD. OF SEALED JOINT IN PLACE FOR ITEM SPECIAL 516 31300, POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM.

CALCULATED | CHECKED

POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM

PRE-726-0.00

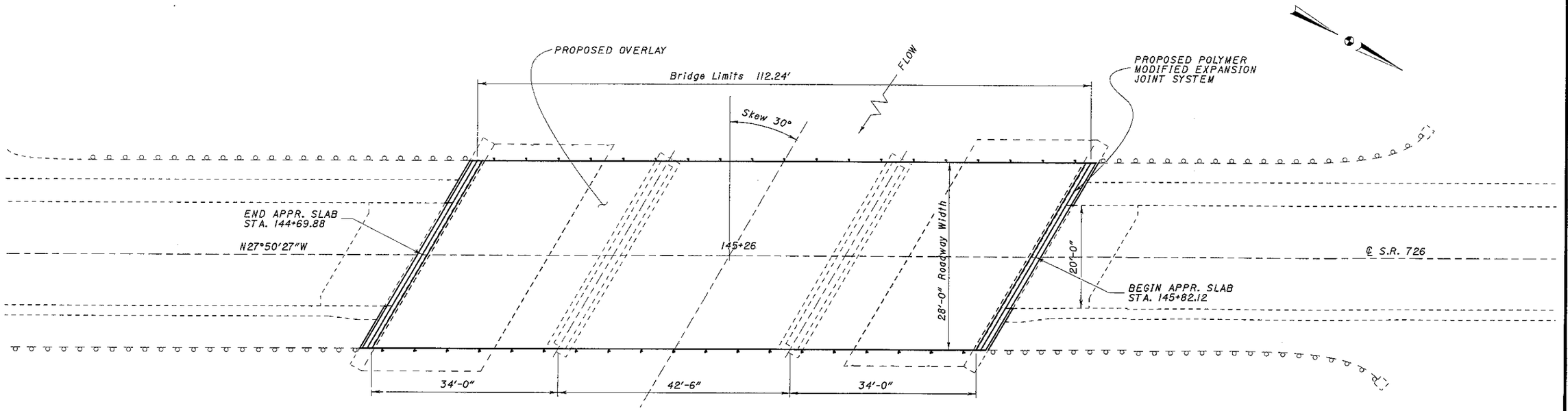
BRIDGE # PRE-726-0274	BRIDGE # PRE-726-0753	BRIDGE # PRE-726-0870	ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
96			SPECIAL	507 71200	96	LIN.FT.	PILE ENCASEMENT	
92	30	66	SPECIAL	512 67510	188	SQ. YD.	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) (SEE PROPOSAL NOTE)	
LUMP			514	27704	LUMP		FIELD PAINTING, MISC.: FIELD PAINTING OF EXISTING STEEL USING EPOXY AND URETHANE (EEU) (SEE PROPOSAL NOTE)	
0.72		0.78	SPECIAL	516 31400	1.5	CU. YD.	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	
225			SPECIAL	518 22300	225	LIN.FT.	STEEL DRIP STRIP	
115			SPECIAL	519 11502	115	SQ. FT.	PATCHING CONCRETE STRUCTURE WITH TROWELABLE MORTAR	
		3	601	32200	3	CU. YD.	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	
349			847	10000	349	SQ. YD.	MICRO SILICA MODIFIED CONCRETE OVERLAY, 1-1/4"	
1.2			847	20000	1.2	CU. YD.	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS)	
LUMP			847	30000	LUMP		TEST SLAB	
2.3			847	30200	2.3	CU. YD.	FULL DEPTH REPAIR	
349			847	30400	349	SQ. YD.	EXISTING CONCRETE OVERLAY REMOVED, 1-1/4"	

CALCULATED

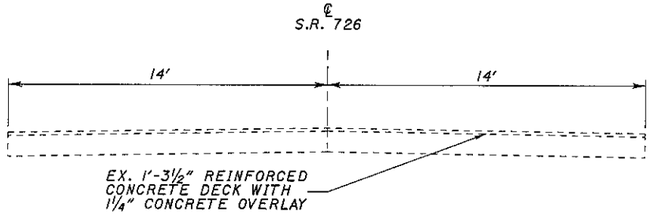
CHECKED

BRIDGE GENERAL SUMMARY

PRE-726-0.00



PLAN
PRE-726-0274



EXISTING TRANSVERSE SECTION

PROPOSED BRIDGE WORK:

1. REMOVE EXISTING OVERLAY, AND PLACE NEW 1-1/4" MSC OVERLAY.
2. PAINT THE PILING WITH EEU AND ENCASE EX. STEEL PIER PILING.
3. PROVIDE DRIP STRIPS
4. PATCH ALL UNSOUND AND DELAMINATED AREAS OF THE DECK FLOOR WITH TROWELABLE MORTAR. (115 SF ESTIMATE)
5. SEAL EXISTING DECK EDGE, ABUTMENTS AND WINGWALLS WITH EPOXY URETHANE.
6. PROVIDE POLYMER MODIFIED EXPANSION JOINTS.

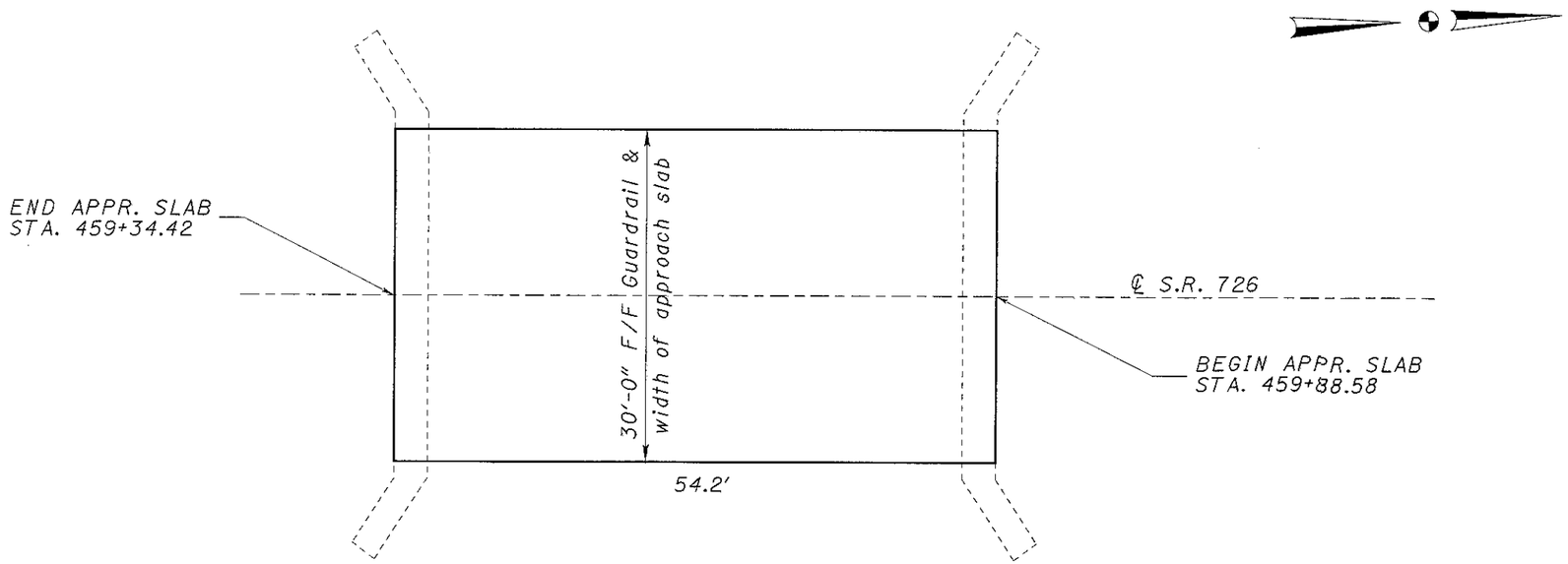
EXISTING STRUCTURE DATA

TYPE: Continuous reinforced concrete slab with capped pile substructure.
SPANS: 34'-42.5'-34' c/c bearings
ROADWAY: 24'-0" f/f 1'-10" (Nom.) safety curbs.
LOAD FREQUENCY: CF-30 (51)
SKEW: 30° L.F.
SURFACE COURSE: 1¼" concrete overlay
APPR. SLABS: AS-1-54
ALIGNMENT: Tangent

CALCULATED | CHECKED

BRIDGE NO. PRE-726-0274

PRE-726-0.00



PLAN
PRE-726-0870

PROPOSED WORK:

Proposed work includes the following:

1) Install polymer modified asphalt expansion joint.
2) Seal all exposed faces on the wingwalls and abutment faces.
3) Repair erosion at right forward wingwall (outlet of sewer pipe) be placing Rock Channel Protection, Type C with Filter.

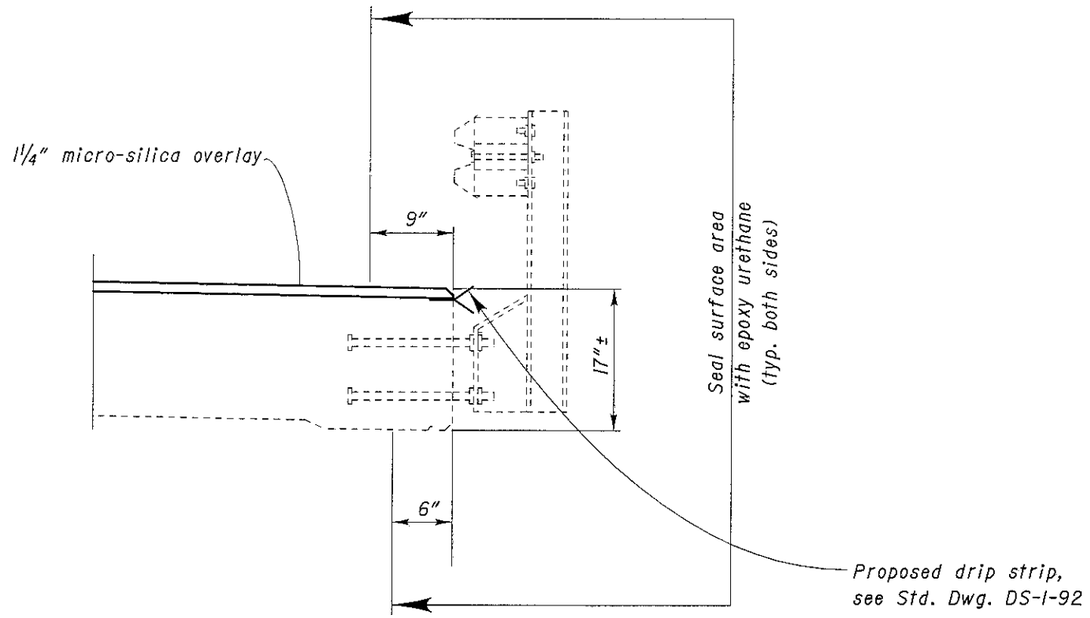
EXISTING STRUCTURE DATA
TYPE: Simple span prestressed concrete box beam superstructure with reinforced concrete cantilever abutments. SPAN: 53'-0" ROADWAY: 30'-0" face to face guardrails. LOADING: HS 20-44 and the alternate military loading SKEW: None SURFACE COURSE: 2-1/2" min. asphalt concrete APPR. SLABS: AS-1-81 ALIGNMENT: Tangent

CALCULATED
CHECKED

BRIDGE NO. PRE-726-0870

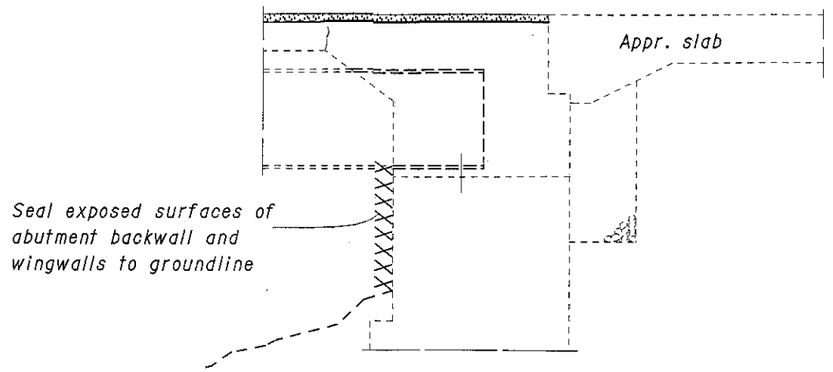
PRE-726-0.00

SEALING DETAILS



DECK EDGE DETAIL

PRE-726-0274



PROPOSED ABUTMENT SEALING

PRE-726-0274
PRE-726-0870

CALCULATED
CHECKED

SEALING DETAILS

PRE-726-0.00

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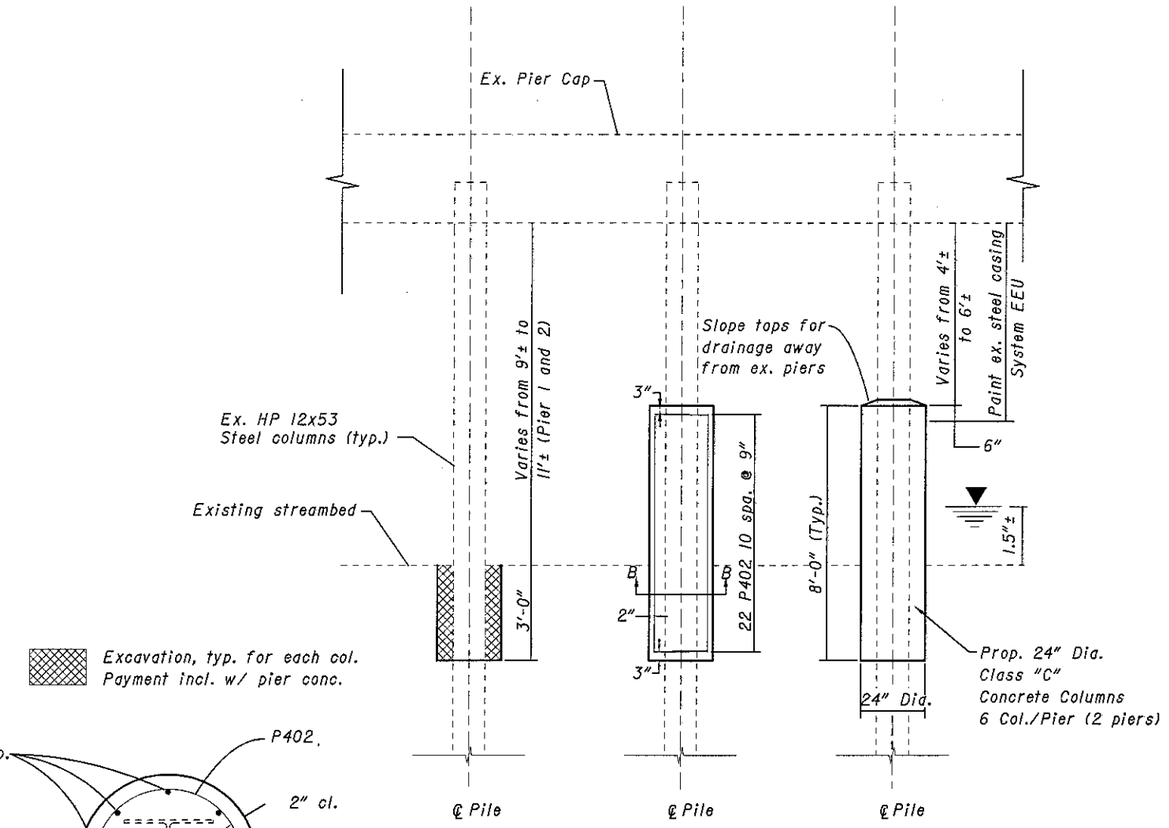
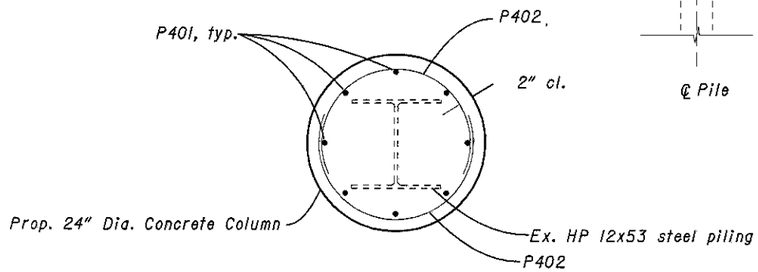
PILE ENCASEMENT DETAILS

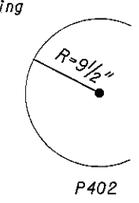


PILE ENCASEMENT DETAIL

PRE-726-0274



SECTION B - B



PILE ENCASEMENT QUANTITIES		
ITEM	DESCRIPTION	TOTAL
SPEC.	PILE ENCASEMENT	96 LIN.FT.

TOTALS CARRIED TO GENERAL SUMMARY

REINFORCING STEEL LIST				
MARK	NO.	LENGTH	WEIGHT	TYPE
P401	96	7'-8"	492	Str.
P402	264	3'-4"	587	Bnt.
		TOTAL	1079	Lbs.

Quantity included in Item Special - Pile Encasement

NOTE :

ALL PIER PILING SHALL BE ENCASED IN CLASS C CONCRETE IN ACCORDANCE WITH THE DETAILS IN THIS PLAN. INCLUDED WITH THIS ITEM FOR PAYMENT IS ALL REINFORCING STEEL, CONCRETE, EXCAVATION AND DEWATERING THAT IS NECESSARY TO INSTALL THE CONCRETE COLUMNS. CONSTRUCTION, MAINTENANCE AND SUBSEQUENT REMOVAL OF ALL COFFERDAMS, CRIBS, SHEETING, SHORING, BRACING OR OTHER MATERIALS NECESSARY TO SAFELY SUPPORT THE SIDES OF THE EXCAVATIONS IS INCLUDED IN THIS ITEM. PAYMENT WILL BE MADE IN LINEAR FEET MEASURED FROM THE BOTTOM TO THE TOP OF THE CONCRETE ENCASEMENT.

CALCULATED
CHECKED

PILE ENCASEMENT DETAILS

PRE-726-0.00

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24

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