

STATE OF OHIO
 DEPARTMENT OF TRANSPORTATION
ASD-42-3.80
 CITY OF ASHLAND

PROJECT DESCRIPTION

THIS PROJECT WILL INCLUDE PAVEMENT PLANING, PAVEMENT REPAIR, RESURFACING WITH ASPHALT CONCRETE, AND PAVEMENT MARKINGS.

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

FEDERAL PROJECT NO.
E100(752)

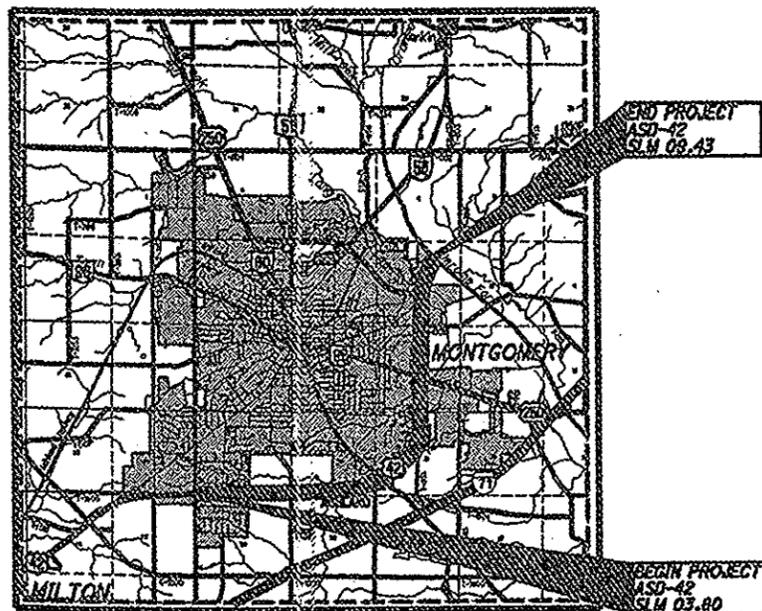
PID NO.
84518

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT
NONE

ASD-42-3.80

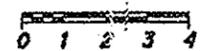
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LOCATION MAP

LATITUDE: N 40° 50' 36" LONGITUDE: W 82° 20' 56"

SCALE IN MILES



PORTION TO BE IMPROVED _____
 INTERSTATE & DIVIDED HIGHWAY _____
 UNDIVIDED STATE & FEDERAL ROUTES _____
 OTHER ROADS _____

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2010 SPECIFICATIONS

THE STANDARD SPECIFICATIONS 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 OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED *AmcBurd*
 DATE 12-27-12 DISTRICT DEPUTY DIRECTOR

APPROVED *James W. ...*
 DATE 1-1-13 DIRECTOR, DEPARTMENT OF TRANSPORTATION

ROADWAY ENGINEERS SEAL:

SIGNED: *Christopher Lee Brown*
 DATE: Dec 27, 2012

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	04/20/12	MT-85.31	07/20/12	800	4/19/13
BP-4.1	07/18/04	MT-85.32	07/20/12	821	4/20/12
BP-7.1	04/20/12	MT-87.10	07/20/12	832	5/5/09
DBR-3-11	07/15/11	MT-87.12	07/20/12	921	4/20/12
DM-4.3	07/20/12	MT-89.20	07/20/12	848	10/21/11
DM-4.4	07/20/12	MT-101.80	10/19/12		
		MT-105.10	07/20/12		
TC-41.20	01/19/07	MT98.11	07/20/12		
TC-52.10	01/19/07	MT-88.20	07/20/12		
TC-52.20	01/19/07	MT-101.70	04/15/11		
TC-65.10	04/20/12				
TC-65.11	04/20/12				
TC-71.10	10/18/12				
TC-73.10	04/20/12				
TC-82.10	01/21/11				

UNDERGROUND UTILITIES
 CONTACT BOTH SERVICES
 CALL TWO WORKING DAYS
 BEFORE YOU DIG

CALL
1-800-362-2764
 (TOLL FREE)

OHIO UTILITIES PROTECTION SERVICE
 NON-MEMBERS
 MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS PROTECTIVE
 SERVICE CALL: 800-275-0588

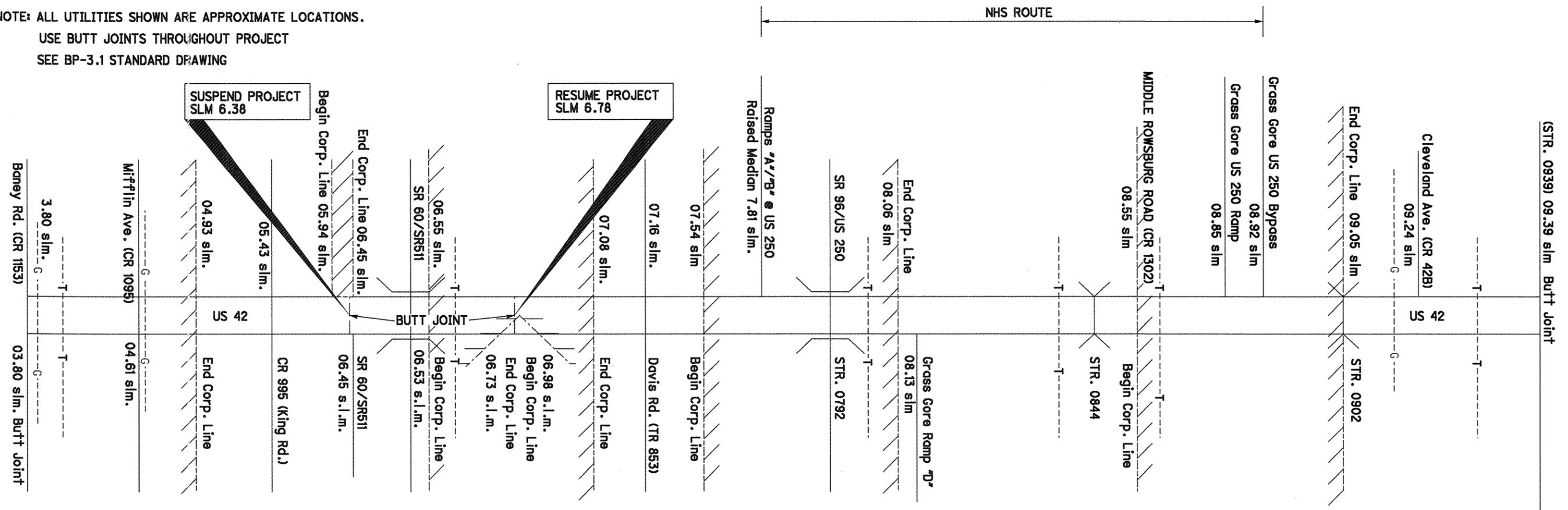


ASD - US-42-3.80
 130358 PID - 84518
 Dist 3 6/6/2013

Contract Proposal Available @ www.contracts.dot.state.oh.us/home

DESIGN FILES: projects\84518\workstation\shophier DATE: 12/27/2012

NOTE: ALL UTILITIES SHOWN ARE APPROXIMATE LOCATIONS.
USE BUTT JOINTS THROUGHOUT PROJECT
SEE BP-3.1 STANDARD DRAWING



DESIGN DESIGNATION (ASD-42-3.35 TO 6.45)

CURRENT ADT (2013)	8,000
DESIGN YEAR ADT (2025)	8,700
DESIGN HOURLY VOLUME (2025)	870
DIRECTIONAL DISTRIBUTION	0.53
TRUCKS (24 HOUR B&C)	0.06
DESIGN SPEED	50 MPH
LEGAL SPEED	50 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
URBAN MINOR ARTERIAL	
NHS PROJECT	NO

DESIGN EXCEPTIONS

NONE

DESIGN DESIGNATION (ASD-42-9.24 TO 9.39)

CURRENT ADT (2013)	3,300
DESIGN YEAR ADT (2025)	3,600
DESIGN HOURLY VOLUME (2025)	360
DIRECTIONAL DISTRIBUTION	0.53
TRUCKS (24 HOUR B&C)	0.08
DESIGN SPEED	55 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
URBAN MINOR ARTERIAL	
NHS PROJECT	NO

DESIGN EXCEPTIONS

NONE

DESIGN DESIGNATION (ASD-42-6.45 TO 7.82)

CURRENT ADT (2013)	9,000
DESIGN YEAR ADT (2025)	10,000
DESIGN HOURLY VOLUME (2025)	1,000
DIRECTIONAL DISTRIBUTION	0.53
TRUCKS (24 HOUR B&C)	0.07
DESIGN SPEED	50 MPH
LEGAL SPEED	50 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
URBAN MINOR ARTERIAL	
NHS PROJECT	NO

DESIGN EXCEPTIONS

NONE

DESIGN DESIGNATION (ASD-42-7.82 TO 8.92)

CURRENT ADT (2013)	12,000
DESIGN YEAR ADT (2025)	13,000
DESIGN HOURLY VOLUME (2025)	1,200
DIRECTIONAL DISTRIBUTION	0.53
TRUCKS (24 HOUR B&C)	0.19
DESIGN SPEED	55 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
URBAN MINOR ARTERIAL	
NHS PROJECT	YES

DESIGN EXCEPTIONS

NONE

DESIGN DESIGNATION (ASD-42-8.92 TO 9.24)

CURRENT ADT (2013)	4,500
DESIGN YEAR ADT (2025)	4,800
DESIGN HOURLY VOLUME (2025)	480
DIRECTIONAL DISTRIBUTION	0.53
TRUCKS (24 HOUR B&C)	0.04
DESIGN SPEED	55 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
URBAN MINOR ARTERIAL	
NHS PROJECT	NO

DESIGN EXCEPTIONS

NONE

DESIGN FILE: I:\projects\84518\roadway\sheet\sheet\84518GB001A.dgn
WORKSTATION: sshepher DATE: 3/8/2013

EXISTING PLANS

EXISTING PLANS ENTITLED ASD-42-3.02: PID 18622 AND ASD-42-3.59: PID 18221 MAY BE INSPECTED IN THE ODOT DISTRICT 3 OFFICE IN ASHLAND.

ROUTINE MAINTENANCE

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

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

PROFILE AND ALIGNMENT

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

UTILITIES

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

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

COLUMBIA GAS OF OHIO
KURT SAUM, FIELD ENGINEER
1021 NORTH MAIN STREET
MANSFIELD, OHIO 44903
(419) 528-1137

COLUMBIA GAS TRANSMISSION
RUSS JOHNSON
589 NORTH STATE ROAD
MEDINA, OHIO 44256
(330)721-4163

OHIO EDISON
TRAVIS BALLOG
1717 ASHLAND ROAD
MANSFIELD, OHIO 44905
(419) 521-6213

FRONTIER COMMUNICATIONS
RANDY HOWARD
6223 NORWALK ROAD
MEDINA, OHIO 44256
(330) 722-9586

ASHLAND WATER DEPARTMENT
206 CLAREMONT AVE.
ASHLAND, OHIO 44805
(419) 289-8331

ARMSTRONG UTILITIES
TED SEDWICK
1215 CLAREMONT AVE.
ASHLAND, OHIO 44805
(419) 289-0161 X 50603

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

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

CONSTRUCTION NOTIFICATION

THE CONTRACTOR WILL ADVISE THE PROJECT ENGINEER A MINIMUM OF FOURTEEN (14) DAYS PRIOR TO THE FOLLOWING: THE START OF CONSTRUCTION ACTIVITIES, LANE RESTRICTIONS, LANE CLOSURES, AND OR ROAD CLOSURES. THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE FOLLOWING:

DISTRICT PUBLIC INFORMATION OFFICER (PIO) BY EMAIL AT christine.myers@dot.state.oh.us
DISTRICT PERMIT SECTION BY FAX AT 419-281-5925 OR EMAIL AT qbishop@dot.state.oh.us
CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT 614-728-4099 OR EMAIL AT hauling.permits@dot.state.oh.us

THE PIO WILL, IN TURN, NOTIFY THE PUBLIC, THE LOCAL EMERGENCY SERVICES, AFFECTED SCHOOLS AND BUSINESSES, AND ANY OTHER IMPACTED LOCAL PUBLIC AGENCY OF ANY OF THE ABOVE MENTIONED ITEMS, VIA MEDIA SOURCES.

SAFETY EDGE

IN ADDITION TO THE REQUIREMENTS OF 401.12, 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 40 DEGREES). ENSURE THE DEVICE MAINTAINS CONTACT WITH THE EXISTING SURFACE, AND ALLOW FOR AUTOMATIC TRANSITION TO CROSS ROADS, DRIVEWAYS AND OBSTRUCTIONS. DO NOT USE CONVENTIONAL SINGLE PLATE STRIKE OFF.

CONSTRUCTION OF SAFETY EDGE CAN BE OMITTED AT LOCATIONS WHERE EXISTING WIDTH OF GRADED SHOULDER OR BERM IS LESS THAN 12". PROJECTS WITH VARYING CONDITIONS SHOULD USE SAFETY EDGE WHERE POSSIBLE. PLAN PREPARATION HAS MADE EVERY REASONABLE ATTEMPT TO IDENTIFY POSSIBLE SAFETY EDGE LOCATIONS.

USE THE TRANSTECH SHOULDER WEDGE MAKER, THE CARLSON SAFETY EDGE END GATE, THE ADVANT-EDGER, THE TROXLER SAFETSLOPE 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.transstechsys.com

ADVANT-EDGE PAVING EQUIPMENT LLC
P.O. BOX 9163
NISKAYUNA, NY 12309-0163
518-280-6090
www.advantedgepaving.com

CARLSON SAFETY EDGE END GATE
18450 50TH AVENUE EAST
TACOMA, WA 98446
253-875-8000

TROXLER ELECTRONICS LABORATORIES INC.
3008 E. CORNWALLIS RD.
RESEARCH TRIANGLE PARK, NC 27709
1-877-TROXLER
www.troxlerlabs.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 THE ENGINEER. SHORT SECTIONS OF HANDWORK WILL BE ALLOWED WHEN NECESSARY FOR TRANSITIONS AND TURNOUTS OR OTHERWISE AUTHORIZED BY THE ENGINEER.

IN ADDITION TO THE REQUIREMENTS OF 401.16, MAKE THE FIRST ROLLER PASS 8 TO 12 INCHES AWAY FROM TAPERED EDGE. DO NOT ROLL THE TAPER.

**ITEM 253 - PAVEMENT REPAIR, AS PER PLAN
ITEM 253 - PAVEMENT REPAIR, MISC.: PARTIAL DEPTH**

THESE ITEMS OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE.

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. PAVEMENT REPAIR SHALL BE PERFORMED AFTER PAVEMENT PLANING AND BEFORE PLACEMENT OF THE INTERMEDIATE AND/OR SURFACE COURSE. THE REPAIR AREAS SHALL BE SAW CUT AND EXCAVATED TO PROVIDE STRAIGHT AND VERTICAL SURFACES AROUND THE PERIMETER OF THE REPAIR AREA. PAVEMENT PLANING MAY BE USED AS AN ALTERNATIVE TO SAW CUTTING AND EXCAVATING. THE PAVEMENT SHALL BE REMOVED WITHIN THE DESIGNATED AREAS BY METHODS WHICH WILL NOT DAMAGE ADJACENT PAVEMENT. WITH AN AVERAGE DEPTH OF 4" AND AN AVERAGE WIDTH OF 4 FT FOR ESTIMATING PURPOSES. THE MATERIALS REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 105.16 AND 105.17.

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

REPLACEMENT MATERIAL SHALL BE ITEM 301, ITEM 448 TYPE 2, OR ITEM 442 19MM MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 ASPHALT CONCRETE, PG64-22 CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 3" AND 12" WITH A MAXIMUM PAVEMENT LIFT OF 6". ITEM 448 TYPE 2 OR ITEM 442 19MM CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 1.5" AND 5" WITH A MAXIMUM PAVEMENT LIFT OF 3". THE CONTRACTOR HAS THE OPTION OF USING EITHER ITEM 301, ITEM 448 TYPE 2, OR ITEM 442 19MM MATERIAL WHEN THE PAVEMENT REPAIR IS BETWEEN 3" AND 5" DEEP. ITEM 448 TYPE 2 OR ITEM 442 19MM MATERIAL SHALL BE PG64-22 FOR MEDIUM MIX DESIGN PAVEMENTS AND PG64-28 FOR HEAVY MIX DESIGN PAVEMENTS. ALL EXISTING PAVEMENT AREAS WHICH WILL BE IN CONTACT WITH THE PAVEMENT REPAIR SHALL BE CLEANED AND COATED PER CMS 401.14, USING AN ASPHALT MATERIAL COMPLYING WITH 407.02. ALL COMPACTION SHALL BE ACHIEVED BY MECHANICAL METHODS TO THE SATISFACTION OF THE ENGINEER.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES ITEM 253 PAVEMENT REPAIR, MISC.: PARTIAL DEPTH IS TO BE A MAXIMUM OF 4" DEEP AND ITEM 253 PAVEMENT REPAIR, AS PER PLAN IS FOR DEPTHS GREATER THAN 4". PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 253 - PAVEMENT REPAIR, AS PER PLAN OR ITEM 253 - PAVEMENT REPAIR, MISC.: PARTIAL DEPTH. ITEM 253 PAVEMENT REPAIR, AS PER PLAN SHALL INCLUDE SAW CUTTING OF THE 9" REINFORCED CONCRETE PAVEMENT. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

USR 42 ITEM 253 - PAVEMENT REPAIR, MISC.: PARTIAL DEPTH (TRANS.) 200 CU. YD.
USR 42 ITEM 253 - PAVEMENT REPAIR, MISC.: PARTIAL DEPTH (LONG.) 868 CU. YD.

TOTAL 1068 CU. YD.

USR 42 ITEM 253 - PAVEMENT REPAIR, AS PER PLAN (TRANS.) 333 CU. YD.
USR 42 ITEM 253 - PAVEMENT REPAIR, AS PER PLAN (LONG.) 300 CU. YD.
TOTAL 933 CU. YD.

ITEM 254 - PATCHING PLANED SURFACE

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

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CALCULATED
SAS
CHECKED
ACH

GENERAL NOTES

ASD-42-3.80

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ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

THE INTENT OF THE PLANING IS TO MILL 3.25 INCHES AT THE CENTER OF PAVEMENT AT NON-CURBED AREAS. THE PAVEMENT SLOPE SHALL BE 0.016 PREFERRED AND 0.010 MINIMUM, CONTINUOUS BETWEEN THE CROWN AND THE PROPOSED EDGELINE/SHOULDER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CENTER OF PAVEMENT IN CONFORMANCE WITH THE ABOVE GUIDELINES.

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

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

THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE MORE THAN FOURTEEN (14) CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE 14 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE OF \$800 PER DAY.

DRAINAGE SLOTS SHALL BE CUT INTO THE SHOULDER(S) AT THE LOW POINT OF EACH PLANED SECTION TO PREVENT TRAPPED WATER PUDDLES, AND REFILLED DURING RESURFACING. CUTTING AND FILLING DRAINAGE SLOTS SHALL BE INCLUDED IN PAYMENT WITH ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE.

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

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

ITEM 604 - MONUMENT BOX ADJUSTED TO GRADE

THE MONUMENT BOX TO BE ADJUSTED MAY OR MAY NOT HAVE AN EXISTING ADJUSTABLE FRAME. THE WORK SHALL CONSIST OF ADJUSTING THE EXISTING MONUMENT BOX TO THE SATISFACTION OF THE ENGINEER. THE CONTRACTOR IS REMINDED TO FIELD CHECK ALL ADJUSTMENT TO GRADE ITEMS PRIOR TO BIDDING, AS NO ADDITIONAL COMPENSATION WILL BE GRANTED FOR LABOR AND MATERIALS REQUIRED TO SATISFACTORILY ADJUST CASTINGS WITHOUT ADJUSTABLE FRAMES.

ITEM 604 - CASTINGS ADJUSTED TO GRADE

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

ITEM 407 - TACK COAT

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

**ITEM 407 - TACK COAT
 ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE**

AS PER 407.06 THE APPLICATION RATES SHALL BE 0.08 GAL. PER SQ. YD. PRIOR TO THE INTERMEDIATE COURSE AND SHALL BE 0.04 GAL PER SQ. YD. PRIOR TO THE SURFACE COURSE FOR ESTIMATING PURPOSES ONLY. THE RATE OF APPLICATION SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. A COMPLETE PAVEMENT SURFACE COVERAGE SHALL BE REQUIRED. AREAS OF TACK STRIPPED BY CONSTRUCTION EQUIPMENT OR TRAFFIC SHALL BE RE-COATED PRIOR TO PLACING ASPHALT CONCRETE. ALL COSTS AS DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER GALLON FOR ITEM 407 - TACK COAT AND ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W-8-1-36) SHALL BE ERECTED AT ANY TRANSVERSE JOINT LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN. THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

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

ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446), AS PER PLAN

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

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

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
 MIX DESIGN: FOR N_{des} USE 50 GYRATIONS, FOR N_{max} USE 75 GYRATIONS. USE A PG 64-22 BINDER.
 MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT IS 30 PERCENT. APPLY 703.05 FOR COARSE AND FINE AGGREGATE EXCEPT GRADATION FOR FINE AGGREGATE DOES NOT APPLY.
 QUALITY CONTROL: DO NOT PERFORM N_{max} IN QUALITY CONTROL TESTING. DO NOT TAKE EXTRA ASPHALT BINDER SAMPLES AS OUTLINED IN CMS 442.05.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446) (SAFETY EDGE)

THE SAFETY EDGE SHALL BE INSTALLED AT THE SAME TIME AS THE SURFACE COURSE IS TO BE PLACED. THE SAFETY EDGE WILL NOT REQUIRE ANY DENSITY TESTING.

INTERSECTIONS AND DRIVES

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

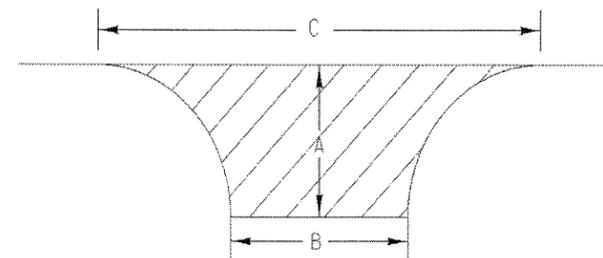
URBAN-INTERSECTIONS SHALL BE PLANED AND PAVED TO THE BACK OF CROSSWALKS OR AS DIRECTED BY THE ENGINEER. (TO PROVIDE A SMOOTH TRANSITION BETWEEN THE TWO HIGHWAYS, AND TO ELIMINATE WATER POCKETS).

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

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

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

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



Intersection Name	A (ft.)	B (ft.)	C (ft.)	Area (sy)
BANEY RD SOUTH APPROACH	20	20	63	76
BANEY RD NORTH APPROACH	26.67	23.5	68	114
MIFFLIN AVE SOUTH APPROACH	26.75	21	80	121
MIFFLIN AVE NORTH APPROACH	40	25.67	83	199
CR 995 SOUTH APPROACH	40.5	28.42	73	195
CR 995 NORTH APPROACH	26.42	25	60	108
DAVIS RD WEST APPROACH	38.5	21.83	94	196
DAVIS RD EAST APPROACH	27.75	23.83	88.67	140
CR 1302 EAST APPROACH	26.42	41.75	104.5	184
CR 1302 WEST APPROACH	25.75	20.17	60	96
CLEVELAND AVE EAST APPROACH	21	23.5	65.42	87
CLEVELAND AVE WEST APPROACH	11	22	50.5	38
SR113	87	27	121	564
Total Intersection Areas				2118

PART-WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXTREME CARE SHALL BE TAKEN TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LONGITUDINAL JOINTS SHALL BE LAPPED AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.

TEMPORARY TRAFFIC SIGNAL ACTIVATION FOR PARTIAL ROADWAY CLOSURE

THE CONTRACTOR SHALL NOTIFY ODOT DISTRICT 3 PUBLIC INFORMATION OFFICER (PIO) A MINIMUM TEN (10) CALENDAR DAYS ADVANCE NOTICE BEFORE ACTIVATING A TEMPORARY TRAFFIC SIGNAL TO STOP-AND-GO OPERATION FOR PARTIAL ROADWAY CLOSURE.

THE PIO CONTACT INFORMATION IS AS FOLLOWS:

CHRISTINE MYERS
PUBLIC INFORMATION OFFICER
ODOT DISTRICT 3
906 CLARK AVENUE
ASHLAND, OH 44805
PHONE 419-207-7182

IN ADDITION, THE TEMPORARY TRAFFIC SIGNAL SHALL BE ACTIVATED PER THE REQUIREMENTS OF ODOT SCD MT-120.00. THE TEMPORARY TRAFFIC SIGNAL SHALL OPERATE IN FLASH MODE FIVE (5) TO SEVEN (7) DAYS PRIOR TO ACTIVATING TO STOP-AND-GO OPERATION. SIGNAL ACTIVATION SHALL NOT OCCUR ON WEEKENDS, MONDAYS, FRIDAYS, OR ANY DAY IMMEDIATELY BEFORE OR AFTER A STATE OBSERVED HOLIDAY.

ALL COSTS ASSOCIATED WITH THE ABOVE DESCRIBED WORK SHALL BE INCLUDED WITH ITEM 614 - MAINTAINING TRAFFIC.

BUTT JOINTS

BUTT JOINTS SHALL NOT BE CUT AND LEFT OPEN TO TRAFFIC. THEY SHALL BE FILLED IN WITH A TEMPORARY ASPHALT CONCRETE WEDGE USING ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

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

ITEM 614 - WORK ZONE MARKING SIGN

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

WORK ZONE MARKING SIGN: (W8-H12A-36) NO EDGE LINE = 16 EACH
WORK ZONE MARKING SIGN: (R4-1-24) DO NOT PASS = 16 EACH
WORK ZONE MARKING SIGN: (R4-2-24) PASS WITH CARE = 0 EACH

TOTAL = 32 EACH

ITEM 614 - MAINTAINING TRAFFIC

A MINIMUM OF ONE (1) LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES USING FLAGGERS EXCEPT AS NOTED IN THE STRUCTURE PLAN NOTES FOR STRUCTURE ASD-42-9.47 AND ASD-42-9.43 WHERE SIGNALIZED.

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

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

TEMPORARY WEDGES AT END OF RAMPS, PAVEMENT LAYER ENDS, APPROACH SLABS OR BRIDGE DECKS ARE TO BE CONSTRUCTED AS PER STANDARD DRAWING BP-3.1.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR MAINTENANCE OF TRAFFIC.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 40 CU YD

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GENERAL NOTES

ASD-42-3.80

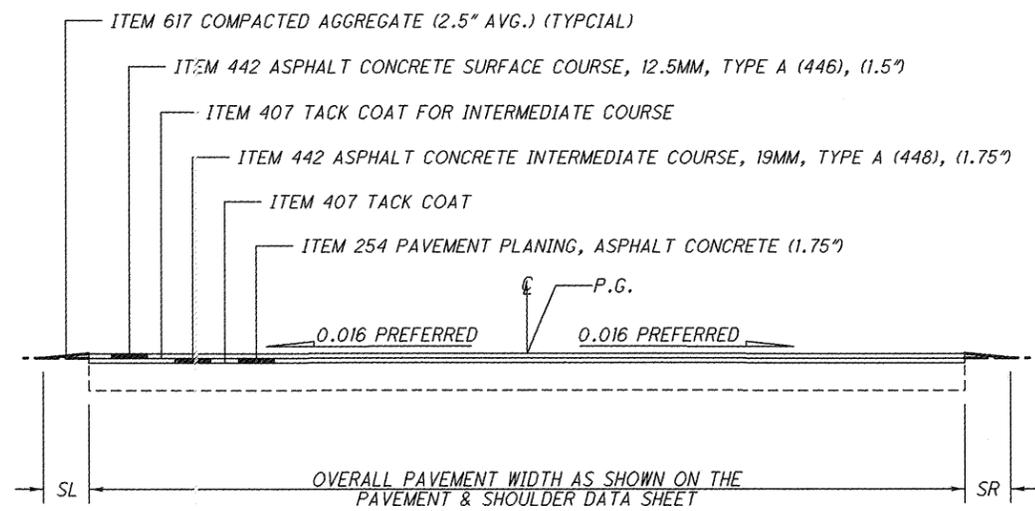
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* - FOR TYPICALS, SEE SHEET 8

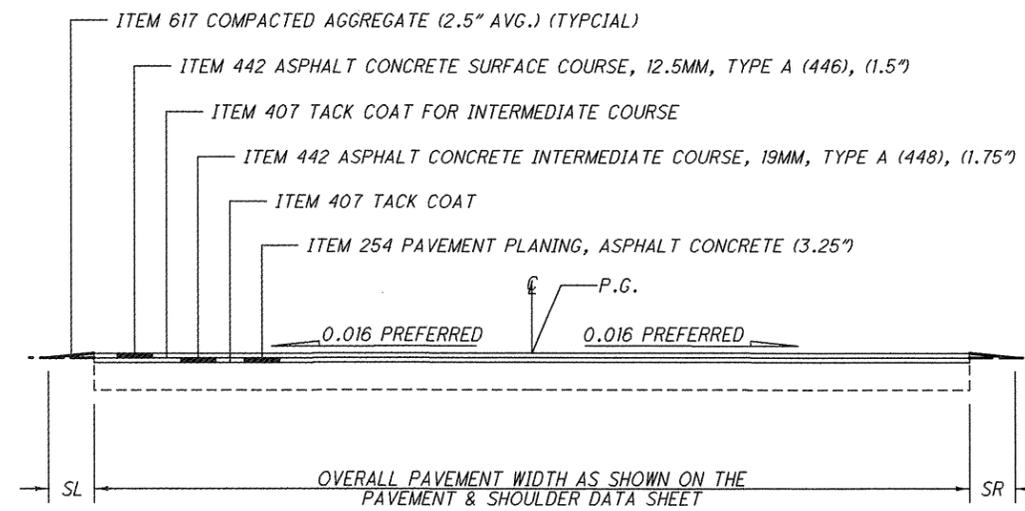
COUNTY	ROUTE	LOG POINT TO LOG POINT		LENGTH		WIDTH FEET AVG.	TYPICAL	PAVEMENT AREA SQ YD	254			407	407	442		442		FUNDING SPLIT	AGGREGATE SHOULDER PROPOSED WIDTH		AGGREGATE SHOULDER AREA SQ YD	209	209	617		617				
				MILE	FEET				PAVEMENT PLANING, ASPHALT CONCRETE (1.75") SQ.YD	PAVEMENT PLANING, ASPHALT CONCRETE (3.25") SQ. YD	PATCHING PLANED SURFACE SQ.YD	TACK COAT @ 0.08 GAL/SY GALLON	TACK COAT FOR INTERM. COURSE @ 0.04 GAL/SY GALLON	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A(446)		ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446) AS PER PLAN			ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446) (SAFETY EDGE)			SL	SR	LINEAR GRADING MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN MILE	COMPACTED AGGREGATE		SHOULDER PREPARATION SQ.YD		
														INCH		CU.YD.			INCH (AVG)							CU.YD.			2.5 INCHES	
														AVG. THICKNESS		CU YD			CU YD							CU YD				
ASD	42	3.80	3.89	0.09	475	50.0	1	2,639	2,639		26	211	106	1.5	110	1.75	128	2.53	FED./LOCAL	2.0	2.0	211	0.18	0.18	15	211				
ASD	42	3.89	4.46	0.57	3010	30.0	1	10,033	10,033		100	803	401	1.5	418	1.75	488	16.05	FED./LOCAL	2.0	2.0	1,338	1.14	1.14	93	1,338				
ASD	42	4.46	4.77	0.31	1637	42.0	1	7,639	7,639		76	611	306	1.5	318	1.75	371	8.73	FED./LOCAL	2.0	2.0	728	0.62	0.62	51	728				
ASD	42	4.77	4.93	0.16	845	30.0	1	2,817	2,817		28	225	113	1.5	117	1.75	137	4.51	FED./LOCAL	2.0	2.0	376	0.32	0.32	26	376				
ASD	42	4.93	6.37	1.44	7603	30.0	1	25,343	25,343		253	2,027	1,014	1.5	1,056	1.75	1,232	40.55	FED./STATE	2.0	2.0	3,379	2.88	2.88	235	3,379				
ASD	42	6.37	6.38	0.01	53	42.0	1	247	247		2	20	10	1.5	10	1.75	12	0.28	FED./STATE	2.0	2.0	24	0.02	0.02	2	24				
ASD	42	6.38	6.78	0.40	2112			SUSPENDED WORK AREA													0	0.00	0.00	0	0					
ASD	42	6.78	7.08	0.30	1584	30.0	1	5,280	5,280		53	422	211	1.5	220	1.75	257	8.45	FED./LOCAL	2.0	2.0	704	0.60	0.60	49	704				
ASD	42	7.08	7.54	0.46	2429	30.0	1	8,097	8,097		81	648	324	1.5	337	1.75	394	12.95	FED./STATE	2.0	2.0	1,080	0.92	0.92	75	1,080				
ASD	42	7.54	7.81	0.27	1426	30.0	1	4,753	4,753		48	380	190	1.5	198	1.75	231	7.60	FED./LOCAL	2.0	2.0	634	0.54	0.54	44	634				
ASD	42	7.81	7.87	0.06	317	36.0	2	1,268	1,268		13	101	51	1.5	53	1.75	62	1.69	NHS/LOCAL	2.0	2.0	141	0.12	0.12	10	141				
ASD	42	7.87	8.01	0.14	739	36.0	2	2,956	2,956		30	236	118	1.5	123	1.75	144	3.94	NHS/LOCAL	2.0	2.0	328	0.28	0.28	23	328				
ASD	42	8.01	8.06	0.05	264	40.0	2	1,173	1,173		12	94	47	1.5	49	1.75	57	1.41	NHS/LOCAL	2.0	2.0	117	0.10	0.10	8	117				
ASD	42	8.06	8.07	0.01	53	40.0	2	236	236		2	19	9	1.5	10	1.75	11	0.28	NHS/STATE	2.0	2.0	24	0.02	0.02	2	24				
ASD	42	8.07	8.55	0.48	2534	30.0	2	8,447	8,447		84	676	338	1.5	352	1.75	411	13.52	NHS/STATE	2.0	2.0	1,126	0.96	0.96	78	1,126				
ASD	42	8.55	8.73	0.18	950	30.0	2	3,167	3,167		32	253	127	1.5	132	1.75	154	5.07	NHS/LOCAL	2.0	2.0	422	0.36	0.36	29	422				
ASD	42	8.73	8.92	0.19	1003	45.5	2	5,071	5,071		51	406	203	1.5	211	1.75	246	5.35	NHS/LOCAL	2.0	2.0	446	0.38	0.38	31	446				
ASD	42	8.92	9.05	0.13	686	45.5	1	3,468	3,468		35	277	139	1.5	145	1.75	169	3.66	FED./LOCAL	2.0	2.0	305	0.26	0.26	21	305				
ASD	42	9.05	9.22	0.17	898	30.0	1	2,993	2,993		30	239	120	1.5	125	1.75	146	4.79	FED./STATE	2.0	2.0	399	0.34	0.34	28	399				
ASD	42	9.22	9.31	0.09	475	42.0	1	2,217	2,217		22	177	89	1.5	92	1.75	108	2.53	FED./STATE	2.0	2.0	211	0.18	0.18	15	211				
ASD	42	9.31	9.39	0.08	422	30.0	1	1,407	1,407		14	113	56	1.5	59	1.75	68	2.25	FED./STATE	2.0	2.0	188	0.16	0.16	13	188				
EXTRA AREA FOR INTERSECTIONS								3030	3030		30	242	121	1.5	126	1.75	147													
EXTRA AREA FOR PAVED DRIVES								0	0		0	0	0	1.5	0	1.75	0													
EXTRA AREA FOR AGGREGATE DRIVES								0	0		0	0	1.5	0	1.75	0							0		0.00	0	0			
EXTRA AREA FOR EX. & PR. MAILBOX APPROACHES								0	0		0	0	1.5	0	1.75	0														
TOTALS				5.59	29515			79,963	22,318	1,022	8,180	4,093	4,261	4,973	146							10.38	10.38	848	12,181					

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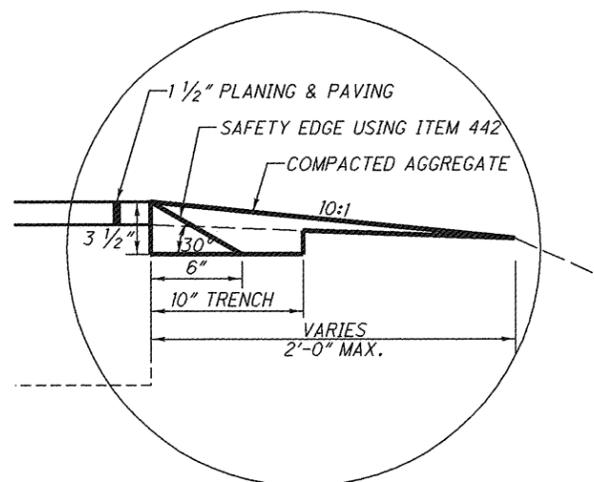
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TYPICAL 1



TYPICAL 2



DETAIL A
SAFETY EDGE

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ITEM 632. DETECTOR LOOP, AS PER PLAN

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

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

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

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

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

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

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

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

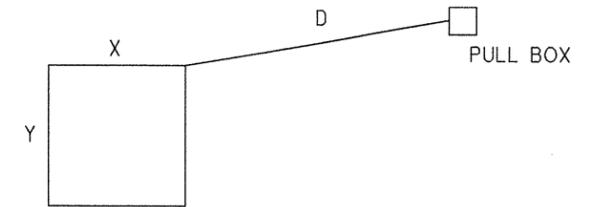
THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 632 DETECTOR LOOP, AS PER PLAN 18 EACH

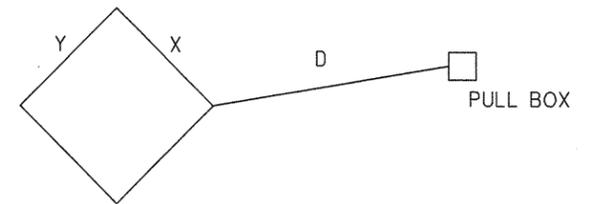
THE INTERSECTIONS INVOLVED ARE AS FOLLOWS:

ROUTE	SLM	CROSS ROAD	TYPE	DIMENSION			
				D	X	Y	Z
SR 42	L-1	BANEY ROAD	C	20	8	4	15
	L-2		A	25	8	30	
	L-3		A	45	6	35	
	L-4		B	20	6	6	
	L-5		B	20	6	6	
	L-6		C	20	8	5	30
SR 42	L-1	MIFFLIN AVE.	B	40	5	5	
	L-2		B	40	5	5	
	L-3		B	20	5	5	
	L-4		B	20	5	5	
	L-5		A	30	6	30	
	L-6		C	20	6	8	30
	L-7		C	20	6	8	30
	L-8		A	30	6	30	
SR 42	L-1	MIDDLE ROWSBURG ROAD	B	20	6	6	
	L-2		B	20	6	6	
	L-3		A	40	6	32	
	L-4		A	40	6	32	

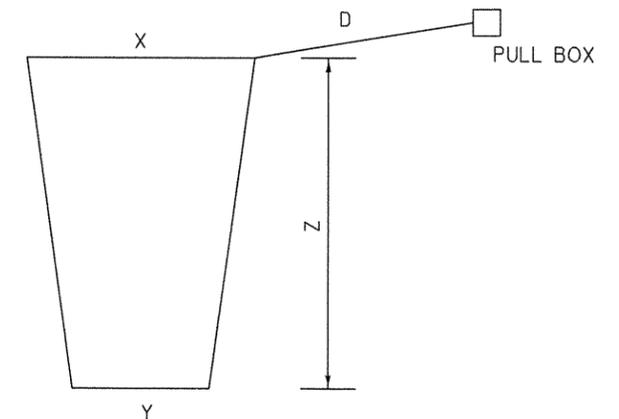
TYPE A



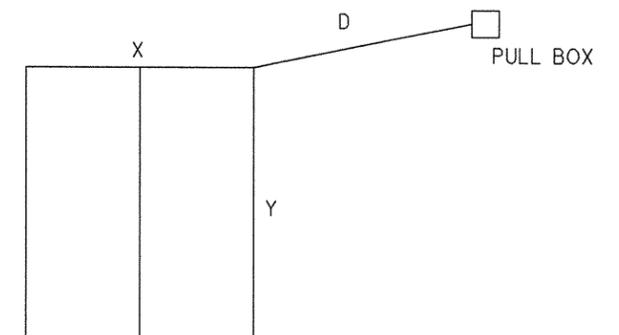
TYPE B



TYPE C



TYPE D

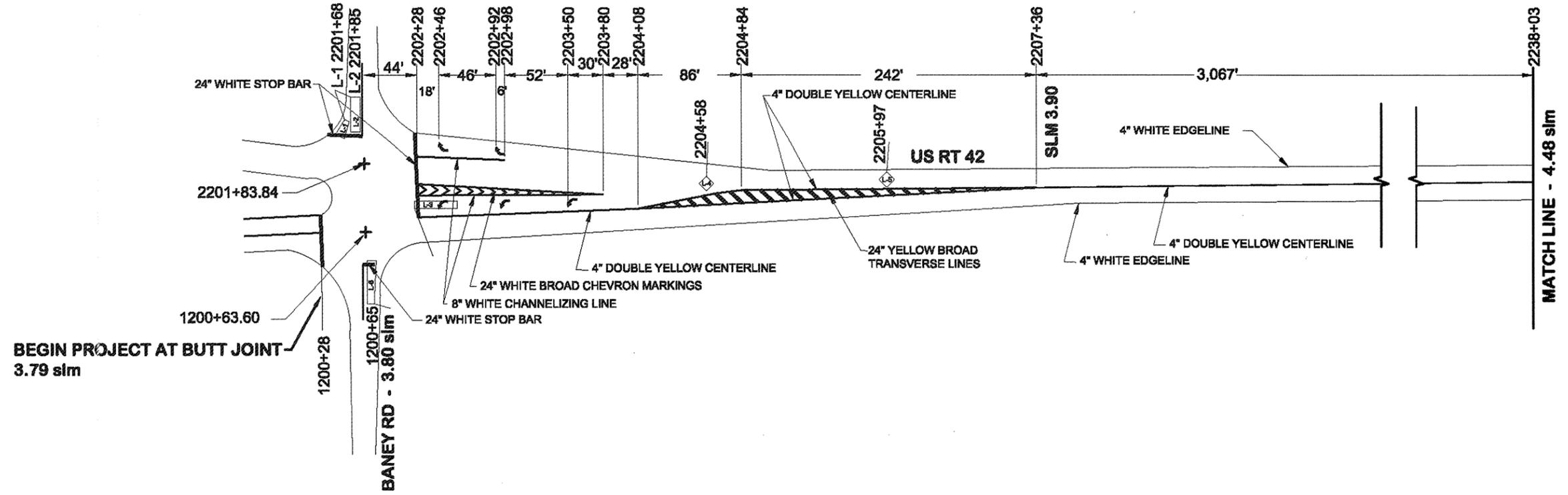


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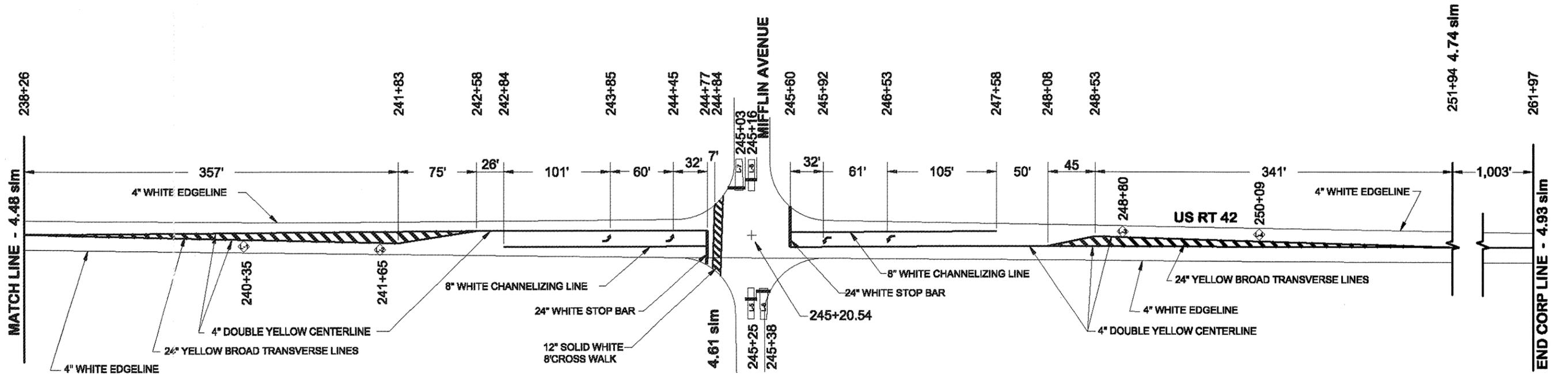
LOOP DETECTOR NOTES & DETAILS

ASD-42-03.80

US RT 42 / BANEY RD



US RT 42 / MIFFLIN AVE

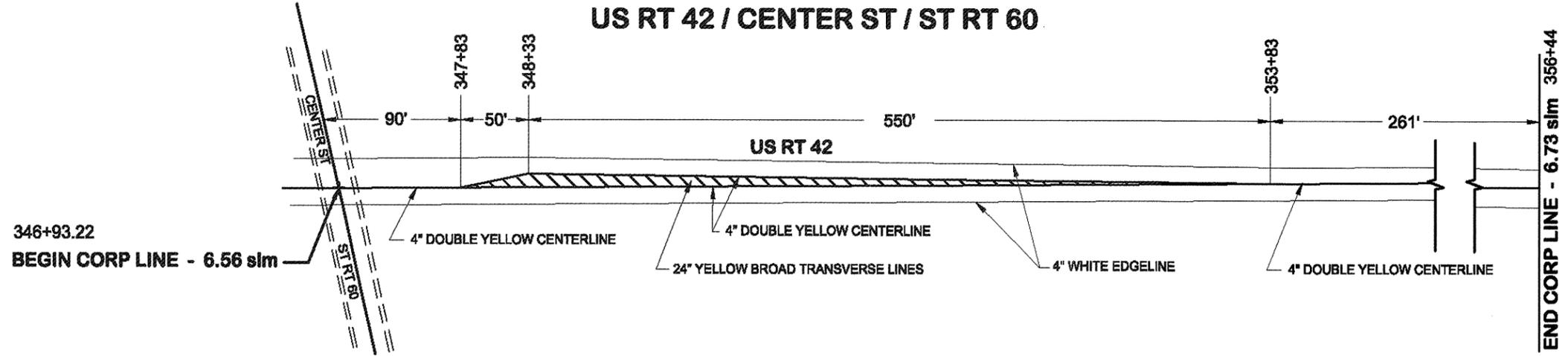


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LJB

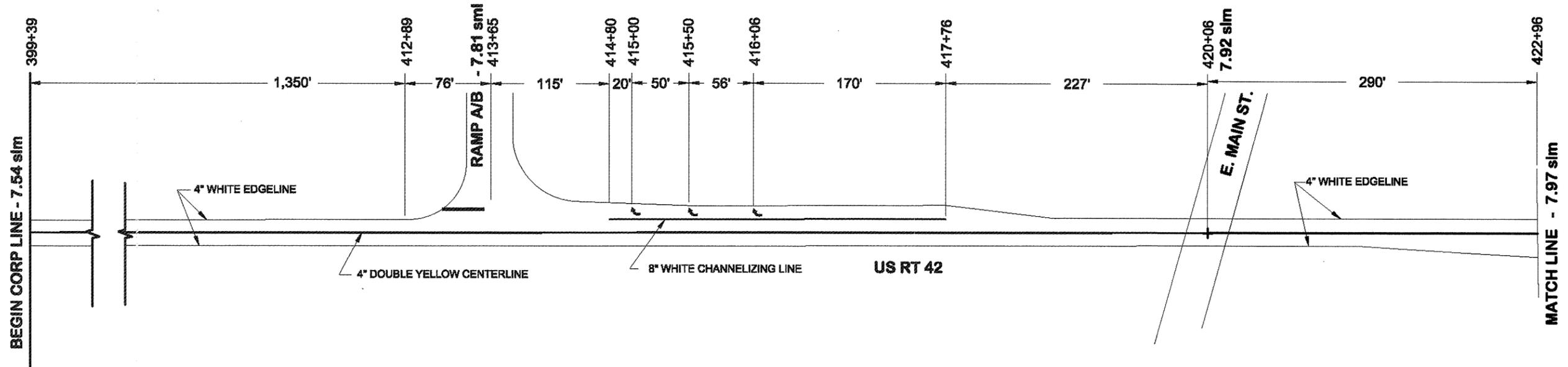
PAVEMENT MARKING PLAN

ASD - 42 - 3.80

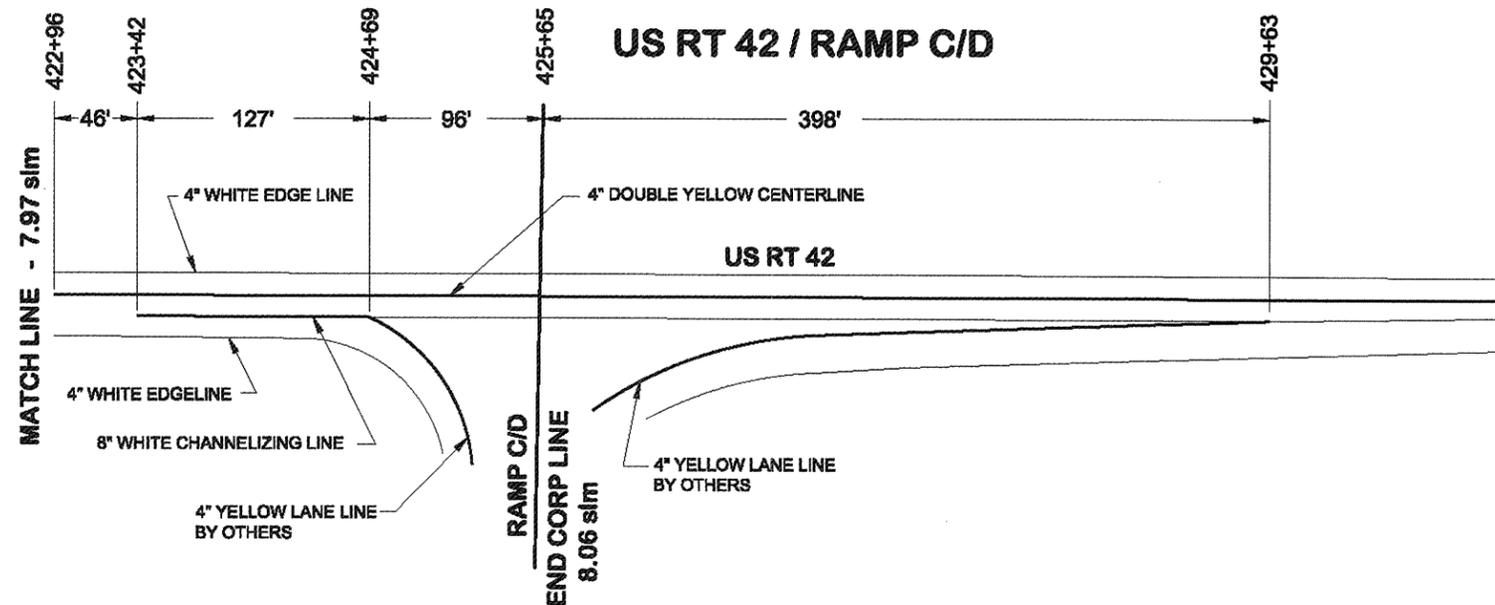
US RT 42 / CENTER ST / ST RT 60



US RT 42 / RAMP A/B



US RT 42 / RAMP C/D



DESIGNED BY
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LJB

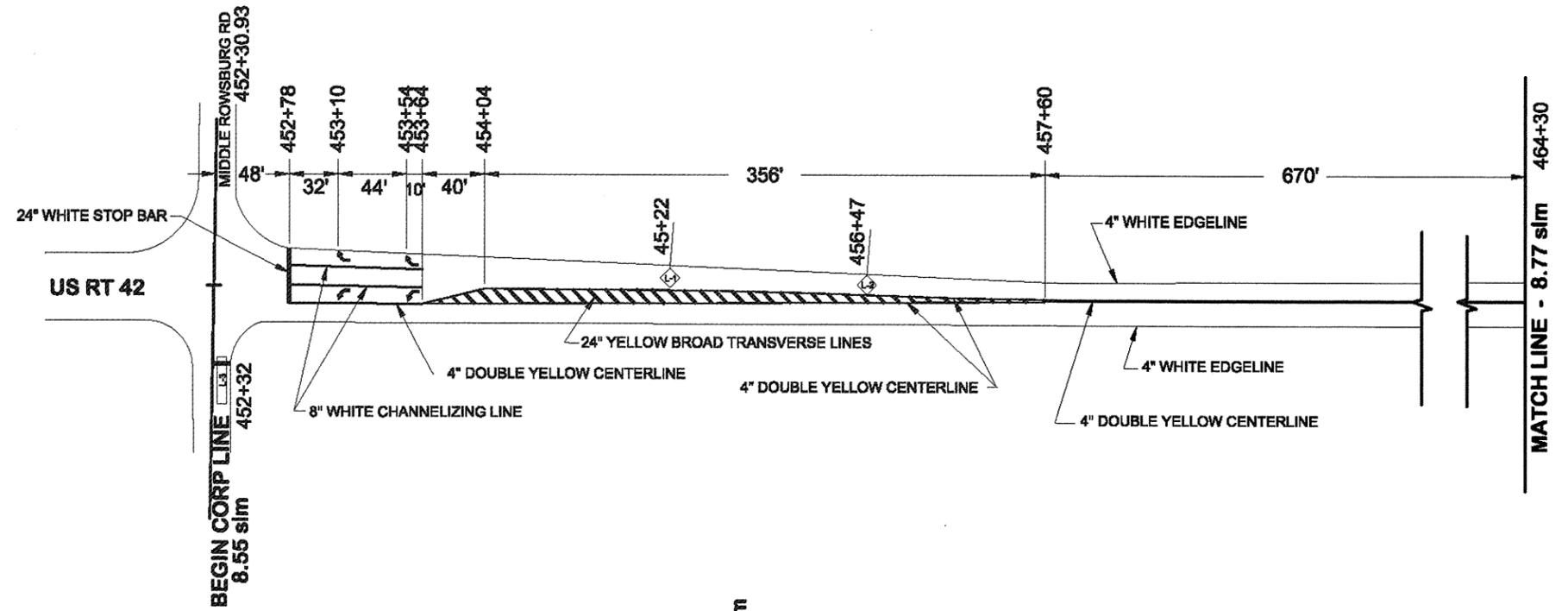
PAVEMENT MARKING PLAN

ASD - 42 - 3.80

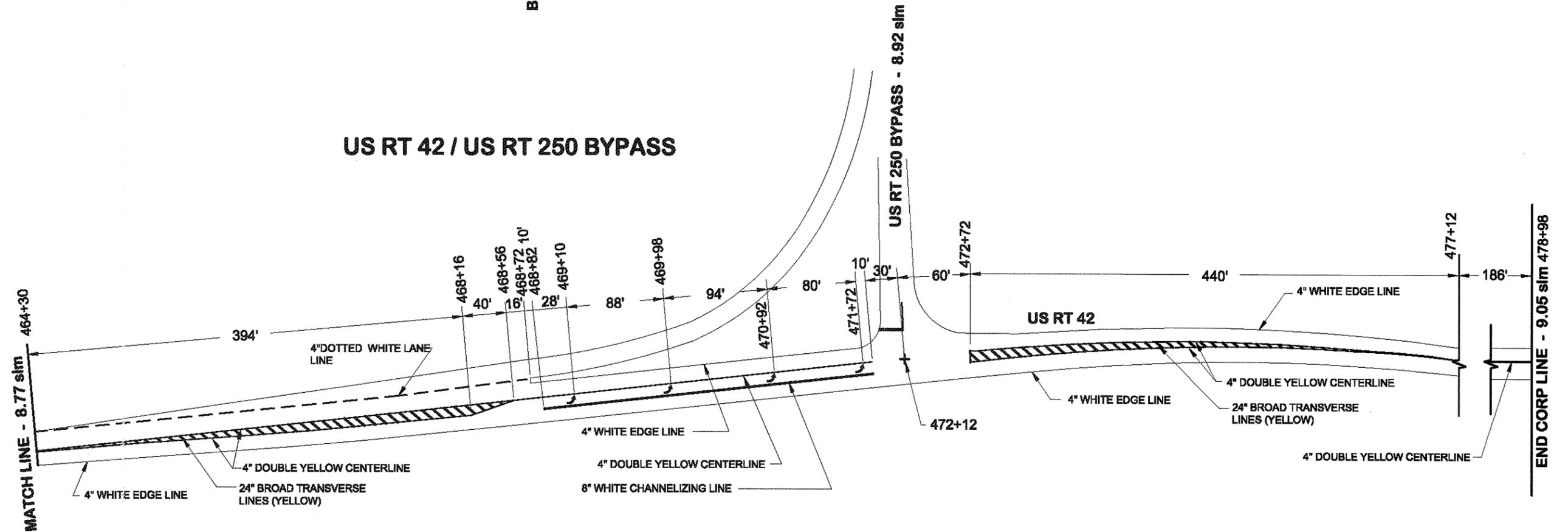
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HORIZONTAL
SCALE IN FEET

US RT 42 / MIDDLE ROWSBURG RD



US RT 42 / US RT 250 BYPASS



DESIGNED BY
DRAWN BY
LJB

PAVEMENT MARKING PLAN

ASD - 42 - 3.80

ASD-42-0847 SFN 0301264 (06/NHS/BR)

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
202	11301	12	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	15
511	34401	4	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)	15
511	34450	8	CU YD	CLASS S CONCRETE, MISC: APPROACH SLAB REPAIR	15
SPECIAL	511E60000	393	SQ YD	BRIDGE DECK GROOVING	15
516	31000	92	FT	JOINT SEALER	
517	72710	175.00	FT	RAILING (DEEP BEAM BRIDGE RETROFIT RAILING)	
614	12338	2	EACH	WORK ZONE IMPACT ATTENUATOR (BIDIRECTIONAL)	
614	13202	18	EACH	BARRIER REFLECTOR, TYPE A2	
614	13302	14	EACH	BARRIER REFLECTOR, TYPE B2	
614	21200	0.12	MILE	WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I	
614	22200	0.38	MILE	WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I	
614	26400	52	FT	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I	
622	40020	320	FT	PORTABLE CONCRETE BARRIER, 32"	
622	40040	200	FT	PORTABLE CONCRETE BARRIER, 32" BRIDGE MOUNTED (UNANCHORED)	
848	10201	393	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/2" THICK)	15
848	20000	393	SQ YD	SURFACE PREPARATION USING HYDRO DEMOLITION	
848	30201	3	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN	15
848	50000	31	SQ YD	HAND CHIPPING	
848	50100	LUMP		TEST SLAB	
848	50320	393	SQ YD	EXISTING CONCRETE OVERLAY REMOVED (2" NOMINAL THICKNESS)	
848	50340	10	SQ YD	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY	

ASD-42-0943 SFN 0301329 (07/S>2/BR)

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
202	11301	10	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	15
511	34401	3	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)	15
511	34450	7	CU YD	CLASS S CONCRETE, MISC: APPROACH SLAB REPAIR	15
516	31000	81	FT	JOINT SEALER	
614	12338	2	EACH	WORK ZONE IMPACT ATTENUATOR (BIDIRECTIONAL)	
614	13202	18	EACH	BARRIER REFLECTOR, TYPE A2	
614	13302	14	EACH	BARRIER REFLECTOR, TYPE B2	
614	21200	0.12	MILE	WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I	
614	22200	0.28	MILE	WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I	
614	26400	52	FT	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I	
622	40020	320	FT	PORTABLE CONCRETE BARRIER, 32"	
622	40040	220	FT	PORTABLE CONCRETE BARRIER, 32" BRIDGE MOUNTED (UNANCHORED)	

NOTE: SEE ROADWAY SHEETS FOR PAVING DATA

DESIGN FILE: \\projects\84518\structures\84518 strsum.dgn
 WORKSTATION: hneining DATE: 4/5/2013

DESIGN AGENCY
 ODOT DISTRICT THREE
 OFFICE OF ENGINEERING

REVIEWED
 DATE 3/13
 CLB

DESIGNED
 ACH
 CHECKED DCM

STRUCTURE SUMMARY

ASD-42-3.80

1 / 1
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EXISTING PLANS

EXISTING PLANS MAY BE INSPECTED IN THE ODOT DISTRICT 3 OFFICE IN ASHLAND, OHIO.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURES HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURES AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02 AND 513.04.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURES. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED IN THE FIELD.

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING:
DBR-3-11 DATED 7-15-11

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION:
848 DATED 10/21/11

DESIGN SPECIFICATIONS

DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002, INCLUDING THE 2003-2007 INTERIM SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN DATA

CONCRETE CLASS S - COMPRESSIVE STRENGTH 4500 PSI (SUPERSTRUCTURE)

CONCRETE CLASS C - COMPRESSIVE STRENGTH 4000 PSI (SUBSTRUCTURE)

REINFORCING STEEL - ASTM A615 OR A996, GRADE 60, MINIMUM YIELD STRENGTH 60,000 PSI

DECK PROTECTION METHOD

SUPERPLASTICIZED DENSE OVERLAY
WATERPROOF AND ASPHALT OVERLAY

ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. THE METHOD OF REMOVAL SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 90-POUND CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05.

CUT LINE CONSTRUCTION JOINT PREPARATION: SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL, IF REQUIRED IN THE PLANS, IN PLACE. PRIOR TO CONCRETE PLACEMENT. ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH, BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER CUBIC YARD OF ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

ITEM 511, CLASS S CONCRETE, MISC.: APPROACH SLAB REPAIR

ITEM 511, CLASS S CONCRETE, MISC.: APPROACH SLAB REPAIR

ITEM 848, SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN

ITEM 848, SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN

EACH ITEM SHALL BE USED AT THE LOCATIONS INDICATED IN THE PLANS.

THE COARSE AGGREGATE SHALL BE LIMESTONE.

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

ITEM SPECIAL - BRIDGE DECK GROOVING:

THE BRIDGE DECK GROOVING SHALL MEET CMS 511.20.

THE BRIDGE DECK GROOVING SHALL BE DONE PRIOR TO OPENING TO TRAFFIC.

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

DESIGN FILE: \\projects\84518\structures\84518 GN001.dgn
WORKSTATION: hring DATE: 3/11/2013
MODELNAME: Design

CALCULATED
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CHECKED
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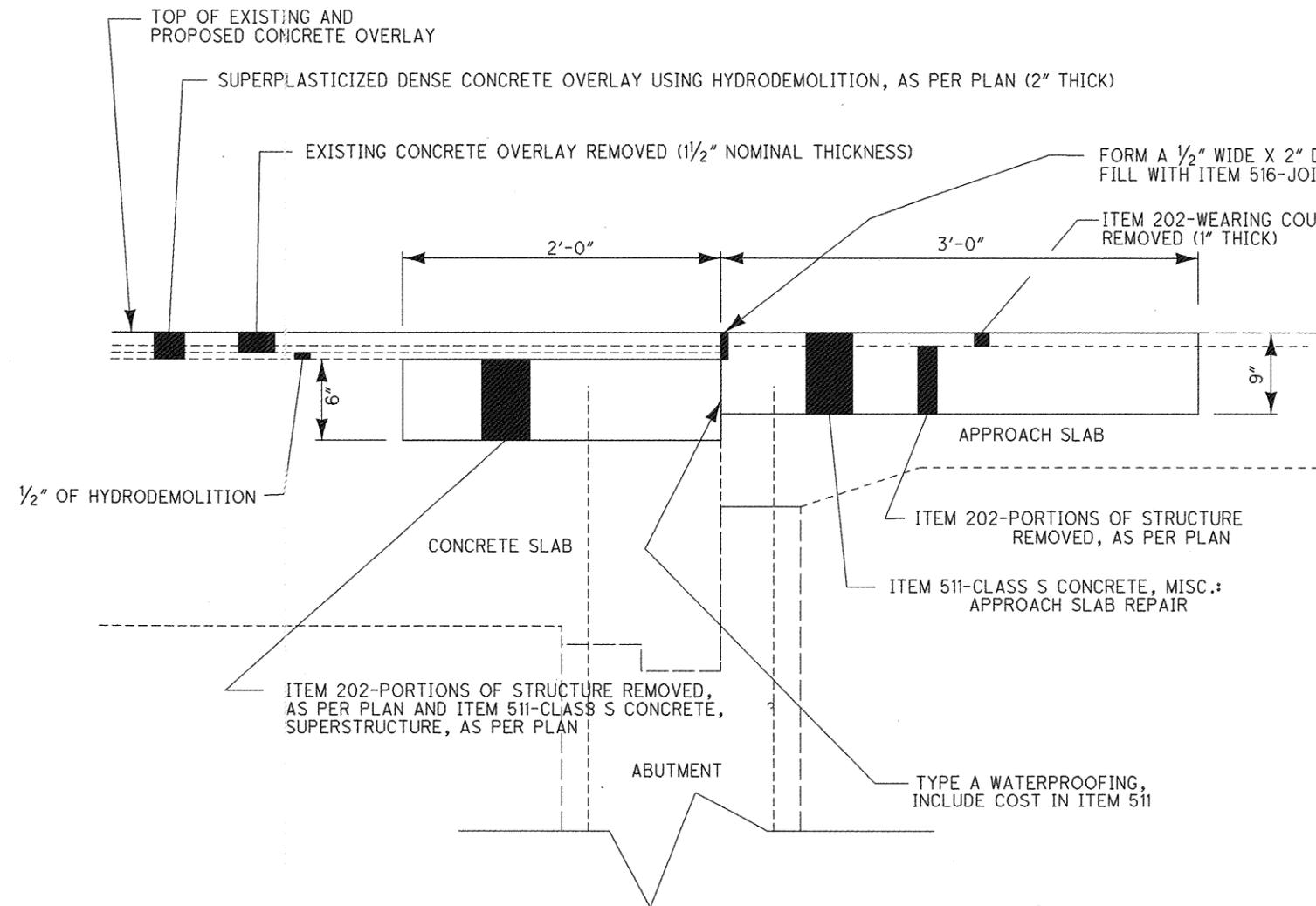
STRUCTURE NOTES

ASD-42-3.80

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STRUCTURE FILE NO.	BRIDGE NO.	LOCATION	BRIDGE TYPE	SKEW	BRIDGE LIMITS	DECK WIDTH	PROPOSED WORK
0301108	ASD-42-0594						PLANE AND PAVE WITH ROADWAY
0301140	ASD-42-0656	OVER SR 60		12° 10' RF	131'-6"	36'-0"	NO WORK
0301183	ASD-42-0779						PLANE AND PAVE WITH ROADWAY
0301205	ASD-42-0795	OVER SR 96	3-SPAN CONC SLAB	16° 20' LF	131'-6"	35'-8"	NO WORK - STRUCTURE PART OF SEPARATE PROJECT
0301264	ASD-42-0847	OVER TOWN RUN	3-SPAN CONC SLAB	13° 00' RF	79'-6"	44'-6"	DECK OVERLAY, DECK REPAIR, APPROACH SLAB REPAIR, RAIL RETROFIT, JOINT REPAIR
0301280	ASD-42-0892	OVER SMALL CREEK					PLANE AND PAVE WITH ROADWAY
0301299	ASD-42-0905	OVER SMALL CREEK					NO WORK
0301329	ASD-42-0943	OVER LANG CREEK	3-SPAN CONC SLAB	00°	99'-0"	44'-0"	DECK REPAIR, APPROACH SLAB REPAIR, JOINT REPAIR

DESIGN FILE: i:\projects\84518\structures\84518 ASD-42-0795.dgn
 WORKSTATION: heining DATE: 3/11/2013 MODELNAME: Design

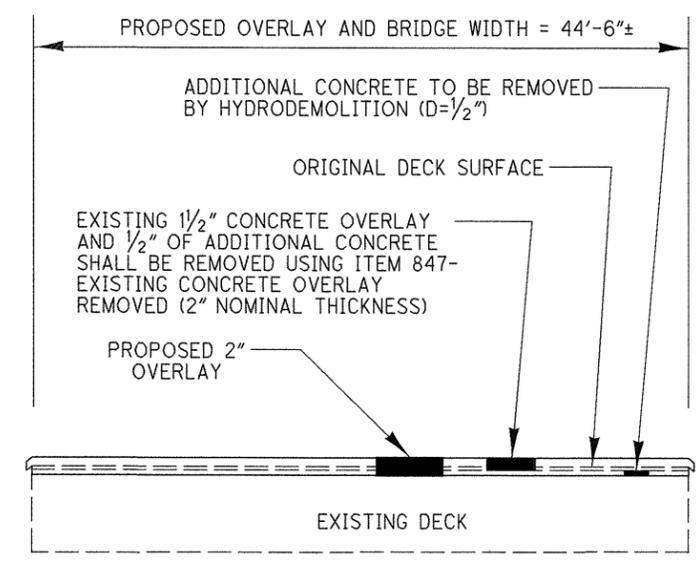


TYPICAL REPAIR SECTION AT APPROACH SLAB

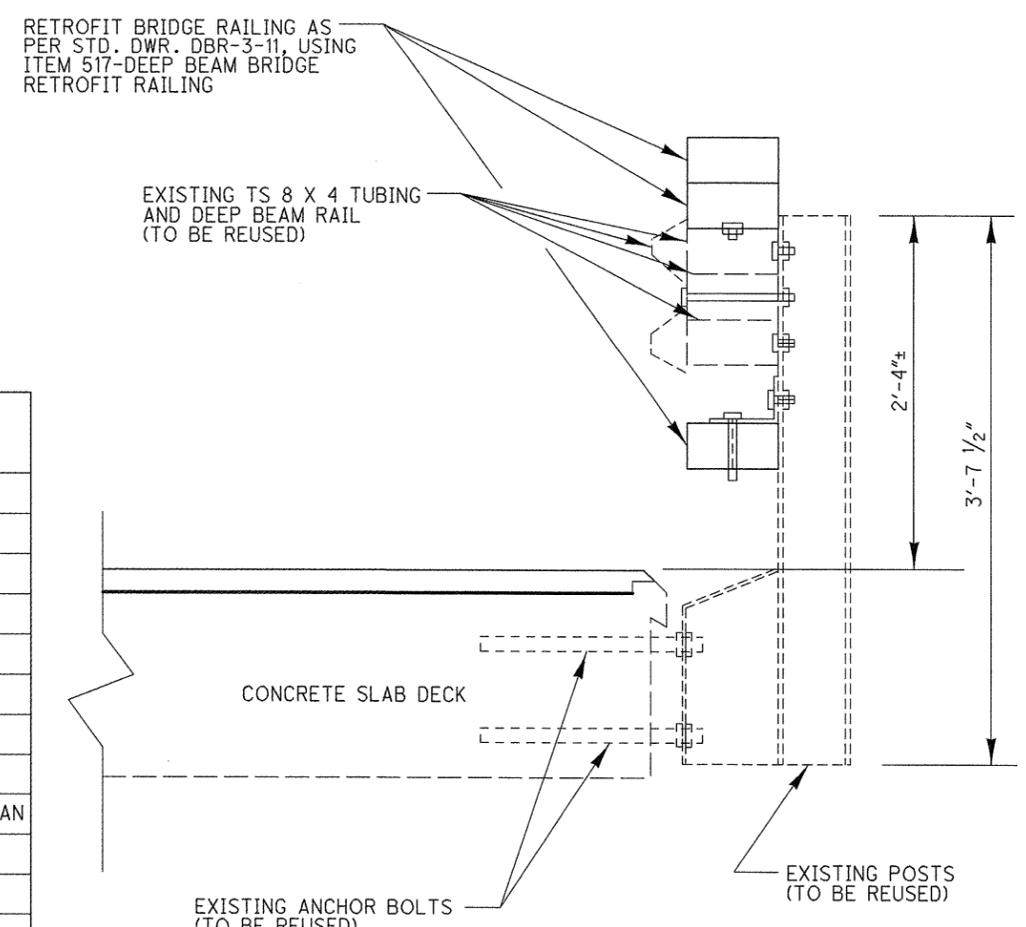
- NOTES:
- 1) ALL EXISTING REINFORCING STEEL TO BE PRESERVED. (REPAIR WIDTH = 45'-6"±)
 - 2) SEE SHEET 2 OF 2 FOR MAINTENANCE OF TRAFFIC

ITEM	QUANTITY	UNIT	DESCRIPTION
202	12	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
511	4	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)
511	8	CU YD	CLASS S CONCRETE, MISC.: APPROACH SLAB REPAIR
516	92	FT	JOINT SEALER
517	175.00	FT	RAILING (DEEP BEAM BRIDGE RETROFIT RAILING)
SPECIAL	393	SQ YD	BRIDGE DECK GROOVING
848	393	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2" THICK)
848	393	SQ YD	SURFACE PREPARATION USING HYDRODEMOLITION
848	3	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN
848	31	SQ YD	HAND CHIPPING
848	LUMP		TEST SLAB
848	393	SQ YD	EXISTING CONCRETE OVERLAY REMOVED 1/2" NOMINAL THICKNESS)
848	10	SQ YD	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY.

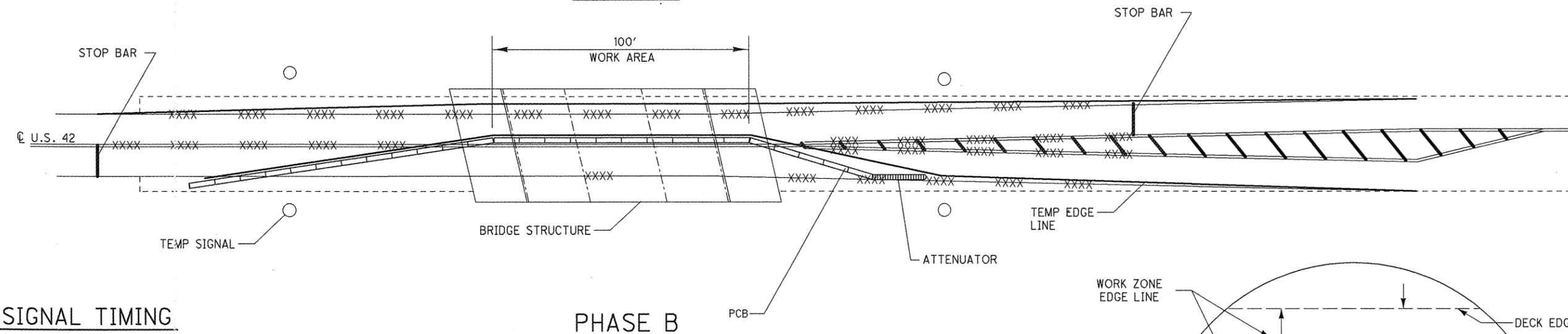
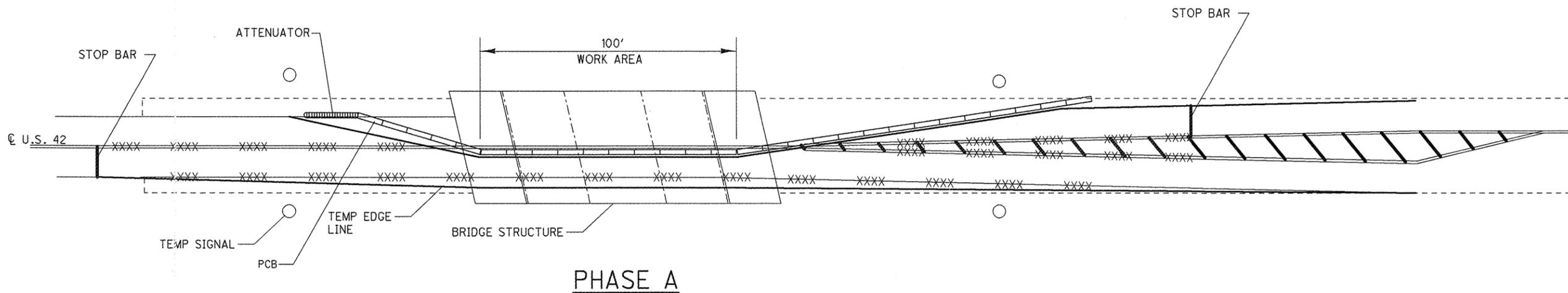


OVERLAY DETAIL



PROPOSED BRIDGE RAIL WITH RESURFACING

DESIGN FILE: \\projects\84518\structures\84518 ASD-42-0795.dgn
 WORKSTATION: haining DATE: 3/11/2013
 MODELNAME: Design



SIGNAL TIMING

A TWO PHASE CONTROLLER WITH CABINET CAPABLE OF BEING SET WITH THE FOLLOWING SPLITS SHALL BE FURNISHED

CYCLE LENGTH: 90 SECONDS

	GREEN	AMBER	RED
PHASE A	25	5	15
PHASE B	25	5	15

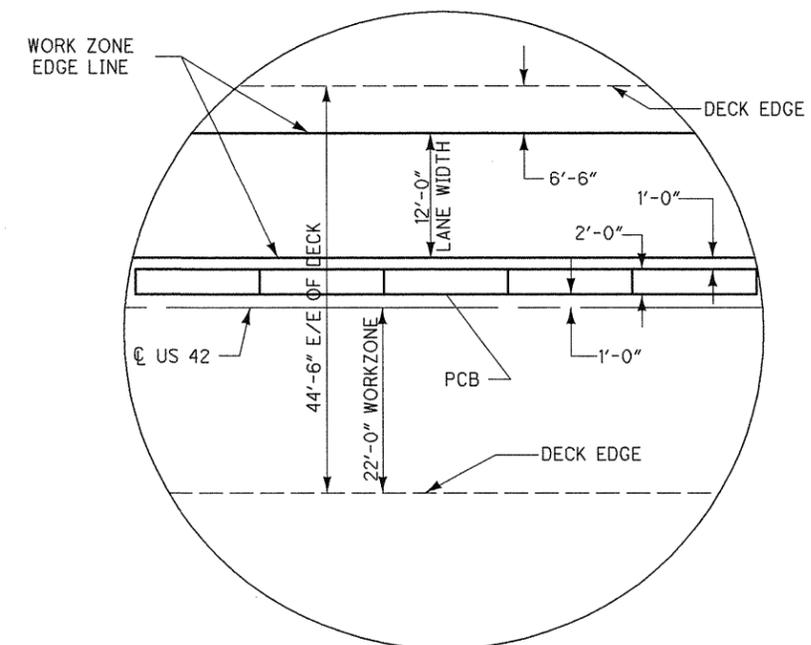
THE ABOVE TIMING MAYBE CHANGED WITH THE APPROVAL OF THE ENGINEER

ITEM	QUANTITY	UNIT	DESCRIPTION
614	18	EACH	BARRIER REFLECTOR, TYPE A2
614	14	EACH	BARRIER REFLECTOR, TYPE B2
614	2	EACH	WORK ZONE IMPACT ATTENUATOR (BIDIRECTIONAL)
614	0.12	MILE	WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I
614	0.38	MILE	WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I
614	52	FT	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
622	320	FT	PORTABLE CONCRETE BARRIER, 32"
622	200	FT	PORTABLE CONCRETE BARRIER, 32" BRIDGE MOUNTED (UNANCHORED)

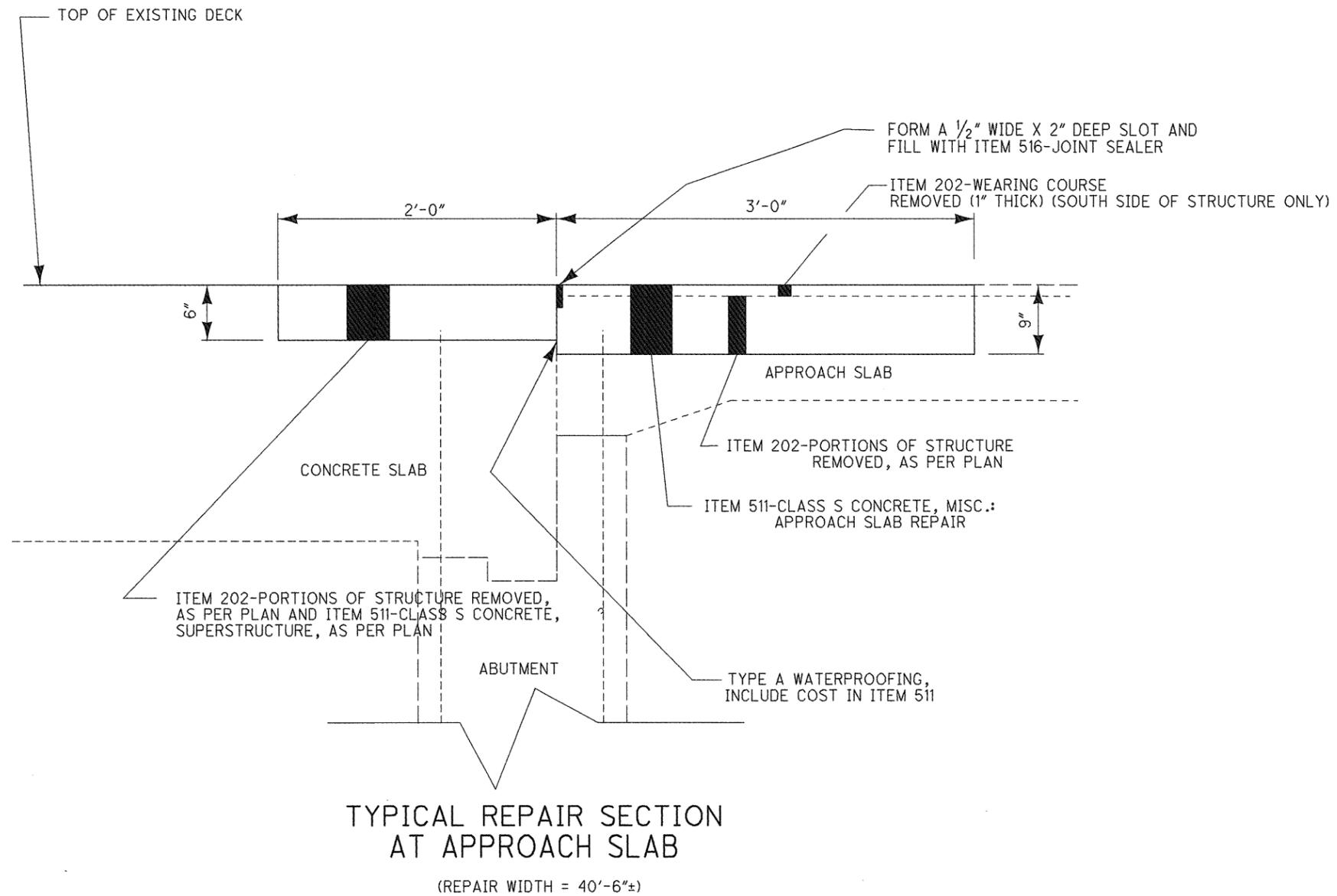
ALL QUANTITIES CARRIED TO GENERAL SUMMARY SHEET

NOTES:

- 1) THE EXISTING BRIDGE RAILING IS NOT SHOWN IN THE PLAN VIEW.
- 2) FOR ADDITIONAL DETAILS, SEE SCDS DBR-3-11, MT-96.11, MT-96.20 AND MT-101.70.



TYPICAL DETAIL
NOT TO SCALE



TYPICAL REPAIR SECTION
 AT APPROACH SLAB

(REPAIR WIDTH = 40'-6"±)

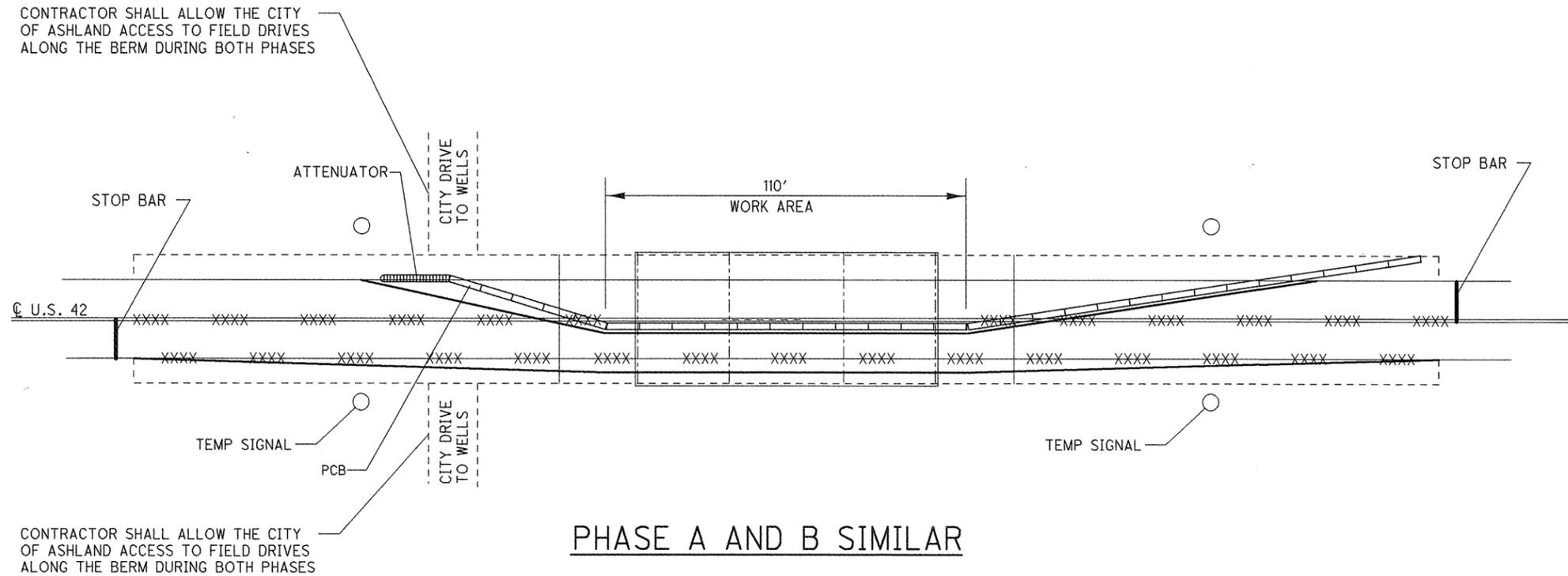
NOTES:

- 1) ALL EXISTING REINFORCING STEEL TO BE PRESERVED.
- 2) SEE SHEET 2 OF 2 FOR MAINTENANCE OF TRAFFIC

ITEM	QUANTITY	UNIT	DESCRIPTION
202	10	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
511	3	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)
511	7	CU YD	CLASS S CONCRETE, MISC.: APPROACH SLAB REPAIR
516	81	FT	JOINT SEALER

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY.

DESIGN FILE: i:\projects\84518\structures\84518 ASD-42-0795.dgn
 MODELNAME: Design
 WORKSTATION: heining DATE: 4/5/2013



SIGNAL TIMING

A TWO PHASE CONTROLLER WITH CABINET CAPABLE OF BEING SET WITH THE FOLLOWING SPLITS SHALL BE FURNISHED

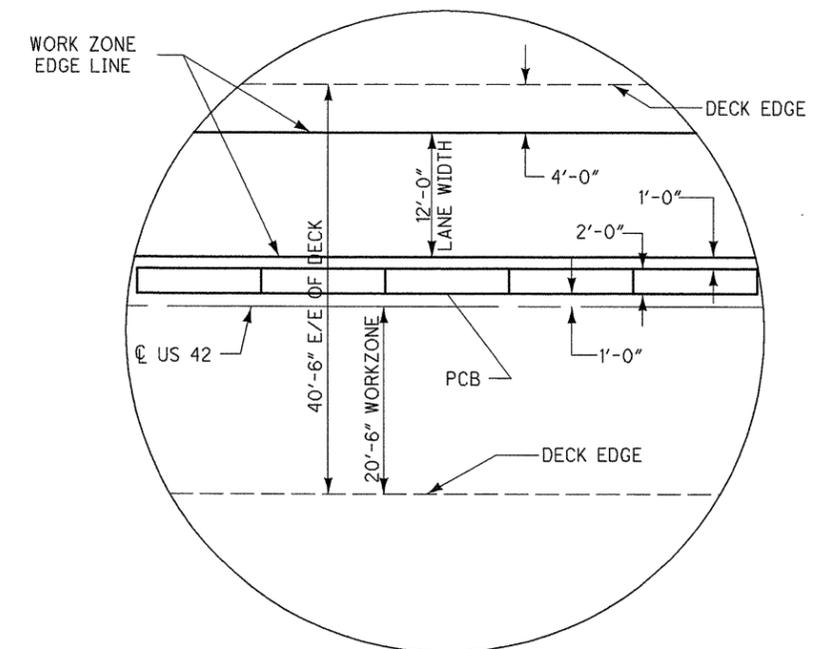
CYCLE LENGTH: 90 SECONDS

	GREEN	AMBER	RED
PHASE A	25	5	15
PHASE B	25	5	15

THE ABOVE TIMING MAYBE CHANGED WITH THE APPROVAL OF THE ENGINEER

ITEM	QUANTITY	UNIT	DESCRIPTION
614	18	EACH	BARRIER REFLECTOR, TYPE A2
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ALL QUANTITIES CARRIED TO GENERAL SUMMARY SHEET



TYPICAL DETAIL

NOT TO SCALE

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- 2) FOR ADDITIONAL DETAILS, SEE SCDS DBR-3-11, MT-96.11, MT-96.20 AND MT-101.70.