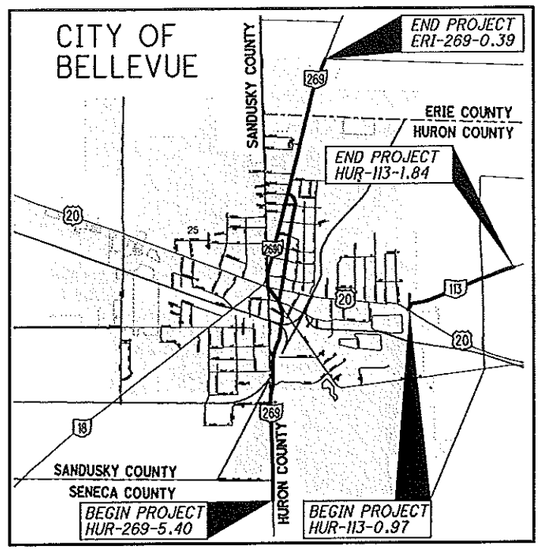


LOCATION MAP

LATITUDE: 41° 15' 12" LONGITUDE: -82° 50' 24"

PORTION TO BE IMPROVED
INTERSTATE HIGHWAY
FEDERAL ROUTES
STATE ROUTES
COUNTY & TOWNSHIP ROADS
OTHER ROADS

DESIGN DESIGNATION

SEE SHEET 3

DESIGN EXCEPTIONS

NONE

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

HUR/ERI-269-5.49/0.00
HUR-113-0.97

CITY OF BELLEVUE
LYME TOWNSHIP
GROTON TOWNSHIP
HURON COUNTY
ERIE COUNTY

PROJECT DESCRIPTION

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

EARTH DISTURBED AREAS

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

2016 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES 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.

INDEX OF SHEETS:

TITLE SHEET	1
SCHEMATIC	2
DESIGN DESIGNATION	3
TYPICAL SECTIONS	4
GENERAL NOTES	5-8
GENERAL SUMMARY	9
PAVEMENT & SHOULDER DATA	10
LOOP DETECTOR DETAILS	11
PAVEMENT MARKING DATA	12
STRUCTURE HUR-269-0660	13-14

APPROVED
DATE 10/15/18 DISTRICT DEPUTY DIRECTOR

APPROVED
DATE 10/22/18 DIRECTOR, DEPARTMENT OF TRANSPORTATION

PLANS PREPARED BY:
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT THREE ENGINEERING

UNDERGROUND UTILITIES
CONTACT BOTH SERVICES TWO WORKING DAYS BEFORE YOU DIG.
OHIO Utilities Protection SERVICE — Call Before You Dig 1-800-362-2764
(Non-members must be called directly)
OIL & GAS PRODUCERS UNDERGROUND PROTECTION SERVICE 1-800-925-0988

ENGINEERS SEAL:

STATE OF OHIO — CRAIG A. DEVORE E-70370 — REGISTERED PROFESSIONAL ENGINEER

SIGNED: C. A. D.
DATE: 10-15-2018

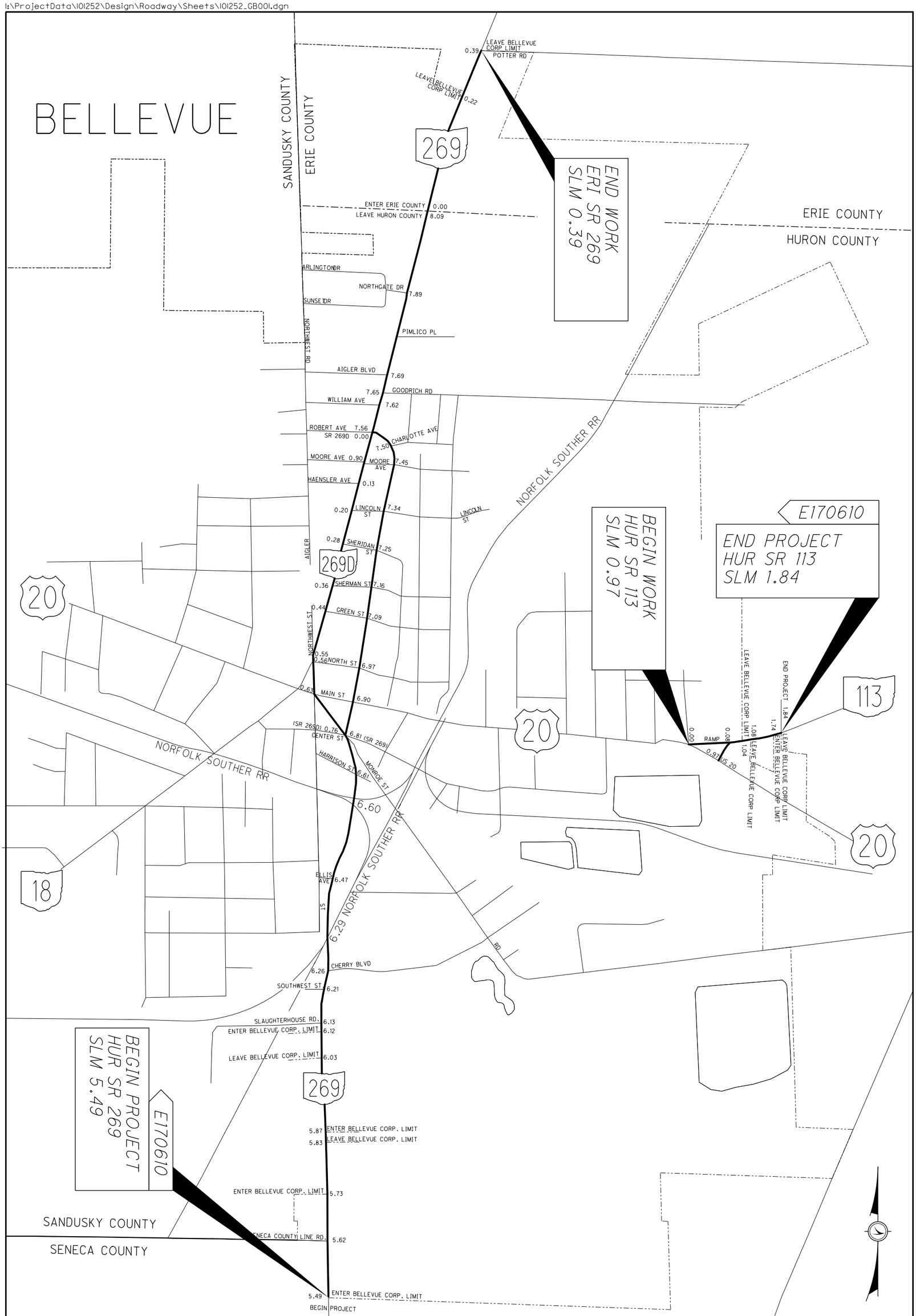
STANDARD CONSTRUCTION DRAWINGS								SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS
DM-4.3	1/15/16	TC-41.20	10/18/13	MT-95.30	7/21/17	RB-1-55	7/19/13	800-2016	10/19/18	
DM-4.4	1/15/16	TC-42.20	10/18/13	MT-95.31	7/21/17			816	7/20/18	
		TC-52.10	10/18/13	MT-95.32	7/21/17			818	1/19/18	
BP-2.1	7/17/15	TC-52.20	7/20/18	MT-97.10	7/18/14			832	1/17/14	
BP-2.2	7/18/08	TC-71.10	1/19/18	MT-97.12	1/20/17					
BP-3.1	7/18/14	TC-82.10	7/17/15	MT-98.10	1/20/17					
				MT-99.20	7/20/18					
RM-1.1	7/18/14			MT-101.90	7/21/17					
				MT-105.10	7/19/13					

FEDERAL PROJECT NO. E170610
PID NO. 101252
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT NORFOLK SOUTHERN
HUR/ERI-269-5.49/0.00 HUR-113-0.97
1/14

HUR - SR-SR 269-05.49 - Contract Proposal Available @
190019 PID - 101252 www.contracts.dot.state.oh.us/home
Dist 3 1/10/2019

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2/14	**HUR/ERI-269-5.49/0.00** **HUR-113-0.97**	**SCHEMATIC**	CALCULATED **CVH** CHECKED **CAD**

DESIGN DESIGNATION HUR 269 4.49-5.62

CURRENT ADT (2019) _____ 2,000
DESIGN YEAR ADT (2031) _____ 2,100
DESIGN HOURLY VOLUME (2030)_____ 200
DIRECTIONAL DISTRIBUTION._____ 0.70
TRUCKS (24 HOUR B&C)_____ 0.09
DESIGN FUNCTIONAL CLASSIFICATION:
MAJOR COLLECTOR

NHS PROJECT_____ NO

DESIGN DESIGNATION HUR 269 5.62-6.46

CURRENT ADT (2019) _____ 4,500
DESIGN YEAR ADT (2031) _____ 5,300
DESIGN HOURLY VOLUME (2030)_____ 550
DIRECTIONAL DISTRIBUTION._____ 0.70
TRUCKS (24 HOUR B&C)_____ 0.07
DESIGN FUNCTIONAL CLASSIFICATION:
MAJOR COLLECTOR

NHS PROJECT_____ NO

DESIGN DESIGNATION HUR 269 6.46-6.75

CURRENT ADT (2019) _____ 4,500
DESIGN YEAR ADT (2031) _____ 5,300
DESIGN HOURLY VOLUME (2030)_____ 700
DIRECTIONAL DISTRIBUTION._____ 0.63
TRUCKS (24 HOUR B&C)_____ 0.07
DESIGN FUNCTIONAL CLASSIFICATION:
MAJOR COLLECTOR

NHS PROJECT_____ NO

DESIGN DESIGNATION HUR 269 6.75-6.81

CURRENT ADT (2019) _____ 4,500
DESIGN YEAR ADT (2031) _____ 5,200
DESIGN HOURLY VOLUME (2030)_____ 700
DIRECTIONAL DISTRIBUTION._____ 0.56
TRUCKS (24 HOUR B&C)_____ 0.07
DESIGN FUNCTIONAL CLASSIFICATION:
MAJOR COLLECTOR

NHS PROJECT_____ NO

DESIGN DESIGNATION HUR 269 6.81-6.90

CURRENT ADT (2019) _____ 3,800
DESIGN YEAR ADT (2031) _____ 4,500
DESIGN HOURLY VOLUME (2030)_____ 450
DIRECTIONAL DISTRIBUTION._____ 0.56
TRUCKS (24 HOUR B&C)_____ 0.10
DESIGN FUNCTIONAL CLASSIFICATION:
MAJOR COLLECTOR

NHS PROJECT_____ NO

DESIGN DESIGNATION HUR 269 6.90-7.56

CURRENT ADT (2019) _____ 3,300
DESIGN YEAR ADT (2031) _____ 3,300
DESIGN HOURLY VOLUME (2030)_____ 350
DIRECTIONAL DISTRIBUTION._____ 0.56
TRUCKS (24 HOUR B&C)_____ 0.10
DESIGN FUNCTIONAL CLASSIFICATION:
MAJOR COLLECTOR

NHS PROJECT_____ NO

DESIGN DESIGNATION HUR 269 7.56-7.62

CURRENT ADT (2019) _____ 3,300
DESIGN YEAR ADT (2031) _____ 3,300
DESIGN HOURLY VOLUME (2030)_____ 300
DIRECTIONAL DISTRIBUTION._____ 0.51
TRUCKS (24 HOUR B&C)_____ 0.10
DESIGN FUNCTIONAL CLASSIFICATION:
MAJOR COLLECTOR

NHS PROJECT_____ NO

DESIGN DESIGNATION HUR 269 7.62-8.09

CURRENT ADT (2019) _____ 5,100
DESIGN YEAR ADT (2031) _____ 5,100
DESIGN HOURLY VOLUME (2030)_____ 450
DIRECTIONAL DISTRIBUTION._____ 0.51
TRUCKS (24 HOUR B&C)_____ 0.06
DESIGN FUNCTIONAL CLASSIFICATION:
MAJOR COLLECTOR

NHS PROJECT_____ NO

DESIGN DESIGNATION HUR 269D 0.00-0.09

CURRENT ADT (2019) _____ 3,900
DESIGN YEAR ADT (2031) _____ 3,900
DESIGN HOURLY VOLUME (2030)_____ 400
DIRECTIONAL DISTRIBUTION._____ 0.56
TRUCKS (24 HOUR B&C)_____ 0.08
DESIGN FUNCTIONAL CLASSIFICATION:
MAJOR COLLECTOR

NHS PROJECT_____ NO

DESIGN DESIGNATION HUR 269D 0.09-0.56

CURRENT ADT (2019) _____ 3,900
DESIGN YEAR ADT (2031) _____ 3,900
DESIGN HOURLY VOLUME (2030)_____ 350
DIRECTIONAL DISTRIBUTION._____ 0.56
TRUCKS (24 HOUR B&C)_____ 0.08
DESIGN FUNCTIONAL CLASSIFICATION:
MAJOR COLLECTOR

NHS PROJECT_____ NO

DESIGN DESIGNATION HUR 269D 0.56-0.63

CURRENT ADT (2019) _____ 3,900
DESIGN YEAR ADT (2031) _____ 4,000
DESIGN HOURLY VOLUME (2030)_____ 500
DIRECTIONAL DISTRIBUTION._____ 0.50
TRUCKS (24 HOUR B&C)_____ 0.08
DESIGN FUNCTIONAL CLASSIFICATION:
MAJOR COLLECTOR

NHS PROJECT_____ NO

DESIGN DESIGNATION HUR 269D 0.63-0.76

CURRENT ADT (2019) _____ 1,300
DESIGN YEAR ADT (2031) _____ 1,600
DESIGN HOURLY VOLUME (2030)_____ 150
DIRECTIONAL DISTRIBUTION._____ 0.56
TRUCKS (24 HOUR B&C)_____ 0.04
DESIGN FUNCTIONAL CLASSIFICATION:
MAJOR COLLECTOR

NHS PROJECT_____ NO

DESIGN DESIGNATION HUR 113 0.97-1.00

CURRENT ADT (2019) _____ 3,800
DESIGN YEAR ADT (2031) _____ 4,000
DESIGN HOURLY VOLUME (2030)_____ 400
DIRECTIONAL DISTRIBUTION._____ 0.53
TRUCKS (24 HOUR B&C)_____ 0.13
DESIGN FUNCTIONAL CLASSIFICATION:
MAJOR COLLECTOR

NHS PROJECT_____ NO

DESIGN DESIGNATION HUR 113 1.00-1.84

CURRENT ADT (2019) _____ 3,800
DESIGN YEAR ADT (2031) _____ 4,200
DESIGN HOURLY VOLUME (2030)_____ 400
DIRECTIONAL DISTRIBUTION._____ 0.51
TRUCKS (24 HOUR B&C)_____ 0.12
DESIGN FUNCTIONAL CLASSIFICATION:
MAJOR COLLECTOR

NHS PROJECT_____ NO

DESIGN DESIGNATION ERI 269 0.00-0.39

CURRENT ADT (2019) _____ 4,000
DESIGN YEAR ADT (2031) _____ 4,000
DESIGN HOURLY VOLUME (2030)_____ 400
DIRECTIONAL DISTRIBUTION._____ 0.54
TRUCKS (24 HOUR B&C)_____ 0.12
DESIGN FUNCTIONAL CLASSIFICATION:
MAJOR COLLECTOR

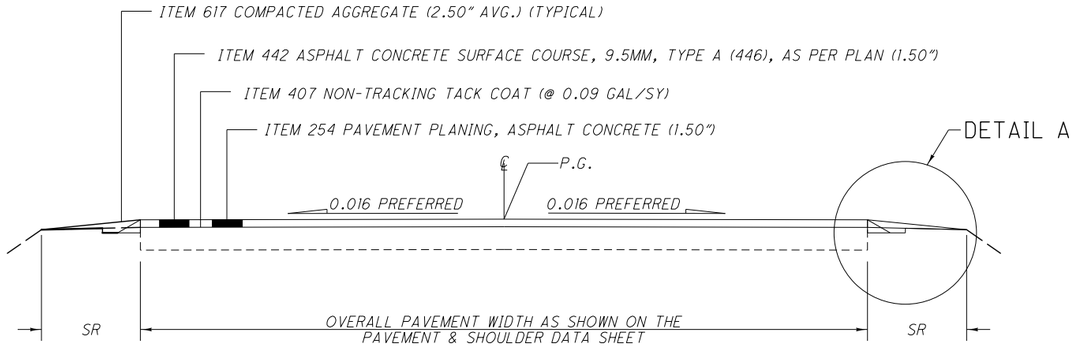
NHS PROJECT_____ NO

CALCULATED CVH CHECKED CAD

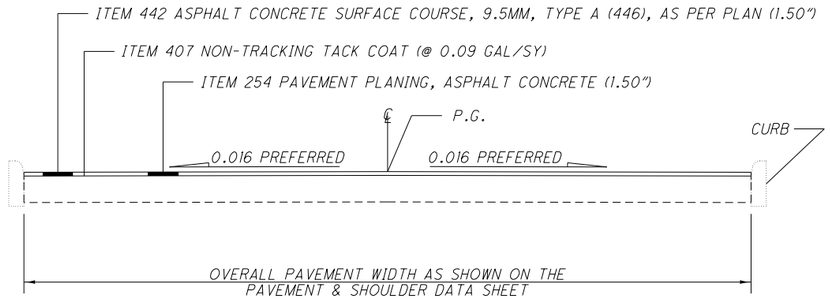
DESIGN DESIGNATION

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HUR-113-0.97

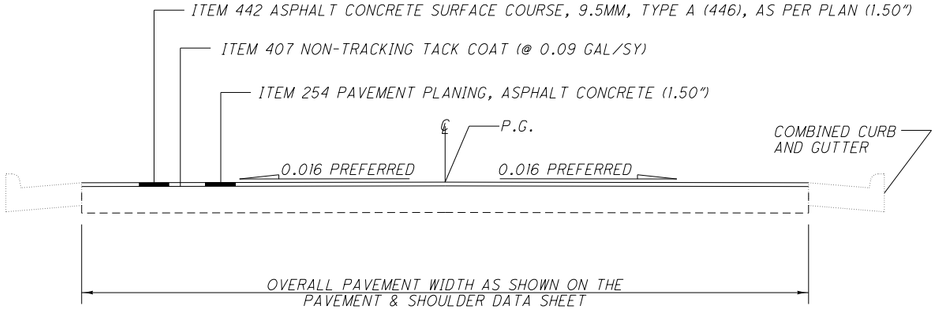
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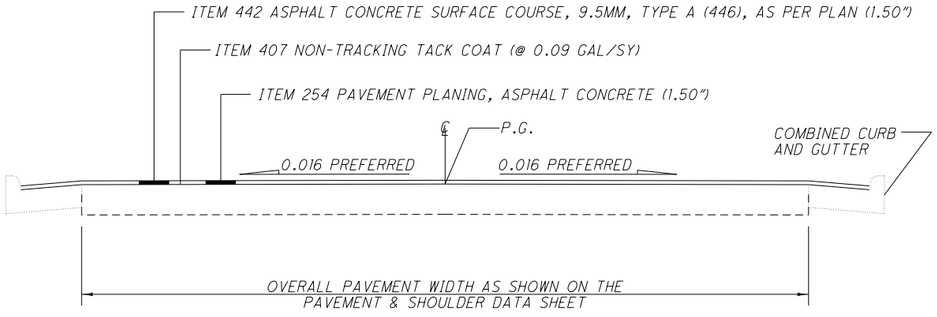
TYPICAL 1



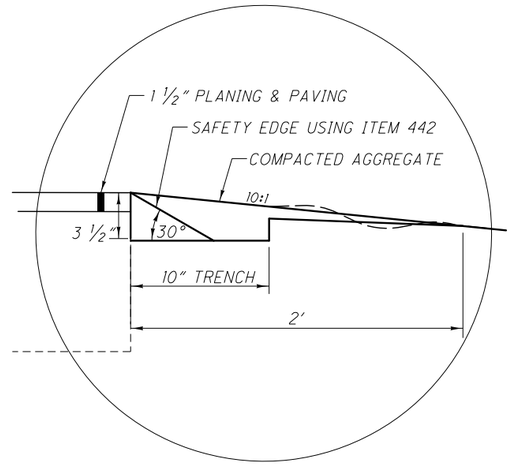
TYPICAL 4



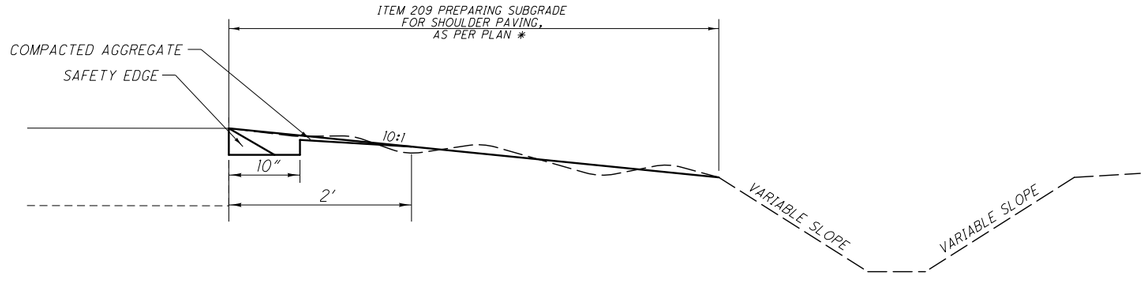
TYPICAL 2



TYPICAL 3



DETAIL A
SAFETY EDGE



ITEM 209 PREPARING SUBGRADE
FOR SHOULDER PAVING, AS PER PLAN

* SEE ITEM 209 PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN NOTE FOR ADDITIONAL DETAILS

CALCULATED CVH
CHECKED CAD

TYPICAL SECTIONS

HUR / ERI-269-5.49 / 0.00
HUR-113-0.97

4
14

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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.

UTILITIES

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

GAS
BUCKEYE OIL PIPELINE COMPANY
P.O. BOX 542
MANTUA, OH 44255
330.931.8309

GAS
COLUMBIA GAS OF OHIO
1800 BROAD AVENUE
FINDLAY, OH 45840
419.427.3225

COMMUNICATION
WINDSTREAM
100 0WEN BROWN STREET
HUDSON, OH 44236
330.650.8212

GAS
TRANSCANADA
589 N STATE ROAD
MEDINA, OH 44256
330.721.4163

WATER
ERIE COUNTY ENVIRO SERVICES
554 RIVER ROAD
HURON, OH 44839
419.433.7303 x2305

COMMUNICATION
FRONTIER COM
83 TOWNSEND AVENUE
NORWALK, OH 44857
419.744.3613

COUNTY
HURON COUNTY ENGINEER DEPT.
150 JEFFERSON STREET
NORWALK, OH 44857
419.668.1997

COMMUNICATION
JOB 8 LLC
800 WOODLANDS PARKWAY #102
RIDGELAND, MS 39157
601.956.9556

COMMUNICATION
LEVEL 3 COMMUNICATIONS
106 SOUTH ARLINGTON STREET
AKRON, OH 44306
740.275.1133

ELECTRIC
NORTH-CENTRAL ELECTRIC CO-OP
13978 E C.R. 56
ATTICA, OH 44807
419.426.3072

ELECTRIC
OH EDISON - JIM ROHRBACHER
2508 WEST PERKINS AVENUE
SANDUSKY, OH 44870
419.627.6881

COMMUNICATION
EVERSTREAM SOLUTIONS
800 W ST CLAIR, 2ND FLOOR
CLEVELAND, OH 44113
216.581.7972

CABLE
CHARTER COMMUNICATIONS
5520 WHIPPLE AVENUE NW
NORTH CANTON, OH 44720
330.494.9200

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.

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.

WORK HOUR RESTRICTION WITHIN THE CITY OF BELLEVUE

THE CONTRACTOR SHALL ARRANGE CONSTRUCTION OPERATIONS TO ADHERE TO THE NOISE ORDINANCE WITHIN THE CITY OF BELLEVUE. THE NOISE ORDINANCE RESTRICTS WORKING HOURS TO THE FOLLOWING TIMES:

MONDAY-FRIDAY: 7AM-9PM
SATURDAY: 7AM-9PM
SUNDAY: 7AM-9PM

CONSTRUCTION NOTIFICATION

THE CONTRACTOR SHALL 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 OFFICE (PIO) BY EMAIL AT D03.PIO@DOT.OHIO.GOV

DISTRICT PERMIT SECTION BY FAX AT (614) 887-4318 OR EMAIL AT LOUIS.TUMBLIN@DOT.OHIO.GOV

CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT (614) 728-4099 OR EMAIL AT HAULING.PERMITS@DOT.OHIO.GOV

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.

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.

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.

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.

PAVEMENT MARKING NOTE

ALL EXISTING PAVEMENT MARKINGS SHALL BE LOCATED AND RECORDED PRIOR TO PLANING OPERATIONS. NEW PAVEMENT MARKINGS SHALL BE REPLACED IN THE SAME LOCATION UNLESS DIRECTED BY THE ENGINEER.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

THE INTENT OF THE PLANING IS TO MILL 1.5 INCHES AT THE CENTER OF PAVEMENT AT NON-CURBED AREAS. THE PAVEMENT SLOPE SHALL BE 0.010 MINIMUM AND 0.016 PREFERRED, CONTINUOUS BETWEEN THE CROWN AND THE PROPOSED EDGELINE/SHOULDER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CENTER OF PAVEMENT IN CONFORMANCE WITH THE ABOVE GUIDELINES.

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 $1,000 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. 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 254 - PATCHING PLANED SURFACE

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

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (CURBED SECTION)

THE INTENT OF THE PLANING IS TO MILL THE SPECIFIED DEPTH ALONG THE CURB AND ON TOP OF THE CURB AND GUTTER CONTINGENT ON THE FOLLOWING: THE MAXIMUM CROSS SLOPE SHALL BE 0.02 WHILE THE MINIMUM CROSS SLOPE SHALL BE 0.01. THE PREFERRED CROSS SLOPE IS 0.016. THE CROWN OF THE PAVEMENT SHALL BE LOCATED BETWEEN THE TRAVELED LANES, OR AS DIRECTED BY THE ENGINEER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CURB, TO PRODUCE A CROSS SLOPE 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 $1,000.

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 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) ITEM 253 - PAVEMENT REPAIR

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. CORING HAS BEEN PERFORMED TO HELP DETERMINE THE COMPONENTS THAT MAY BE ENCOUNTERED DURING THIS ITEM OF WORK. THE PAVEMENT CORING INFORMATION IS SHOWN ON PLAN SHEET 7.

PAVEMENT REPAIR SHALL BE PERFORMED AFTER PAVEMENT PLANING AND BEFORE PLACEMENT OF THE INTERMEDIATE AND/OR SURFACE COURSE. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT THE CONTRACTOR SHALL BE CAPABLE OF PERFORMING PAVEMENT REPAIRS 2 FEET WIDE.

REPLACEMENT MATERIAL SHALL BE ITEM 301 MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 ASPHALT CONCRETE CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 3" AND 12" WITH A MAXIMUM PAVEMENT LIFT OF 6". PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) IS TO BE A MAXIMUM OF 4" DEEP AND ITEM 253 PAVEMENT REPAIR IS FOR DEPTHS GREATER THAN 4". PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) OR ITEM 253 - PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

02/S<2/PV/BELV
ITEM 251-PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) 570 CY
ITEM 253-PAVEMENT REPAIR 35 CY

03/S<2/PV
ITEM 251-PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) 30 CY
ITEM 253-PAVEMENT REPAIR 5 CY

CALCULATED CVH CHECKED CAD

GENERAL NOTES

HUR/ERI-269-5.49/0.00
HUR-113-0.97

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ITEM 209 - PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN

PREPARE THE SHOULDER FOR PAVING A CONSISTENT SAFETY EDGE IN BOTH THICKNESS AND WIDTH.

PRIOR TO PAVING THE SAFETY EDGE, GRADE AN AREA 10 INCHES WIDE, BEGINNING AT THE EDGE OF THE PAVED ROADWAY, TO PROVIDE A LEVEL SURFACE FREE OF VEGETATION FOR CONSTRUCTION OF THE SAFETY EDGE. IF NECESSARY, EXCAVATE THE GRADED AREA TO THE DEPTH NECESSARY TO CONSTRUCT THE SAFETY EDGE. COMPACT THE GRADED SHOULDER ACCORDING TO 617.05 OR AS DIRECTED BY THE ENGINEER. THE GRADED SHOULDER BEYOND THE 10 INCH WIDE AREA FOR THE SAFETY EDGE SHALL BE GRADED AT A 10:1 SLOPE, OR AS DIRECTED BY THE ENGINEER. THE INTENT IS TO PROVIDE AN UNOBSTRUCTED AND POSITIVE FLOW OF STORM WATER FROM THE PAVEMENT TO THE DITCH.

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.transtechsys.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 408 - PRIME COAT, AS PER PLAN

THE CONTRACTOR SHALL APPLY ONE COAT OF MC-70 (AS PER SECTION 702) AT A RATE OF 0.40 GAL/SY TO THE COMPLETED AGGREGATE SHOULDER (ITEM 617) AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF PAVEMENT OR EDGE LINE. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS.

ITEM 611 - 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 623 - MONUMENT BOX ADJUSTED TO GRADE

ALL WORK RELATED TO ADJUSTING MONUMENT BOXES TO GRADE WILL BE IN ACCORDANCE TO SECTIONS 623.04 AND 623.05 OF THE 2016 ODOT CONSTRUCTION AND MATERIALS SPECIFICATIONS.

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.

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).

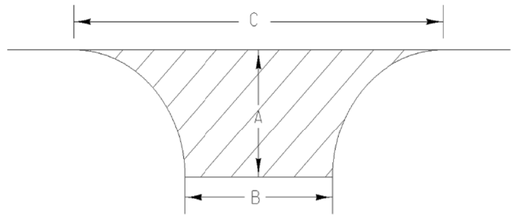
URBAN-INTERSECTIONS SHALL BE PLANED AND PAVED TO THE BACK OF CROSSWALKS OR AS DIRECTED BY THE ENGINEER. (TO PROVIDE A SMOOTH TRANSITION BETWEEN THE TWO HIGHWAYS, AND TO ELIMINATE WATER POCKETS).

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.



HUR SR 269D

INTERSECTION NAME	A (FT.)	B (FT.)	C (FT.)	AREA (SY)
MOORE AVE.	25	22	38	76
MOORE AVE.	28	20	42	85
HAENSLER ST.	20	22	40	62
LINCOLN ST.	22	24	40	72
SHERMAN ST.	20	20	35	56
GREEN ST.	25	22	40	78
NORTH ST.	40	35	63	197
EXCHANGE ST	65	30	110	409
NORTHWEST ST.	75	32	124	522
SOUTHWEST ST.	90	30	95	517
TOTAL INTERSECTION AREAS				**2074**

HUR/ERI SR 269

INTERSECTION NAME	A (FT.)	B (FT.)	C (FT.)	AREA (SY)
SENECA CO. LINE RD.	40	25	100	222
SLAUGHTERHOUSE RD.	25	22	55	92
SOUTHWEST ST.	30	30	70	144
CHERRY BLVD.	40	26	95	218
ELLIS AVE.	40	25	75	185
CENTER ST.	105	30	65	486
CENTER ST.	45	26	80	220
NORTH ST.	25	25	55	97
NORTH ST.	20	30	40	74
GREEN ST.	20	20	50	67
GREEN ST.	30	20	50	100
SHERMAN ST.	15	22	35	44
SHERMAN ST.	15	22	35	44
SHERIDAN ST.	22	20	42	67
SHERIDAN ST.	22	20	38	64
LINCOLN ST.	22	24	40	72
LINCOLN ST.	22	24	40	72
MOORE AVE.	22	24	50	80
MOORE AVE.	20	24	50	73
ROBERT AVE.	40	32	68	196
WILLIAM AVE.	24	20	45	76
GOODRICH RD.	35	34	135	263
AIGLER BLVD.	28	24	55	107
PIMILCO PL.	25	25	45	88
NORTHGATE DR.	35	28	66	158
POTTER RD.	25	30	60	111
TOTAL INTERSECTION AREAS				**3420**

HUR SR 113

INTERSECTION NAME	A (FT.)	B (FT.)	C (FT.)	AREA (SY)
RAMP LEG	50	24	42	167
RIDGE DR.	30	25	45	106
PRAIRIE RD.	45	25	85	225
PRAIRIE RD.	50	20	70	204
TOTAL INTERSECTION AREAS				**702**

CALCULATED CVH CHECKED CAD

GENERAL NOTES

HUR/ERI-269-5.49/0.00
HUR-113-0.97

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

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

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

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS.
MINIMUM TOTAL PG BINDER CONTENT IS 6.0 PERCENT.
USE A PG 64-22 BINDER.
AGGREGATE SHALL BE 100% LIMESTONE.
WHEN AN AGGREGATE SOURCE IS SPECIALLY DESIGNATED WITH AN SR ON THE AGGREGATE GRAVITY LIST DO NOT USE THE AGGREGATE EXCEPT AS ALLOWED FOR MEDIUM TRAFFIC IN THE GUIDELINES FOR MAINTAINING ADEQUATE PAVEMENT FRICTION IN SURFACE PAVEMENT.
QUALITY CONTROL: DO NOT PERFORM Nmax IN QUALITY CONTROL TESTING. DO NOT TAKE EXTRA ASPHALT BINDER SAMPLES AS OUTLINED IN CMS 442.05.

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

446 DENSITY ACCEPTANCE WITH FLAGGER CLOSING OF A 2-LANE HIGHWAY FOR PAVING OPERATIONS

THIS PLAN NOTE APPLIES ONLY TO A FLAGGER CLOSURE OF ONE LANE OF A 2-LANE HIGHWAY DURING PAVING OPERATIONS WHEN USING STANDARD CONSTRUCTION DRAWING MT-97.11 OR MT-97.12, AND ALLOWS A PAVING OPERATION TO PROCEED CONCURRENTLY WITH THE MARKING AND CUTTING OF CORES REQUIRED FOR 446 DENSITY ACCEPTANCE.

IN ALL CASES THE CONTRACTOR SHOULD LENGTHEN THEIR LANE CLOSURES TO THE MAXIMUM PERMISSIBLE LENGTH DETAILED IN THE ABOVE REFERENCED STANDARD CONSTRUCTION DRAWINGS TO ALLOW THE ENGINEER ADEQUATE TIME TO MARK THE REQUIRED CORE LOCATIONS AND FOR CORE CUTTING OPERATIONS.

THE CONTRACTOR WILL PROVIDE TO THE ENGINEER THE PLANNED QUANTITY THAT WILL BE PLACED FOR THE DAY'S PRODUCTION. EACH DAY'S PRODUCTION WILL BE CONSIDERED ONE LOT AND INCLUDES SHOULDERS. TEN CORES WILL BE OBTAINED BY THE CONTRACTOR FOR EACH LOT AT RANDOM LOCATIONS DETERMINED BY THE ENGINEER. THE ENGINEER WILL DIVIDE A LOT INTO FIVE EQUAL SUBLOTS AND CALCULATE TWO RANDOM CORE LOCATIONS IN EACH SUBLOT AS DESCRIBED IN C&MS 446.05.

THE ENGINEER WILL MARK THE CORE LOCATIONS AFTER THE PAVING OPERATION (INCLUDING THE FINISH ROLLER) HAS COMPLETELY PASSED THE RANDOMLY SELECTED CORE LOCATION. THE CONTRACTOR SHOULD DETERMINE WHEN IT IS APPROPIATE TO START THE CORE DRILL OPERATION AND BEGIN CUTTING CORES WHEN THE NEWLY PLACED PAVEMENT SURFACE TEMPERATURE IS LESS THAN 140°F. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE LANE CLOSURE DURING ALL PAVING, CORE MARKING, AND CORING OPERATIONS PER THE REQUIREMENTS OF THE STANDARD CONSTRUCTION DRAWING USED FOR THE PAVING OPERATION.

ITEM 614 - MAINTAINING TRAFFIC: GENERAL

ONE 11' LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES. ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH ITEM 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, PLAN DETAILS, STANDARD DRAWINGS, AND AS OUTLINED IN THE CONSTRUCTION AND MAINTENANCE SECTION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES CURRENT EDITION WITH THE LATEST REVISIONS. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED ON THIS PLAN.

THE FOLLOWING REQUIREMENTS SHALL ALSO APPLY:
THE CONTRACTOR SHALL SUBMIT, IN WRITING, A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT. PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL COORDINATE THE MAINTENANCE OF TRAFFIC OPERATIONS WITH THE LOCAL STATE HIGHWAY PATROL.

THE CONTRACTOR IS REQUIRED TO MAINTAIN ALL PAVEMENT THROUGHOUT THE PROJECT UNDER ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC DURING THE PERIOD FROM THE START OF WORK TO THE COMPLETION OF ALL WORK.

PAVEMENT CORING INFORMATION

CO.	RTE.	SLM	ASPHALT DEPTH (IN.)	CONCRETE DEPTH (IN.)	BRICK DEPTH (IN.)	LANE	DIRECTION	YEAR CORED
HUR	269	5.62	12.25			LEFT	SB	2005
HUR	269	5.62	11.00			RIGHT	SB	2005
HUR	269	5.62	10.00			SHOULDER	SB	2005
HUR	269	5.88	11.50			LEFT	SB	2005
HUR	269	5.88	11.00			RIGHT	SB	2005
HUR	269	5.88	11.25			SHOULDER	SB	2005
HUR	269	5.98	11.00			LEFT	SB	2005
HUR	269	5.98	9.75			RIGHT	SB	2005
HUR	269	5.98	9.50			SHOULDER	SB	2005
HUR	269	6.00	9.50			LEFT	SB	2005
HUR	269	6.00	10.00			RIGHT	SB	2005
HUR	269	6.00	10.00			SHOULDER	SB	2005
HUR	269	6.50	10.25			LEFT	SB	2005
HUR	269	6.50	10.50			RIGHT	SB	2005
HUR	269	6.50	10.50			SHOULDER	SB	2005
HUR	269	6.95	6.25		4.00	LEFT	SB	2005
HUR	269	6.95	9.00		4.00	RIGHT	SB	2005
HUR	269	6.95	8.50		4.00	SHOULDER	SB	2005
HUR	269	7.50	11.00			LEFT	SB	2005
HUR	269	7.50	10.25			RIGHT	SB	2005
HUR	269	7.50	2.75	9.00		SHOULDER	SB	2005
HUR	269	8.00	12.00			LEFT	SB	2005
HUR	269	8.00	9.25			RIGHT	SB	2005
HUR	269	8.00	7.50			SHOULDER	SB	2005
HUR	269D	0.10	6.00		4.00	LEFT	SB	2005
HUR	269D	0.10	7.00		4.00	RIGHT	SB	2005
HUR	269D	0.10	7.25		4.00	SHOULDER	SB	2005
HUR	269D	0.50	6.50		4.00	LEFT	SB	2005
HUR	269D	0.50	6.00		4.00	RIGHT	SB	2005
HUR	269D	0.50	6.75		4.00	SHOULDER	SB	2005
HUR	269D	0.70	3.75		4.00	LEFT	SB	2005
HUR	269D	0.70	3.75		4.00	RIGHT	SB	2005
HUR	269D	0.70	4.75		4.00	TURN LANE	SB	2005

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

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

03/S<2/PV
ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 50 CU YD

ITEM 614 - MAINTAINING TRAFFIC LANE CLOSURE/REDUCTION REQUIRED

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

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE LATEST EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD), A UNIFORMED LAW ENFORCEMENT OFFICER (AND OFFICIAL PATROL CAR WITH MOUNTED EMERGENCY FLASHING LIGHTS) SHALL BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS AS DIRECTED BY THE ENGINEER:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED.

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION.

LAW ENFORCEMENT OFFICERS (LEO'S) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED. THE LEO'S ARE CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR ACTIONS. ALTHOUGH THEY ARE EMPLOYED BY THE CONTRACTOR, THE PROJECT ENGINEER SHALL HAVE CONTROL OVER THEIR PLACEMENT. THE OFFICIAL PATROL CAR SHALL BE A PUBLIC SAFETY VEHICLE AS REQUIRED BY THE OHIO REVISED CODE. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEO'S SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THESE SERVICES AND PROVIDE 72 HOURS ADVANCE NOTICE AS REQUIRED BY THE POLICE AGENCY LISTED BELOW:

LAW ENFORCEMENT OFFICERS WITH PATROL CAR REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.
THE HOURS PAID SHALL INCLUDE MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

IF THE CONTRACTOR WISHES TO UTILIZE LEO'S FOR FLAGGING AND TRAFFIC CONTROL OTHER THAN FOR THAT REQUIRED IN THESE PLANS, THEY MAY DO SO AT THEIR OWN EXPENSE.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY

01/S<2/PV
ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE
120 HOURS

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

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

CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING

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

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

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF $50 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

CALCULATED CVH CHECKED CAD

GENERAL NOTES

HUR/ERI-269-5.49/0.00
HUR-113-0.97

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ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, AND REMOVE WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN(S) ON SITE FOR THE DURATION OF THE PROJECT. THE SIGN(S) SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR (OFFICE OF MATERIALS MANAGEMENT). THE APPROVED LIST OF PORTABLE CHANGEABLE MESSAGE SIGNS CAN BE FOUND ON THE ODOT WEB SITE BY CLICKING ON THE SERVICES MENU, THEN CLICKING ON MATERIALS MANAGEMENT. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 650 FT AND 475 FT RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM TO DIM THE SIGN DURING DARKNESS AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN(S) SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PCMS TRAILERS SHALL BE DELINEATED ON A PERMANENT BASIS BY AFFIXING CONSPICUITY TAPE CONFORMING TO CMS 614.03 IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

THE PROBABLE PCMS LOCATIONS WILL BE DETERMINED BY THE ENGINEER PRIOR TO BEGINNING WORK ON THIS PROJECT. PLACEMENT, OPERATIONS, MAINTENANCE, AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AD DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION, YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED TO FACE AWAY FROM TRAFFIC AND SHALL DISPLAY A MINIMUM OF ONE YELLOW RETROREFLECTIVE SHEETING SURFACE, A MINIMUM OF 9 INCHES BY 15 INCHES IN SIZE, FACING TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT AND TO REVISE SIGN MESSAGES IF NECESSARY.

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PREPROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PREPROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED, OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL, IN ACTIVE CELLULAR PHONE AREAS, ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS, AND REVISION TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA LINK INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.

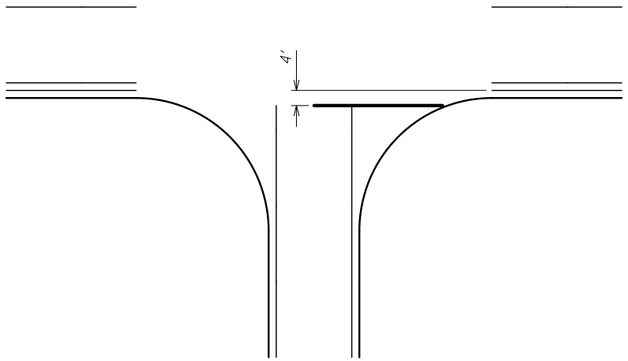
THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF CMS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE WILL BE DEDUCTED FROM MONEYS DUE OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24 HOUR PER DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE, AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK. THE CONTRACTOR SHALL ONLY BE PAID FOR PCMS UNITS WHEN THEY ARE IN OPERATION ON THE PROJECT AS SPECIFIED IN THE PLANS OR BY THE ENGINEER.

01/<S<2/PV
ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
8 SIGN-MONTH

STOP BAR LOCATION



AT NORMAL STOP CONTROLLED INTERSECTIONS, THE STOP BAR SHOULD BE PLACED 4 FEET FROM THE EDGE LINE OF THE INTERSECTING ROADWAY IN ORDER TO ACHIEVE MAXIMUM INTERSECTION SIGHT DISTANCE.

CALCULATED CVH CHECKED CAD

GENERAL NOTES

HUR/ERI-269-5.49/0.00
HUR-113-0.97

8
14

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SHEET NUM.								PART.				ALT	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
5	7	8	10	11	12	13	14	01/S<2/ PV	02/S<2/ PV/BELV	03/S<2/ PV	04/S<2/ BR	(X)						
																	ROADWAY	
			1					0.63		0.37			209	72051	1	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	6
			19					19					623	39500	19	EACH	MONUMENT BOX ADJUSTED TO GRADE	
																	PAVEMENT	
600									570	30			251	01042	600	CY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE)	
40									35	5			253	02000	40	CY	PAVEMENT REPAIR	
			83872					67335		16537			254	01000	83,872	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.50")	
			840					674		166			254	01600	840	SY	PATCHING PLANED SURFACE	
			7550					6062		1488			407	20000	7,550	GAL	NON-TRACKING TACK COAT (@ 0.08 GAL/SY)	
			936					589		347			408	10001	936	GAL	PRIME COAT, AS PER PLAN	6
			3494					2805		689			442	00201	3,494	CY	ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), AS PER PLAN (64-22)	7
			57					41		16			442	00201	57	CY	ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), AS PER PLAN (SAFTEY EDGE)	6
			303					255		48			617	10100	303	CY	COMPACTED AGGREGATE	
																	WATER WORK	
								5					638	10800	5	EACH	VALVE BOX ADJUSTED TO GRADE	
																	SANITARY SEWER	
								5					611	99654	5	EACH	MANHOLE ADJUSTED TO GRADE	
																	TRAFFIC SURVEILLANCE	
				5				5					632	26501	5	EACH	DETECTOR LOOP, AS PER PLAN	11
																	TRAFFIC CONTROL	
					3.6			1.67		1.93			642	00104	3.6	MILE	EDGE LINE, 6", TYPE 1	
					4.6			3.62		0.98			642	00300	4.6	MILE	CENTER LINE, TYPE 1	
																	TRAFFIC CONTROL ALTERNATES	
					640			640				X	642	00390	640	FT	CHANNELIZING LINE, 8"	
					740			740				X	642	00500	740	FT	STOP LINE, TYPE 1	
					3979			3979				X	642	00600	3,979	FT	CROSSWALK LINE, TYPE 10	
					738			738				X	642	00700	738	FT	TRANSVERSE/DIAGONAL LINE, TYPE 1	
					119			119				X	642	00900	119	SF	ISLAND MARKING, TYPE 1	
					4			4				X	642	01100	4	EACH	SCHOOL SYMBOL MARKING, 72", TYPE 1	
					9			9				X	642	01300	9	EACH	LANE ARROW, TYPE 1	
					640			640				X	644	00400	640	FT	CHANNELIZING LINE, 8"	
					740			740				X	644	00500	740	FT	STOP LINE	
					3979			3979				X	644	00600	3,979	FT	CROSSWALK LINE	
					738			738				X	644	00700	738	FT	TRANSVERSE/DIAGONAL LINE	
					119			119				X	644	00900	119	SF	ISLAND MARKING	
					4			4				X	644	01100	4	EACH	SCHOOL SYMBOL MARKING, 72"	
					9			9				X	644	01300	9	EACH	LANE ARROW	
																	STRUCTURE REPAIR (HUR-269-0660 3904024)	
						136					136		516	31000	136	FT	JOINT SEALER	
							8				8		516	46201	8	EACH	BEARING DEVICE, ROCKER, AS PER PLAN	14
							LS				LS		516	47001	LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	14
							153				153		519	11100	153	SF	PATCHING CONCRETE STRUCTURE	
						8					8		601	27000	8	CY	DUMPED ROCK FILL, TYPE C	
																	MAINTENANCE OF TRAFFIC	
	120							120					614	11110	120	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
	50									50			614	13000	50	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
		8						8					614	18601	8	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	8
					9.2			7.24		1.96			614	21550	9.2	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
					1432			1432					614	23680	1,432	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	
					1328			1328					614	26610	1,328	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
																	INCIDENTALS	
								LS	LS	LS	LS		614	11000	LS		MAINTAINING TRAFFIC	
								2	2	2	2		619	16010	8	MNTH	FIELD OFFICE, TYPE B	
								LS	LS	LS	LS		623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
								LS	LS	LS	LS		624	10000	LS		MOBILIZATION	

CALCULATED CVH
CHECKED CAD

GENERAL SUMMARY

HUR / ERI-269-5.49 / 0.00
HUR-113-0.97

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FUNDING	COUNTY	ROUTE	LOG POINT TO LOG POINT		LENGTH MILE	LENGTH FEET	WIDTH FEET AVG.	TYPICAL	PAVEMENT AREA	254 PAVEMENT PLANING, ASPHALT CONCRETE (1.50")	254 PATCHING PLANED SURFACE	407 NON-TRACKING TACK COAT @ 0.08 GAL/SY	442 ASPHALT CONCRETE SURFACE COURSE, 9.5MM, TYPE A (446), AS PER PLAN		442 ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), AS PER PLAN (SAFETY EDGE)	611 MANHOLE ADJUSTED TO GRADE	623 MONUMENT BOX ADJUSTED TO GRADE	638 VALVE BOX ADJUSTED TO GRADE	AGGREGATE SHOULDER PROPOSED WIDTH SL	AGGREGATE SHOULDER PROPOSED WIDTH SR	AGGREGATE SHOULDER AREA	209 PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	408 PRIME COAT, AS PER PLAN @ 0.40 GAL/SY	617 COMPACTED AGGREGATE 2.5 INCHES AVG. THICKNESS
			STRAIGHT LINE MILEAGE						SQ YD	SQ YD	SQ YD	GALLON	INCH	CU YD	CU YD	EACH	EACH	EACH	FT	FT	SQ YD	MILE	GALLON	CU YD
03/S<2/PV	HUR	269	5.49	5.73	0.24	1267	12.0	1	1,689	1,689	17	152	1.50	70	7				2.0	2.0	563	0.24	225	39
01/S<2/PV	HUR	269	5.49	5.73	0.24	1267	12.0	1	1,689	1,689	17	152	1.50	70	7				2.0	2.0	563	0.24	225	39
01/S<2/PV	HUR	269	5.73	5.83	0.10	517	24.0	1	1,379	1,379	14	124	1.50	57	3				2.0	2.0	230	0.10	92	16
03/S<2/PV	HUR	269	5.83	5.87	0.04	211	14.5	1	340	340	3	31	1.50	14	1				2.0	2.0	94	0.04	38	7
01/S<2/PV	HUR	269	5.83	5.87	0.04	211	14.5	1	340	340	3	31	1.50	14	1				2.0	2.0	94	0.04	38	7
01/S<2/PV	HUR	269	5.87	6.03	0.16	845	34.0	1	3,192	3,192	32	287	1.50	133	5				2.0	2.0	376	0.16	150	26
03/S<2/PV	HUR	269	6.03	6.06	0.03	158	14.5	1	255	255	3	23	1.50	11	1				2.0	2.0	70	0.03	28	5
01/S<2/PV	HUR	269	6.03	6.06	0.03	158	14.5	1	255	255	3	23	1.50	11	1				2.0	2.0	70	0.03	28	5
03/S<2/PV	HUR	269	6.06	6.12	0.06	317	12.0	1	423	423	4	38	1.50	18	2				2.0	2.0	141	0.06	56	10
01/S<2/PV	HUR	269	6.06	6.12	0.06	317	12.0	1	423	423	4	38	1.50	18	2				2.0	2.0	141	0.06	56	10
01/S<2/PV	HUR	269	6.12	6.28	0.16	845	24.0	2	2,253	2,253	23	203	1.50	94			6							
	HUR	269	6.28	6.39	BRIDGE																			
01/S<2/PV	HUR	269	6.39	6.59	0.20	1056	34.0	2	3,989	3,989	40	359	1.50	166			5							
	HUR	269	6.59	6.73	BRIDGE																			
01/S<2/PV	HUR	269	6.73	6.80	0.07	370	28.0	3	1,151	1,151	12	104	1.50	48			1							
01/S<2/PV	HUR	269	6.80	6.81	0.01	53	34.0	3	200	200	2	18	1.50	8			2							
01/S<2/PV	HUR	269	6.81	6.89	0.08	422	30.0	4	1,407	1,407	14	127	1.50	59										
	HUR	269	6.89	6.93	US 20																			
01/S<2/PV	HUR	269	6.93	6.94	0.01	53	35.0	4	206	206	2	19	1.50	9										
01/S<2/PV	HUR	269	6.94	6.98	0.04	211	38.0	4	891	891	9	80	1.50	37										
01/S<2/PV	HUR	269	6.98	7.35	0.37	1954	31.0	4	6,730	6,730	67	606	1.50	280										
01/S<2/PV	HUR	269	7.35	7.46	0.11	581	26.0	4	1,678	1,678	17	151	1.50	70			2							
01/S<2/PV	HUR	269	7.46	7.55	0.09	475	28.0	4	1,478	1,478	15	133	1.50	62			3							
01/S<2/PV	HUR	269	7.55	7.58	0.03	158	38.0	4	667	667	7	60	1.50	28										
01/S<2/PV	HUR	269	7.58	7.69	0.11	581	30.0	4	1,937	1,937	19	174	1.50	81										
01/S<2/PV	HUR	269	7.69	8.09	0.40	2112	27.0	1	6,336	6,336	63	570	1.50	264	11				2.0	2.0	939			65
01/S<2/PV	HUR	269D		0.76	0.76	4013	35.0	4	15,606	15,606	156	1,405	1.50	650										
01/S<2/PV	ERI	269		0.22	0.22	1162	27.0	1	3,486	3,486	35	314	1.50	145	6				2.0	2.0	516			36
01/S<2/PV	ERI	269	0.22	0.39	0.17	898	27.0	1	2,694	2,694	27	242	1.50	112	5				2.0	2.0	399			28
03/S<2/PV	ERI	269	0.22	0.39	0.17	898	27.0	1	2,694	2,694	27	242	1.50	112	5				2.0	2.0	399			28
01/S<2/PV	HUR	113	0.97	1.04	0.07	370	27.0	4	1,110	1,110	11	100	1.50	46										
01/S<2/PV	ONE WAY RAMP			0.08	0.08	422	18.0	4	844	844	8	76	1.50	35										
01/S<2/PV	CONNECTOR			0.01	0.01	53	22.0	4	130	130	1	12	1.50	5										
01/S<2/PV	HUR	113	1.04	1.08	0.04	211	13.0	1	305	305	3	27	1.50	13					2.0	2.0	94			7
03/S<2/PV	HUR	113	1.04	1.08	0.04	211	13.0	1	305	305	3	27	1.50	13					2.0	2.0	94			7
03/S<2/PV	HUR	113	1.08	1.74	0.66	3485	26.0	1	10,068	10,068	101	906	1.50	419					2.0	2.0	1,549			108
03/S<2/PV	HUR	113	1.74	1.84	0.10	528	13.0	1	763	763	8	69	1.50	32					2.0	2.0	235			16
01/S<2/PV	HUR	113	1.74	1.84	0.10	528	13.0	1	763	763	8	69	1.50	32					2.0	2.0	235			16
		EXTRA AREA FOR INTERSECTIONS							6196	6196	62	558	1.50	258										
01/S<2/PV SUB TOTAL										67,335	674	6,062		2,805	41		19				3,657	0.63	589	255
03/S<2/PV SUB TOTAL										16,537	166	1,488		689	16						3,145	0.37	347	48
	TOTALS									**83,872**	**840**	**7,550**		**3,494**	**57**		**19**				**6,802**	**1.00**	**936**	**303**

CALCULATED CVH CHECKED CAD

PAVEMENT & SHOULDER DATA

HUR/ERI-269-5.49/0.00
HUR-113-0.97

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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 STEVE FRANKS, 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. FRANKS 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.

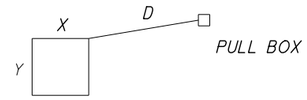
THE CONTRACTOR WILL BE RESPONSIBLE FOR LOCATING DETECTOR LOOP LOCATIONS PRIOR TO THE PLANING OPERATIONS. A TABLE SHOWING DIMENSIONS AND LOCATIONS IS PROVIDED FOR THE PURPOSE OF ESTIMATING.

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

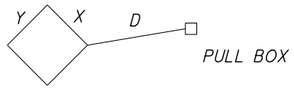
THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

01/S<2/PV
ITEM 632 DETECTOR LOOP, AS PER PLAN 5 EACH

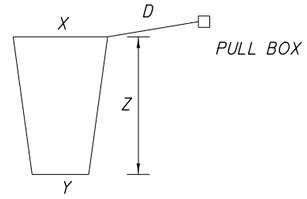
TYPE A



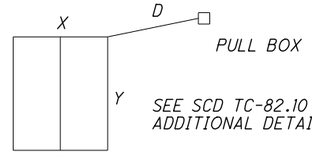
TYPE B



TYPE C

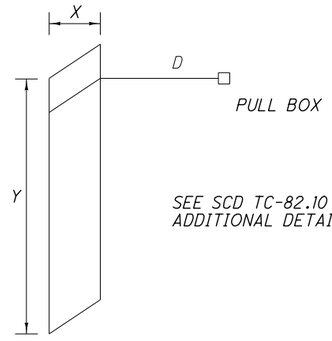


TYPE D
(QUADRUPOLE)



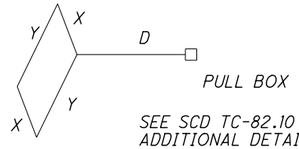
SEE SCD TC-82.10 FOR ADDITIONAL DETAILS

TYPE E
(POWERHEAD)



SEE SCD TC-82.10 FOR ADDITIONAL DETAILS

TYPE F
(ANGULAR DESIGN DETECTION)



SEE SCD TC-82.10 FOR ADDITIONAL DETAILS

CALCULATED CVH
CHECKED CAD

LOOP DETECTOR NOTES & DETAILS

HUR/ERI-269-5.49/0.00
HUR-113-0.97

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AUXILIARY & LONG LINE MARKINGS

FUNDING	COUNTY	ROUTE	STATION / SLM FROM	STATION / SLM TO	HIGHWAY MILES	614	614	614	642, TYPE 1 EDGE LINE	642, TYPE 1 EDGE LINE	642, TYPE 1 CENTER LINE	642, TYPE 1 CENTER LINE	642 AUXILIARY MARKINGS (740.04)											
							WORK ZONE CENTER LINE, CLASS III, 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	TOTAL (PAY QUANTITY) (WHITE) 6"	TOTAL (PAY QUANTITY) (YELLOW) 6"	SOLID LINE EQUIVALENT	TOTAL (PAY QUANTITY)	CHANNELIZING LINE 8"	STOP LINE 24"	CROSSWALK LINE 12"	TRANSVERSE/ DIAGONAL LINE (YELLOW) 24"	ISLAND MARKING	SCHOOL SYMBOL MARKING 72"	LANE ARROW LEFT					
			FROM	TO	MILE		MILE	FT	FT	MILE	MILE	MILE	MILE	FT	FT	FT	FT	SQ FT	EACH	EACH					
01/S<2/PV	HUR	269	5.49	8.09	2.60		4.50	640	800	1.06		5.44	2.25	320	400	2,349	477	119	4	5					
03/S<2/PV	HUR	269	5.49	5.73	0.24					0.24															
01/S<2/PV	HUR	269D	0.00	0.76	0.76		1.52	640	528			1.52	0.76	320	264	1,500	261			4					
01/S<2/PV	ERI	269	0.00	0.39	0.39		0.78	40		0.61		0.60	0.39		20										
03/S<2/PV	ERI	269	0.22	0.39	0.17					0.17															
01/S<2/PV	HUR	113	0.97	1.08	0.11		0.44	112				0.11	0.22		56	130									
03/S<2/PV	HUR	113	1.08	1.84	0.76		1.96			1.52		0.76	0.98												
TOTALS TO GENERAL SUMMARY							**9.20**	**1,432**	**1,328**	**3.60**			**4.60**	**640**	**740**	**3,979**	**738**	**119**	**4**	**9**					

RAISED PAVEMENT MARKERS

FUNDING	COUNTY	ROUTE	STATION/SLM FROM	STATION/SLM TO	DETAIL	621 RAISED PAVEMENT MARKER REMOVED EACH	621 RPM EACH	PRISMATIC RETRO-REFLECTOR TYPES ONE-WAY WHITE EACH	TWO-WAY YELLOW / YELLOW EACH	TWO-WAY WHITE / RED EACH	TWO-WAY YELLOW / RED EACH	TWO-WAY BLUE / BLUE EACH	REMARKS
TOTALS TO GENERAL SUMMARY													

DETAIL	DESCRIPTION
1	MULTILANE UNDIVIDED TYPICAL SPACING
2	TAPERED ACCEL. LANE
3	DECELERATION LANE
4	PARALLEL ACCEL LANE
5	MULTILANE DIVIDED/EXPRESSWAY
6	STOP APPROACH
7	2 LANE APPR. WITH TURN LANE
8	THROUGH APPROACH
9	3 LANE APPR. WITH TURN LANE
10	3 LANE DIVIDED TO 2 LANE TRANSITION
11	3 LANE UNDIVIDED TO 2 LANE TRANSITION
12	TWO LNAE NARROW BRIDGE
13	TWO WAY LEFT TURN LANE
14	ONE LANE BRIDGE
15	HORIZONTAL CURVE
16	HORIZONTAL CURVE ALT.
17	STOP APPROACH ALT.
18	FIRE HYDRANT
GAP	CENTER LINE AT 80 FT. TYP.

NOTES:

1) THRU LANES SHALL BE STRIPED TO MATCH EXISTING WIDTHS ACCORDING TO CMS 641.08A.

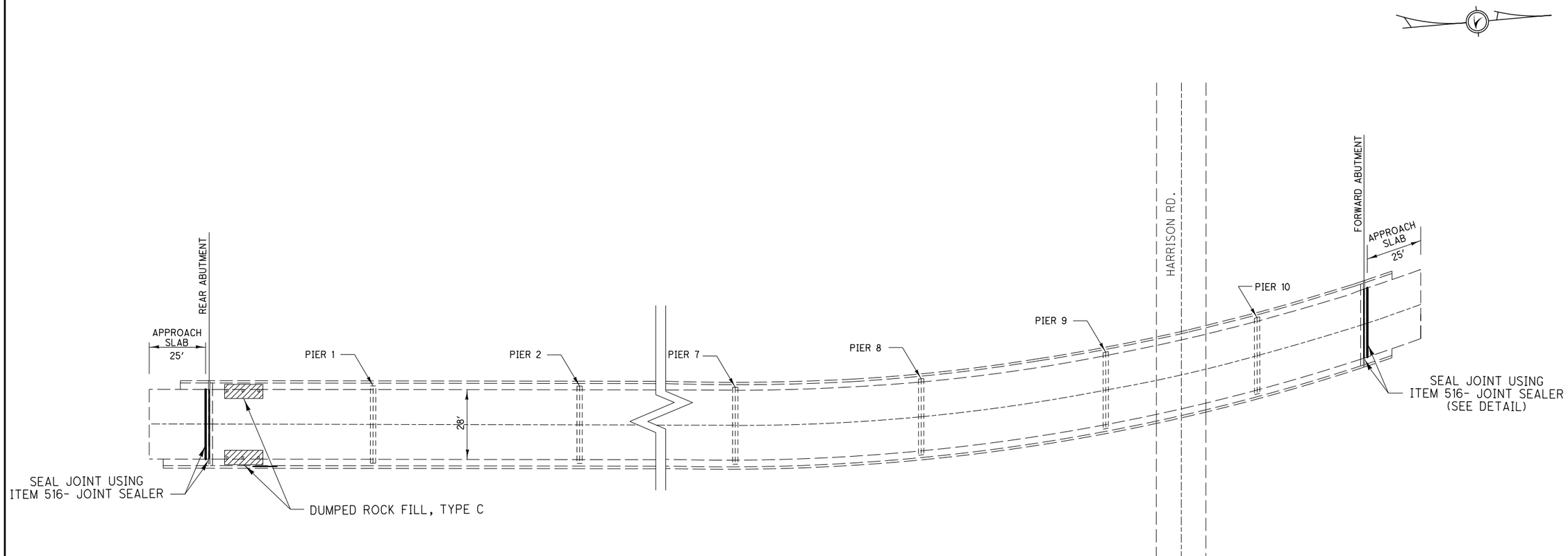
2) FOR ALL WORK ZONE MARKINGS, THE 642 PAINT USED SHALL BE TYPE III.

CALCULATED CVH
CHECKED CAD

PAVEMENT MARKING DATA

HUR/ERI-269-5.49/0.00
HUR-113-0.97

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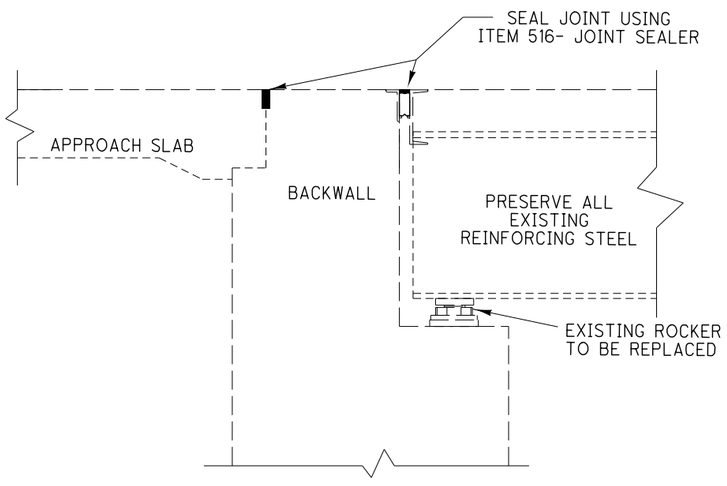
PLAN VIEW

NOTES:

1) ALL EXISTING REINFORCING STEEL TO BE PRESERVED.

ITEM	QUANTITY	UNIT	DESCRIPTION
516	136	FT	JOINT SEALER
601	8	CY	DUMPED ROCK FILL, TYPE C

ALL QUANTITIES CARRIED TO GENERAL SUMMARY SHEET 9.



JOINT SEALING DETAIL

DESIGN AGENCY
ODOT DISTRICT THREE
OFFICE OF ENGINEERING

DESIGNED	DRAWN	REVIEWED	DATE
CVH	CVH	DJV	11/08
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DJV		3904024	

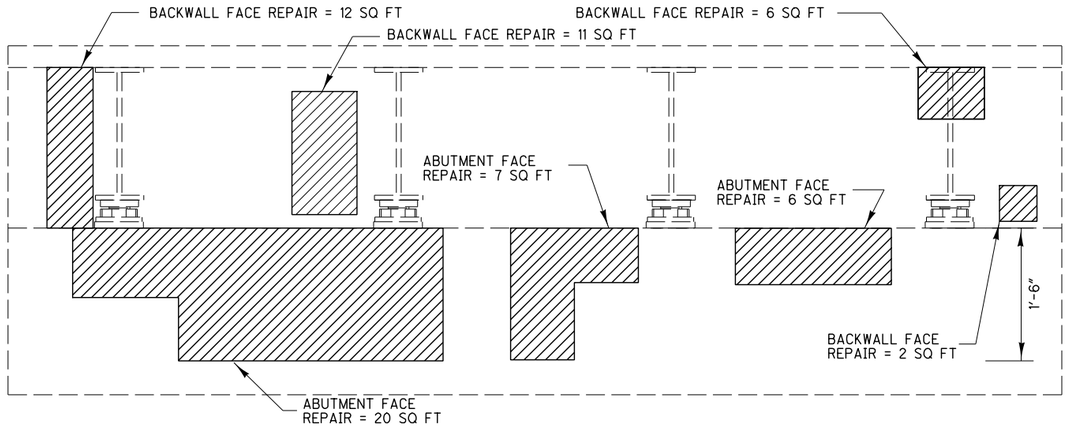
PLAN VIEW & JOINT SEALING DETAIL
HUR-269-660

HUR/ERI-269-5.49/0.00
HUR-113-0.97

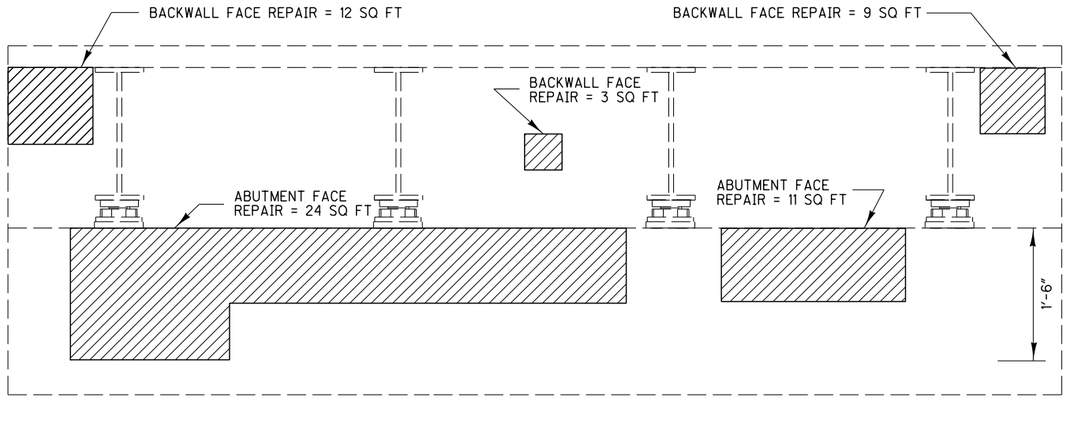
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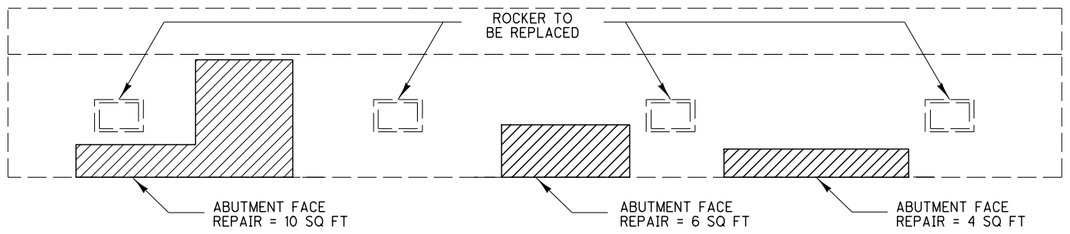
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WORKSTATION: tdevore
DATE: 11/9/2018
MODELNAME: Design



ELEVATION VIEW



ELEVATION VIEW

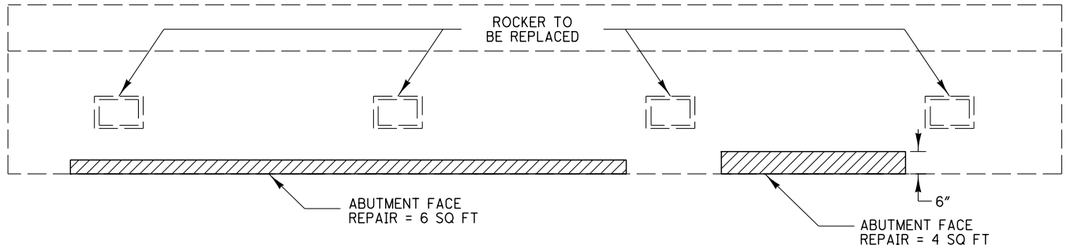


PLAN VIEW

FORWARD ABUTMENT REPAIR DETAIL

ITEM	QUANTITY	UNIT	DESCRIPTION
516	LUMP	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN
516	8	EA	BEARING DEVICE, ROCKER, AS PER PLAN
519	153	SF	PATCHING CONCRETE STRUCTURE

ALL QUANTITIES CARRIED TO GENERAL SUMMARY SHEET 9.



PLAN VIEW

REAR ABUTMENT REPAIR DETAIL

NOTES:

1) ALL EXISTING REINFORCING STEEL TO BE PRESERVED.

2) ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN:
THIS WORK CONSISTS OF RAISING EXISTING STRUCTURES FOR BEARING REPLACEMENT.
SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH CMS 501.05.
IF, DURING THE JACKING OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE, SEPARATION OF THE CONCRETE DECK FROM THE STEEL STRINGERS, OR OTHER DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, IMMEDIATELY CEASE THE JACKING OPERATION AND INSTALL SUPPORTS TO THE SATISFACTION OF THE ENGINEER. ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL. EPOXY INJECT ALL BEAMS THAT SEPARATE FROM THE DECK FOR THE DISTANCE OF THE SEPARATION IN ACCORDANCE WITH CMS 512.07. THE DEPARTMENT WILL NOT PAY FOR THE COST OF THIS EPOXY INJECTION OR OTHER REQUIRED REPAIRS. THE BRIDGE BEARINGS SHALL BE FULLY SEATED AT ALL CONTACT AREAS. IF FULL SEATING IS NOT ATTAINED, SUBMIT A REPAIR PLAN TO THE ENGINEER. THE DEPARTMENT WILL NOT PAY FOR THE REPAIR COSTS TO ENSURE FULL SEATING ON BEARINGS.

3) ITEM 516, BEARING DEVICE, ROCKER, AS PER PLAN:
THIS WORK CONSISTS OF REPLACING PRIMED ROCKERS IN-KIND AND FIELD PAINTING THEM ODOT GRAY 15526.

DESIGN AGENCY
ODOT DISTRICT THREE
OFFICE OF ENGINEERING

DESIGNED	DRAWN	REVIEWED	DATE
CVH	CVH	DJV	11/08
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DJV		3904024	

ABUTMENT DETAIL
HUR-269-660

HUR/ERI-269-5.49/0.00
HUR-113-0.97

2 / 2

14
14

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