

**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 442 - ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), PG64-22, 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. CHOOSE OPTIMUM BINDER CONTENT AT DESIGN AIR Voids OF 3.5%.

MINIMUM TOTAL PG BINDER CONTENT IS 6.3 PERCENT.

MINIMUM VIRGIN PG BINDER CONTENT IS 5.2 PERCENT.

USE A PG 64-22 BINDER.

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 202 - CURB REMOVED, AS PER PLAN**  
**ITEM 609 - CURB, TYPE 2-A, AS PER PLAN**  
**ITEM 609 - CURB, TYPE 2-B, AS PER PLAN**  
**ITEM 609 - CURB, TYPE 6, AS PER PLAN**

THIS WORK SHALL CONSIST OF REMOVING SECTIONS OF DETERIORATED CURB AND REPLACING WITH THE SPECIFIED CURB TYPE. LOCATIONS FOR THIS WORK WILL BE DISTRIBUTED IN THE SPECIFIED AREA AND SHALL BE MARKED IN THE FIELD BY THE CITY OF SANDUSKY ENGINEER. EXISTING CURB SHALL BE SAW CUT IF THE REMOVAL LIMITS DO NOT OCCUR AT AN EXISTING JOINT. THE SAWING SHALL BE CONSIDERED INCIDENTAL TO ITEM 202 - CURB REMOVED, AS PER PLAN. GRADING, SEEDING AND MULCHING SHALL BE CONSIDERED INCIDENTAL TO ITEM 609 - CURB, TYPE 2-A, AS PER PLAN, ITEM 609 - CURB, TYPE 2-B, AS PER PLAN, AND ITEM 609 - CURB, TYPE 6, AS PER PLAN. MINIMUM REPAIR LENGTHS SHALL BE FOUR (4) FEET.

THE CONTRACTOR SHALL COMPLETE CURB REMOVAL AND REPLACEMENT PRIOR TO PLACEMENT OF ASPHALT SURFACE COURSE. THE CURB REMOVAL AND REPLACEMENT MAY BE COMPLETED EITHER BEFORE OR AFTER PAVEMENT PLANING. IF THE WORK IS COMPLETED BEFORE PAVEMENT PLANING, THE CONTRACTOR SHALL TAKE PRECAUTIONS TO PROTECT THE NEW CURB FROM DAMAGE DURING PAVEMENT PLANING OPERATIONS. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY DAMAGE TO THE NEW CURB AS A RESULT OF THEIR WORK OPERATIONS. IF THE CURB REMOVAL AND REPLACEMENT TAKES PLACE AFTER PAVEMENT PLANING, THE WORK SHALL BE COMPLETED WITHIN THE 14 CALENDAR DAY TIMEFRAME FOR TRAFFIC TO BE EXPOSED TO THE PLANED SURFACE IN ACCORDANCE WITH THE NOTE ON PLAN SHEET 6.

THE FOLLOWING ESTIMATED QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY FOR USE IN PERFORMING THIS WORK:

<u>03/S&lt;2/PV: ERI-6-6.41 TO 7.99, 8.20-11.34</u>	
ITEM 202 - CURB REMOVED, AS PER PLAN	1,330 FT
ITEM 609 - CURB, TYPE 2-B, AS PER PLAN	80 FT
ITEM 609 - CURB, TYPE 6, AS PER PLAN	1,250 FT

(QUANTITIES IN THIS SECTION SHALL INCLUDE THE AREA FROM SLM 10.32 TO 10.35 IN THE WESTBOUND LANE, WHERE RAILROAD TIES ARE CURRENTLY ACTING AS CURB)

<u>03/S&lt;2/PV: ERI-6-7.99 TO 8.20 (WASHINGTON PARKS)</u>	
ITEM 202 - CURB REMOVED, AS PER PLAN	1,750 FT
ITEM 609 - CURB, TYPE 6, AS PER PLAN	1,750 FT

<u>03/S&lt;2/PV: ERI-250</u>	
ITEM 202 - CURB REMOVED, AS PER PLAN	300 FT
ITEM 609 - CURB, TYPE 2-A, AS PER PLAN	300 FT

**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.

<u>02/S&lt;2/PV: ERI-6-6.41 TO 11.34</u>	
ITEM 611 - CATCH BASIN ADJUSTED TO GRADE	36 EACH
ITEM 611 - MANHOLE ADJUSTED TO GRADE	149 EACH
ITEM 638 - VALVE BOX ADJUSTED TO GRADE	24 EACH

**ITEM 611 - INLET RECONSTRUCTED TO GRADE, AS PER PLAN**

THIS ITEM OF WORK INCLUDES THE REMOVAL AND REPLACEMENT OF THE UPPER BOX SECTION OF THE PAVEMENT INLET WITH A PRECAST CONCRETE TOP AS IDENTIFIED IN THE DETAIL BELOW AND/OR AS DIRECTED BY THE ENGINEER.

ANY DEBRIS AND SEDIMENT INSIDE EXISTING PAVEMENT INLETS SHALL BE REMOVED ONCE THE UPPER BOX SECTION HAS BEEN REMOVED AND PRIOR TO THE PLACEMENT OF THE NEW UPPER BOX SECTION.

IF THE CONDITION OF THE REMAINING PORTION OF THE UPPER BOX IS NOT SOUND, AS DETERMINED BY THE ENGINEER AND IN AGREEMENT WITH THE CITY OF SANDUSKY, THE REMAINING PORTION OF THE UPPER BOX SHALL BE REPLACED.

ALL NECESSARY CONCRETE SIDEWALK REMOVAL AND RESTORATION IS TO BE CONSIDERED INCIDENTAL TO THE UNIT PRICE BID PER ITEM 611 - INLET RECONSTRUCTED TO GRADE, AS PER PLAN. ANY IMPACTED SIDEWALK PANELS SHALL BE REMOVED BACK TO AN EXISTING JOINT.

SEE STANDARD CONSTRUCTION DRAWING I-1.2 FOR ADDITIONAL DETAILS NOT SHOWN ON THIS SHEET.

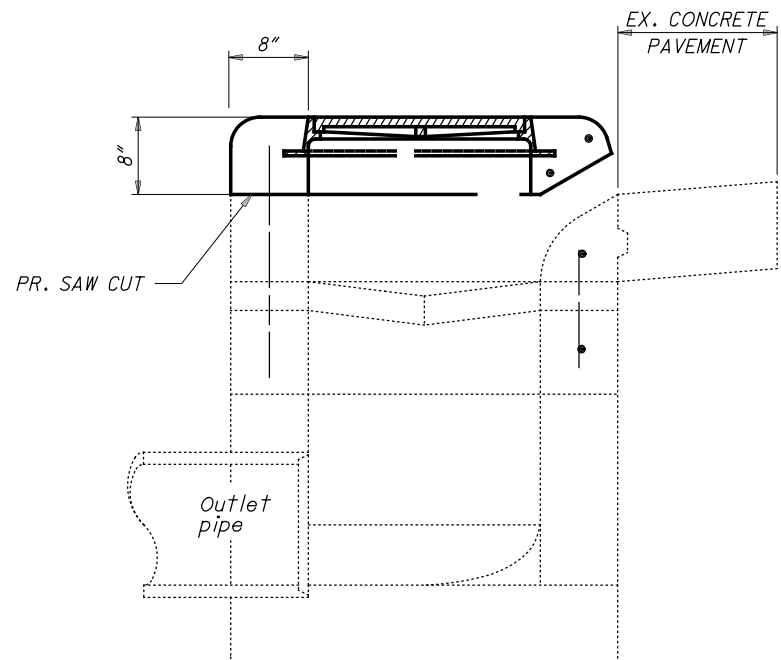
PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER EACH FOR ITEM 611 - INLET RECONSTRUCTED TO GRADE, AS PER PLAN, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

APPROXIMATE LOCATIONS OF INLETS ARE AS FOLLOWS:

03/S<2/PV: ERI-250

NB (RT)	SB (LT)
0.18	0.26
0.26	0.28
0.31	0.43
0.39	
0.41	

ITEM 611 - INLET RECONSTRUCTED TO GRADE, AS PER PLAN 8 EACH



**ITEM 608 - 4" CONCRETE WALK**

REPLACE DEFICIENT CONCRETE WALK IN EXISTING CURB RAMP AREAS WHERE DETECTABLE WARNINGS ARE TO BE PLACED, AS SHOWN ON SHEET 15. EXACT QUANTITIES AND LOCATIONS ARE TO BE DETERMINED BY THE ENGINEER.

**ITEM 608 - CURB RAMP**

EXISTING NON-ADA COMPLIANT CURB RAMPS ARE TO BE REMOVED AND REPLACED WITH THE SPECIFIED TYPE OF CURB RAMPS PER ODOT STANDARD CONSTRUCTION DRAWING BP-7.1. QUANTITIES HAVE BEEN PROVIDED ON SHEET 15.

**ITEM 608 - DETECTABLE WARNING**

INSTALL NEW DETECTABLE WARNING ON EXISTING CURB RAMPS. QUANTITIES AND LOCATIONS HAVE BEEN PROVIDED ON SHEET 15. THIS WORK IS TO ACCOUNT FOR THE REMOVAL OF THE EXISTING DEFICIENT DETECTABLE WARNING, ALONG WITH THE INSTALLATION OF THE NEW DETECTABLE WARNINGS.

**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 2019 ODOT CONSTRUCTION AND MATERIALS SPECIFICATIONS.

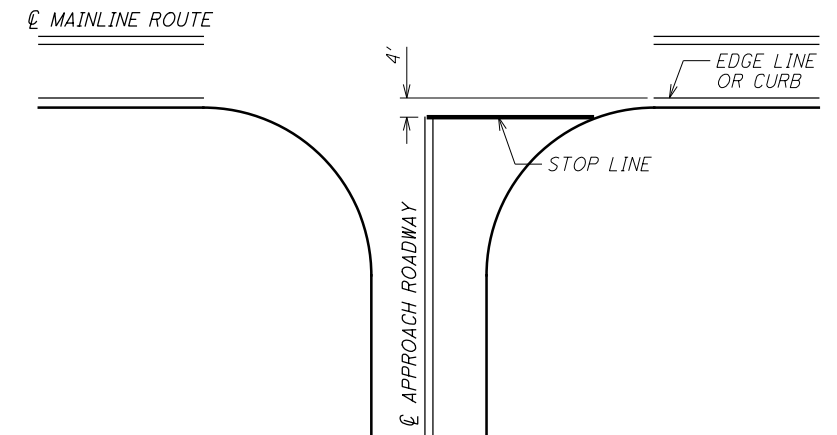
THE MONUMENT BOX TO BE ADJUSTED MAY OR MAY NOT HAVE AN EXISTING ADJUSTABLE FRAME. THE WORK SHALL CONSIST OF ADJUSTING THE EXISTING MONUMENT BOX TO THE SATISFACTION OF THE ENGINEER. THE CONTRACTOR IS REMINDED TO FIELD CHECK ALL ADJUSTMENT TO GRADE ITEMS PRIOR TO BIDDING, AS NO ADDITIONAL COMPENSATION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

ERI-6:	6.43	6.44	6.46	6.80
	6.88	6.92	6.98	7.04
	7.10	7.21	7.28	7.32
	7.40	7.43	7.50	7.54
	7.72	7.81	7.89	7.98
	8.08	8.17	8.28	8.34
	8.35	8.48	8.51(x3)	8.80
	9.07	9.32	9.54	9.60
	9.79	9.85	10.02	10.10
	10.20	10.27		

ITEM 623 - MONUMENT BOX ADJUSTED TO GRADE 02/S<2/PV - 40 EACH

**STOP BAR PLACEMENT DETAILS**

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.



**PAVEMENT MARKING LOG REQUIREMENT**

PRIOR TO PERFORMING ANY PAVEMENT PLANING OR OTHER WORK THAT DESTROYS THE EXISTING PAVEMENT MARKINGS, LOG THE LOCATIONS OF ALL EXISTING PAVEMENT MARKINGS AND OBTAIN THE CONCURRENCE OF THE PROJECT ENGINEER. REPLACE THE PAVEMENT MARKINGS AS EXISTING AND AS DETAILED WITHIN THIS PLAN. ALL MATERIAL, EQUIPMENT, LABOR, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK IS TO BE INCLUDED IN THE CONTRACT BID PRICE PER UNIT FOR THE APPROPRIATE PAVEMENT MARKING ITEM.

**TRAFFIC DELINEATORS AT US 6/CEDAR POINT DR**

THE CITY OF SANDUSKY UTILIZES TRAFFIC DELINEATORS ON THE WESTBOUND CURB LANE OF US 6 AT THE INTERSECTION WITH CEDAR POINT DRIVE IN ORDER TO ALLOW A CONTINUOUS RIGHT TURN ONTO CEDAR POINT DRIVE. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH THE CITY ABOUT TEMPORARY REMOVAL, STORAGE AND REINSTALLATION OF THESE DELINEATORS DURING CONSTRUCTION ACTIVITIES.

CALCULATED  
JLL  
CHECKED  
KRB

GENERAL NOTES

ERI-6-6.41  
ERI-250-0.00

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