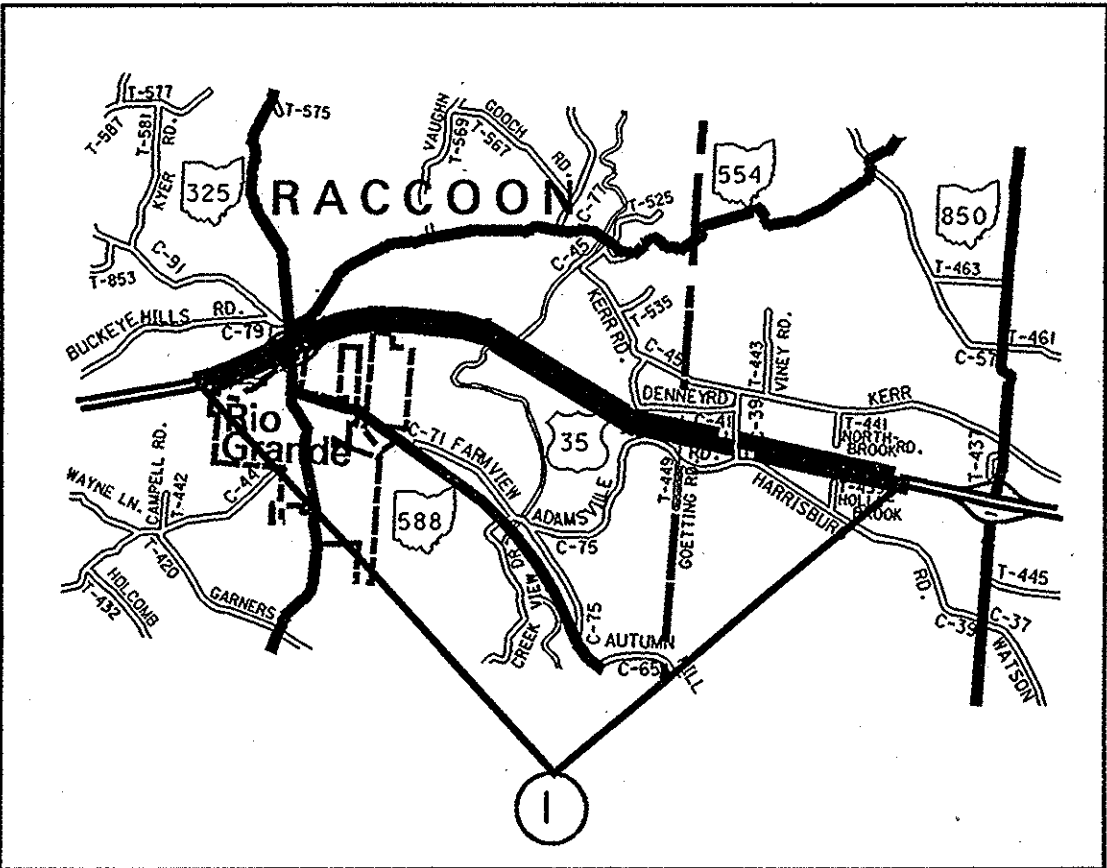


OHIO DEPARTMENT OF TRANSPORTATION

GAL-35-3.79



LOC	COUNTY	ROUTE	SECTIONS	PROJECT TERMINI		NET LENGTH MILES		CITY	VILLAGE
				BEGIN	END				
1	GAL	US 35	3.79	3.79	8.34	4.55			

INDEX OF SHEETS

- 1 - TITLE SHEET
- 2-3 - ASPHALT CONCRETE
- 4-5 - SHOULDER TREATMENT
- 6-8 - GENERAL NOTES
- 9-12 - TRAFFIC SHEETS
- 13-14 - GENERAL SUMMARY

2008 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 will be as set forth on the plans and estimates.

LIMITED ACCESS

This improvement is especially designed for through traffic and has been declared a limited access highway or freeway by action of the Director in accordance with the provisions of Section 5511.02 of the Ohio Ohio Revised Code.

PRIMA FACIE SPEED LIMIT

Under authority of Section 4511.21, Division (H) of the Ohio Revised Code, the revised prima facie speed limits as indicated herein are determined to be reasonable and safe, and are hereby established for the duration of this project. The prima facie speed limit or limits hereby established shall become effective when appropriate signs giving notice thereof are erected.

Approved Date 11/2/08 [Signature] District Deputy Director of Transportation

Approved Date 2-4-09 [Signature] Director, Department of Transportation

ENGINEERS SEAL:



SIGNED: Alan L. Craig
DATE: 11-5-08

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

PLANS PREPARED BY:
DISTRICT 10 - PRODUCTION

LAT: 38°53'15" LON: 82°20'57"

PROJECT DESCRIPTION: The work proposed by this project is for the placement of an asphalt concrete overlay on sections of US-35.

STANDARD DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	10/19/07	MT-98.20	10/19/07	800-2008	1/16/09
BP-9.1	4/15/05	MT-98.22	10/19/07	SS-832	4/25/06
TC-65.10	1/21/05	MT-98.28	10/19/07		
TC-65.11	1/21/05	MT-98.29	10/19/07		
MT-95.30	9/5/06	MT-99.20M	1/30/95		
MT-95.50	9/5/06	MT-105.10	10/18/02		
MT-97.12	9/5/06	MT-105.11	10/18/02		
MT-98.11	10/19/07	TC-72.20	1/21/05		

FEDERAL PROJECT NO.
E034(763)

PID NO.
22510

CONSTRUCTION PROJECT NO.

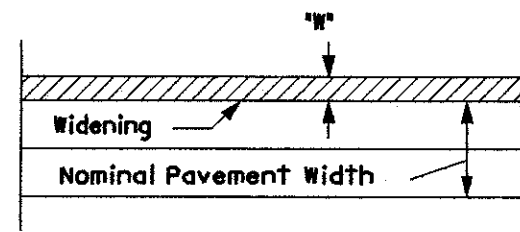
TITLE SHEET

GAL-35-3.79

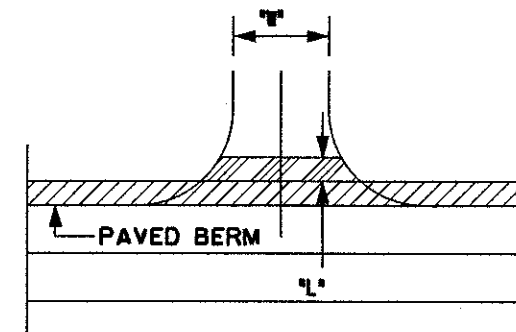
GAL - US-35-3.79
090227 PID - 22510
Dist 10 4/15/2009

80/03/01 TLL5CTV9

EXTRA AREA AND DEDUCTIONS



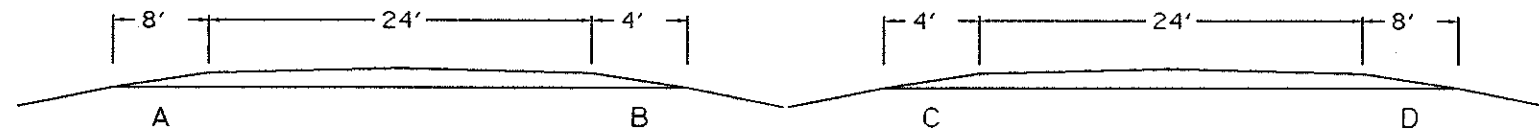
WIDENING (CURVES, ETC.)



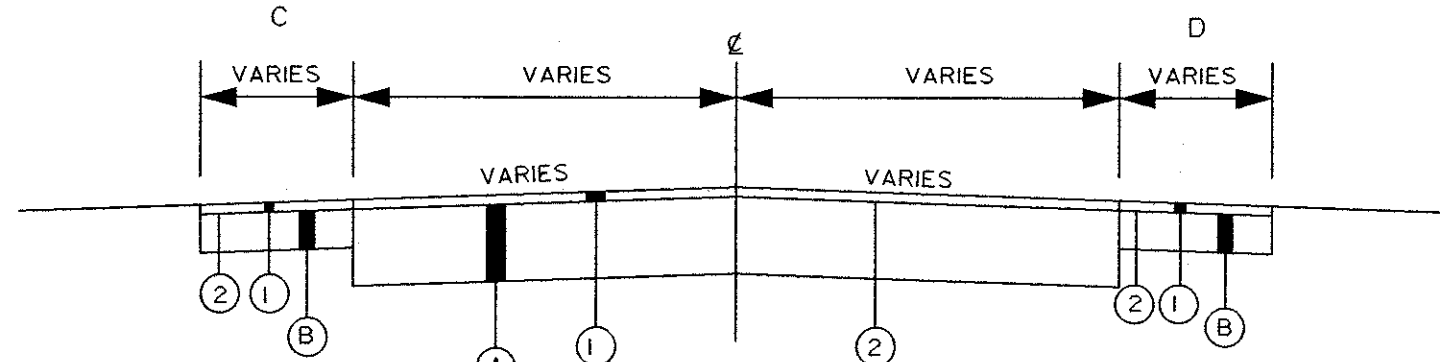
INTERSECTIONS

[illegible]

TYPICAL I



TYPICAL 2



- (A) - EXISTING PAVEMENT
(B) - EXISTING PAVED BERM

NORMAL SECTION

- ① 442 ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (446)
- ② 254 PAVEMENT PLANING, ASPHALT CONCRETE.

1. ITEM 209 LINEAR GRADING, AS PER PLAN

Excavation material shall be disposed of as indicated in the plan and within a period of 5 working days after the shoulder paving is in place.

- ☒ a. Used to back up shoulders where required; the balance to be disposed as directed by the Engineer.
- ☐ b. Disposed of by the Contractor at his own responsibility outside the limits of the right of way.
- ☐ c. Wasted adjacent to the pavement and within the right of way as directed by the Engineer.

2. ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2
Prior to placing a bituminous mixture for shoulder paving, the edge of the existing pavement, for the full depth of the trench, shall be coated with bituminous material in accordance with 401.14.
3. ITEM 301 BITUMINOUS AGGREGATE BASE
May be used in lieu of Item 448 Asphalt Concrete Intermediate Course, Type 2.
4. FOR ADDITIONAL DETAILS SEE DRAWING SHEET --

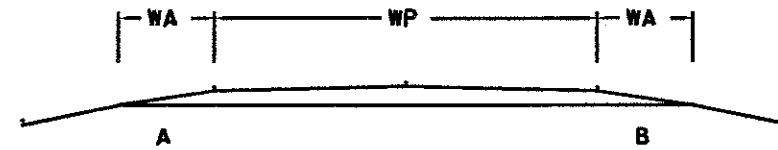
Trench excavation for paved berms shall be performed only on one side of the pavement at a time. The operation and open trench shall be adequately maintained and protected at all times and closed up at the end of each working day.

** Linear grading will be measured by the station along each edge of pavement.

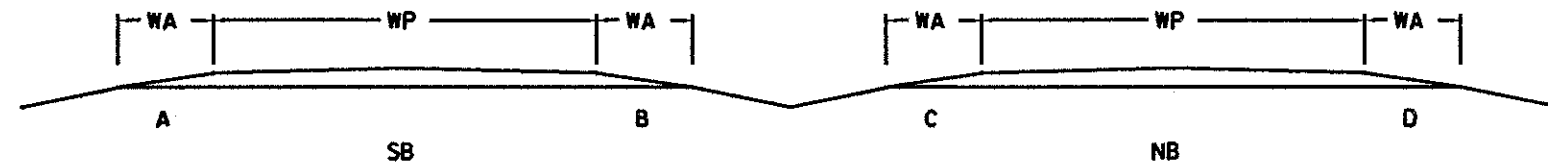
[illegible]

SHOULDER TREATMENT

TYPICAL 1



TYPICAL 2



* NOTES

1. SEAL COAT: After completion of the mix the Seal Coat shall be applied when directed by the Engineer.
2. PRIME COAT: A minimum of 36 hours shall elapse after completion of Prime Coat before any subsequent treatment.
3. SHIELD: The Contractor shall provide a shield to prevent the spraying or drifting of liquid bituminous material onto the edge of the pavement or edge lines. The attention of the Contractor is directed to 107.12 of the Specifications.
4. FINISHED SURFACE: The final compacted surface will not be higher than the adjacent pavement or paved berm.
5. SPOT BERM PLACEMENT: The berm aggregate shall be placed as needed, but not necessarily the entire length of the roadway section.

**** Estimated quantity - placed as directed by the Engineer.**

*** Estimated quantity based on 2' one side - placed as directed by the Engineer.

SHOULDER DATA

[illegible]

GAL35AC 10/6/08

SHOULDER TREATMENT

GAL-33-3.19

 $\frac{5}{14}$

GENERAL NOTES

UTILITY OWNERSHIP

There are no underground utilities shown on this plan. The nature of the work required by the project will not affect any known underground utilities that exist under or adjacent to the work area.

ITEM 623 - CONSTRUCTION LAYOUT STAKES, AS PER PLAN

When stationing this project for quantity control, the reference in 623.02 to a Registered Professional Engineer or a Registered Surveyor shall be waived. The stakes may be placed by Contractor's personnel using a measuring wheel.

ITEM 644 - EDGE LINE

Location 1 - SLM 3.79 - 8.34
Edge line will be placed 12 feet from the lane line joint on each side

ITEM 614 - TEMPORARY PAVEMENT MARKINGS

The placement of temporary pavement markings on the final overlay shall follow the details for the permanent markings to prevent any conflict. Any temporary pavement markings which conflict with the permanent markings shall be removed at the Contractor's expense to the satisfaction of the Traffic Engineer.

PUBLIC SAFETY

If equipment, vehicles, and material are stored or parked on the highway rights-of-way, locate them not less than 6 feet behind existing guardrail or not less than 30 feet beyond the traveled way unless otherwise permitted by the Engineer. At night if any such materials are stored between the side ditches, or between lines 6 feet behind raised curbs, clearly outline them with dependable lighted devices that are approved by the Engineer.

TRAFFIC DATA

Location 1
Total Vehicles - 10430
Total Trucks - 33.0%

BRIDGE DECKS

Resurfacing on all bridge decks shall be omitted. Approaches that have existing asphalt shall be removed and overlaid with new asphalt.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

Location 1 - GAL-35 SLM 3.79 - 8.34 - Plane mainline and berms. Remove 1.50" +/- 0.25".

Plane Rest Area 10-35 (WB) & 10-36 (EB) and associated ramps. Remove 2.0" +/- 0.25" from the parking areas and 1.50" 1.50" +/- 0.25" from the associated ramps. Plane roadway and berms on the four (4) on/off ramps at SR 325. Remove 1.50" +/- 0.25". Plane to edge line on SR 325 at each ramp. See maintenance of traffic note.

The underlying pavement is concrete.

PARKING OF WORKERS VEHICLES

The Contractor's employees shall not park their vehicles adjacent to a lane that is being used for passing motorists.

CONVERSION OF METRIC STANDARD DRAWINGS

The metric standard drawings referenced in this plan shall be converted to English units using the SI (Metric) to English conversion factors in section 109.02 of the 2008 Construction Materials Specifications. Conversion shall be precise and shall reflect standard English values where suitable.

ITEM 614 - MAINTAINING TRAFFIC

A minimum of one lane of traffic, in each direction, shall be maintained at all times by use of the existing pavement or completed pavement.

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.

RA 10-35 (WB) & 10-36 (EB), each, shall be closed to all traffic for planing, paving and stripping operations for a maximum of 5 continuous days. Work on one rest area shall be completed before starting the other. Message boards shall be placed ten days in advance of the closure, to notify the traveling public. Work shall be performed before or after the mainline resurfacing is completed.

A vehicle, contractor or private, when used within the traffic control operation, will be equipped with a 360 deg. rotation or amber beacon, clearly visible from a minimum of one quarter mile at all times.

All work and traffic control devices shall be in accordance with 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 plans.

WORK ZONE MARKINGS AND SIGNS

The following estimated quantities have been carried to the general summary for use at various locations identified by the Engineer for work zone pavement markings and signs per requirements of Item 614.

614, Portable Changeable Message Board - 4 Sign-Month
614, Work Zone Speed Limit Sign - 32 Each
614, Work Zone Increased Penalties Sign - 16 Each
614, Replacement Drum - 25 Each

CALCULATED
WHL
CHECKED

GENERAL NOTES

GAL-35-3.79

6
14

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN, ON SITE, FOR THE DURATION OF THE PROJECT. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR (OFFICE OF MATERIALS MANAGEMENT) THIS LIST IS AVAILABLE ON THE ODOT WEBSITE AT <http://www.dot.state.oh.us/testlab/applists/misc/pcms.htm>. THE LIST CURRENTLY CONTAINS CLASS I, II, AND III UNITS WITH MINIMUM LEGIBILITY DISTANCE OF 1250 FT., 850 FT. AND 650 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 PERSONAL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PCMS TRAILERS SHOULD BE DELINEATED ON A PERMANENT BASIS BY AFFIXING RETROREFLECTIVE MATERIAL, IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

THE PORTABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS, PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS 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 FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE HIGH-INTENSITY YELLOW REFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM 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 PERSONAL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED 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 OF PRE-PROGRAMMED 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 ONCE.

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

CONTINUED

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, OCCURED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEY DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS NEXT 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 REQUIRED.

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.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 4 SIGN-MONTH

ITEM 614, MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS)

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

MEMORIAL DAY
FOURTH OF JULY
LABOR DAY

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY 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

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY-WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA-WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN ACCORDANCE WITH CMS 108.07.

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR

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

FOR RAMP RESTRICTIONS DURING PLANING AND PAVING AT SR 325.

FOR RAMP RESTRICTIONS DURING CLOSURE OF EAST BOUND & WEST BOUND REST AREA.

LAW ENFORCEMENT OFFICERS (LEOs) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED. THE LEOs 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 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 MAKE ARRANGEMENTS FOR THESE SERVICES WITH:

OHIO STATE HIGHWAY PATROL
396 JACKSON PIKE
GALLIPOLIS, OHIO 45631
PHONE: 740-446-2433
FAX: 740-446-8830
ATTN: JENNIFER COMPF

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. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR 25 HOURS

THE HOURS PAID SHALL INCLUDE MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

IF CONTRACTORS WISH TO UTILIZE LEOs FOR FLAGGING AND TRAFFIC CONTROL OTHER THAN FOR THAT REQUIRED IN THESE PLANS, THEY MAY DO SO AT THEIR OWN EXPENSE. PAYMENT FOR THE EXCESS ABOVE THE CONTRACT REQUIREMENTS WILL BE INCLUDED UNDER ITEM 614, MAINTAINING TRAFFIC.

ITEM 614 - WORK ZONE SPEED LIMIT SIGN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, COVER DURING SUSPENSION OF WORK, AND SUBSEQUENTLY REMOVE WORK ZONE SPEED LIMIT (R2-1) (55 MPH SPEED LIMIT) SIGNS AND SUPPORTS WITHIN THE WORK LIMITS IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS:

THE CONTRACTOR SHALL COVER OR REMOVE ANY EXISTING SPEED LIMIT SIGNS WITHIN THE REDUCED SPEED ZONE. THESE SIGNS SHALL BE RESTORED DURING SUSPENSION OR TERMINATION OF THE REDUCED SPEED LIMIT. THE EXPENSE OF COVERING OR REMOVAL AND RESTORATION OF EXISTING SPEED LIMIT OR MINIMUM SPEED SIGNS SHALL BE INCLUDED IN THE PAY ITEM FOR THE WORK ZONE SPEED LIMIT SIGNS.

THE WORK ZONE SPEED LIMIT SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN 4 HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN 4 HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 DAYS, SUCH AS DURING WINTER SHUT-DOWNS.

CONSTRUCTION AND MATERIAL SPECIFICATIONS, ITEM 614, PARAGRAPH 614.02(B) INDICATED THAT THE TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, SPEED REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE SPEED REDUCTION IN THE OPPOSITE DIRECTION. SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION, IN SUCH CASE, IS APPROPRIATE ONLY IF CONDITIONS ARE EXPECTED TO HAVE AN IMPACT ON THE DIRECTIONAL TRAFFIC FLOW, AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL ERECT A WORK ZONE SPEED LIMIT SIGN IN ADVANCE OF ANY LANE RESTRICTION EXPECTED TO LAST AT LEAST 30 CONSECUTIVE CALENDAR DAYS, OR AS DIRECTED BY THE ENGINEER. THE SIGN SHALL BE MOUNTED ON BOTH SIDES OF A DIRECTIONAL ROADWAY OF DIVIDED HIGHWAYS. THE FIRST WORK ZONE SPEED LIMIT SIGN SHALL BE PLACED APPROXIMATELY 500 FEET IN ADVANCE OF THE REDUCTION OR SHIFT TAPER OR OTHER ROADWAY OR SHOULDER RESTRICTIONS. ON DIVIDED HIGHWAYS THE SIGN SHALL BE MOUNTED ON THE RIGHT SIDE, APPROXIMATELY 250 FEET IN ADVANCE OF SUCH RESTRICTIONS. THE SIGN SHALL BE REPEATED, ON THE SIDE NEAREST TRAFFIC, EVERY 1 MILE FOR 55 MPH ZONES AND EVERY ONE-HALF MILE FOR 50 MPH AND 45 MPH ZONES. THESE SIGNS SHALL BE ERECTED IMMEDIATELY AFTER EACH OPEN ENTRANCE RAMP WITHIN THE ZONE.

REDUCED SPEED AHEAD SIGNS SHALL BE ERECTED IN ADVANCE OF THE SPEED REDUCTION, APPROXIMATELY 1250 FEET ON MULTI-LANE HIGHWAYS AND 500 FEET ON 2-LANE HIGHWAYS.

A SIGN(S) TO INDICATE THE RESUMPTION OF THE STATUTORY SPEED LIMIT SHALL BE ERECTED AT THE END OF ANY REDUCED SPEED ZONE, TYPICALLY AT THE POINT WHERE THE ROADWAY AND SHOULDER WIDTHS RETURN TO NORMAL. ON UNDIVIDED ROADWAYS, THE R2-1 (45) SIGN SHALL BE USED. ON DIVIDED HIGHWAYS WHERE THE SPEED LIMIT VARIES BY VEHICLE TYPE, THE R2-1 (55) SIGN AND THE R2-H5a (55) SIGNS SHALL BE MOUNTED SIDE-BY-SIDE ON SEPARATE SUPPORTS. THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDING THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE REFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF CMS 730.19.

WORK ZONE SPEED LIMIT SIGNS SHALL BE MOUNTED ON TWO ITEM 630, GROUND MOUNTED SUPPORTS, NO. 3 POSTS.

WORK ZONE SPEED LIMIT SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS INCLUDING THE SIGNS AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION WITHIN THE PROJECT DUE TO CHANGES IN THE SPEED ZONE DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE IN PLACE, WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVING THE SIGNS AND SUPPORTS. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, WORK ZONE SPEED LIMIT SIGN 32 EACH

WORK ZONE INCREASED PENALTIES SIGN

R11-H5A-48 SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. SIGNS SHALL BE MOUNTED AT THE APPROPRIATE OFFSETS AND ELEVATIONS AS PRESCRIBED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THEY SHALL BE MAINTAINED ON SUPPORTS MEETING CURRENT SAFETY CRITERIA.

THE SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN 4 HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN 4 HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTION, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE 4 HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE CONSECUTIVE CALENDAR DAYS, SUCH AS DURING WINTER SHUTDOWNS.

THE SIGNS SHALL BE DUAL MOUNTED. THE FIRST SIGN SHALL BE PLACED BETWEEN THE ROAD WORK AHEAD (W20-1) SIGN AND THE NEXT SIGN IN SEQUENCE. SIGNS SHALL BE ERECTED ON EACH ENTRANCE RAMP AND EVERY 2 MILES THROUGH THE CONSTRUCTION WORK LIMITS. SIGNS ON THE MAINLINE SHALL BE R11-H5a-48. SIGNS USED ON THE RAMPS SHALL BE R11-H5a-24. R11-H5a-24 SIGNS MAY BE USED IN THE MEDIAN IN LIEU OF R11-H5a-48 SIGNS IF IT IS NOT PHYSICALLY POSSIBLE TO PROVIDE R11-H5a-48 SIGNS IN THE MEDIAN.

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD CONDITION, PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE REFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF CMS 730.19.

WORK ZONE SPEED LIMIT SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS INCLUDING THE SIGNS AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION WITHIN THE PROJECT DUE TO CHANGES IN THE SPEED ZONE AS DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK AND REMOVAL OF THE SIGN AND SUPPORT.

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN 16 EACH

ITEM 614 - REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 25 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614 - REPLACEMENT SIGN

FLAT SHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL BY THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED BUT GOOD CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER SQUARE FOOT FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

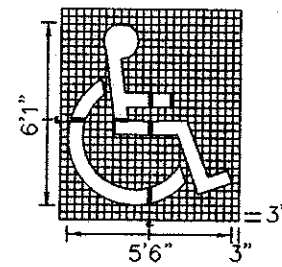
AN ESTIMATED QUANTITY OF 50 SQUARE FEET HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

DATE	
TIME	
LOCATION	
REMARKS	

[illegible][illegible]

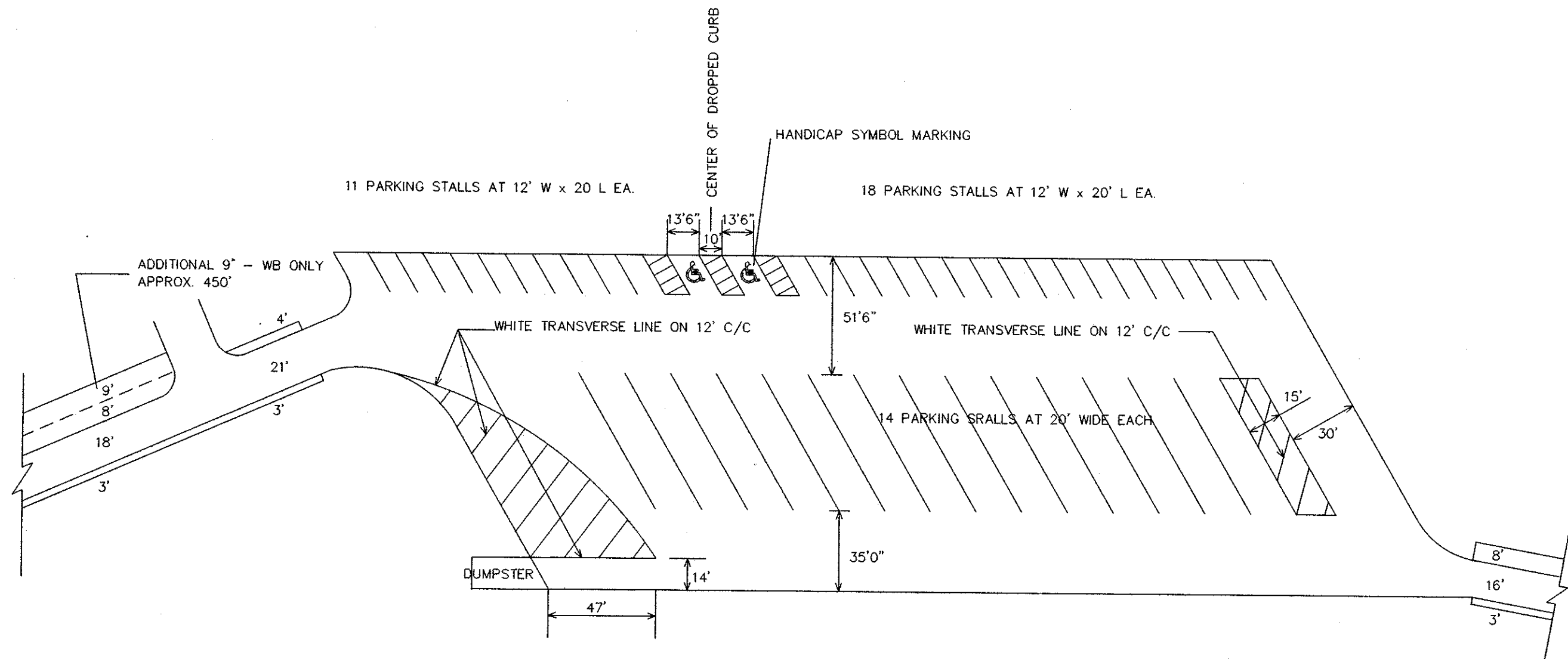
REST AREA 10-35 (WB)

ITEM 644 - HANDICAP SYMBOL MARKING



ITEM 644 - HANDICAP SYMBOL MARKING
ITEM 644 - PARKING LOT STALL MARKING
ITEM 644 - TRANSVERSE/DIAGONAL LINE

2 EACH
1787 FEET
630 FEET



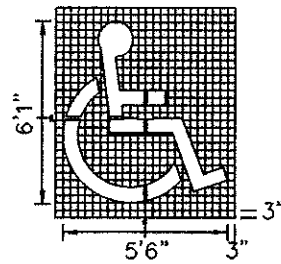
PAVEMENT MARKING - REST AREA (WB)

GAL-35-3.79

10
14

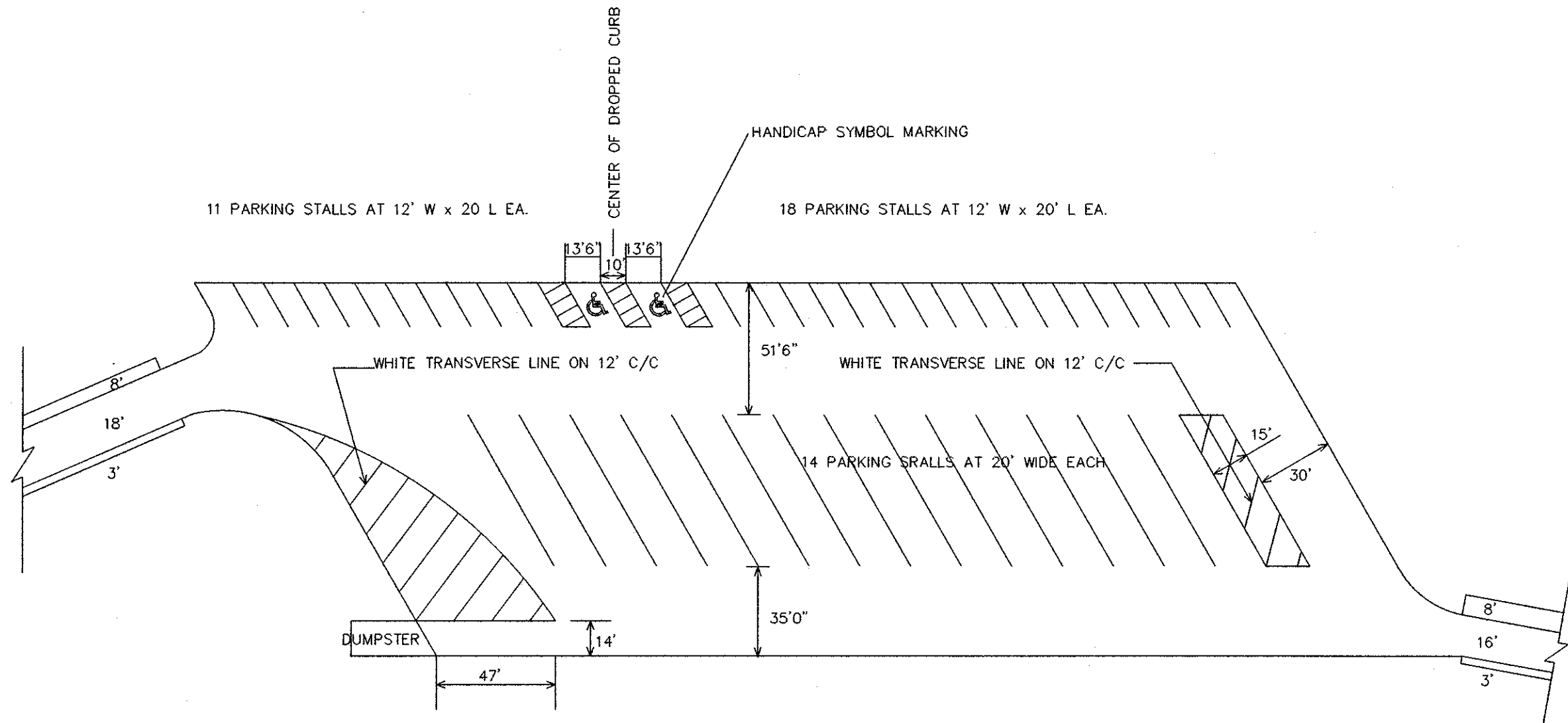
REST AREA 10-36 (EB)

ITEM 644 - HANDICAP SYMBOL MARKING



ITEM 644 - HANDICAP SYMBOL MARKING
ITEM 644 - PARKING LOT STALL MARKING
ITEM 644 - TRANSVERSE/DIAGONAL LINE

2 EACH
1787 FEET
630 FEET



PAVEMENT MARKING - REST AREA (EB)

GAL-35-3.79

14

CALCULATED	WH	CHECKED	---
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Detail	TC-65.11
6	Stop Approach
7	Approach W/Left Turn Lane
8	Thru Approach
13	Two Way Left Turn
14	One Lane Bridge
15	Horizontal Curve

GAP	Centerline at 80 ft. Typical

[illegible]

RAISED PAVEMENT MARKERS

GAL-35-3.79

$$\frac{12}{14}$$

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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GENERAL SUMMARY



GENERAL SUMMARY

ITEM	LOCATION NUMBER											ITEM	ITEM EXT	GRAND TOTAL LOC 1	UNIT	DESCRIPTION
	1															
617	203											617	10100	203	CUBIC YARD	COMPACTED AGGREGATE
617	3.0											617	25000	3.0	M. GALLON	WATER
621	745											621	00100	745	EACH	RPM
621	712											621	54000	712	EACH	RAISED PAVEMENT MARKER REMOVED
618	18.20											618	40600	18.20	MILE	RUMBLE STRIPS, (ASPHALT CONCRETE)
644	20.44											644	00100	20.44	MILE	EDGE LINE
644	9.46											644	00200	9.46	MILE	LANE LINE
644	3574											644	01200	3574	FOOT	PARKING LOT STALL MARKING
644	3205											644	00400	3205	FOOT	CHANNELIZING LINE
644	135											644	00500	135	FOOT	STOP LINE
644	1345											644	01500	1345	FOOT	DOTTED LINE, 4"
644	1260											644	00700	1260	FOOT	TRANSVERSE/DIAGONAL LINE
644	4											644	01600	4	EACH	HANDICAP SYMBOL MARKING
614												614	11000	LUMP	LUMP	MAINTAINING TRAFFIC
623												623	10001	LUMP	LUMP	CONSTRUCTION LAYOUT STAKES, AS PER PLAN
624												624	10000	LUMP	LUMP	MOBILIZATION

ALIGNMENT AND PROFILE:
The work proposed by this project is for the resurfacing of the existing pavement. The alignment of the existing pavement will not be changed, and the profile of the proposed surface will be similar to that of the existing pavement except that it will be raised an amount equal to the thickness of the resurfacing course or courses specified in these plans.

INTERMEDIATE COURSE, SPOT LEVELING AND PATCHING:
This material shall be placed in a separate operation where and as directed by the Engineer.

RAILROAD CROSSINGS & BRIDGE TREATMENT:
The new surface course shall be feathered or butt jointed to meet the profile as specified by the Engineer.

TACK COAT:
The rate of application of tack coat shall be subject to adjustment, as directed by the Engineer. Plan quantities indicate an average application rate of 0.05 gallon per sq. yd. for estimating purposes only.

TRAFFIC:
Traffic shall be maintained at all times. The length of restricted traffic zones shall be kept to a minimum consistent with the specification requirements for protection of completed courses.