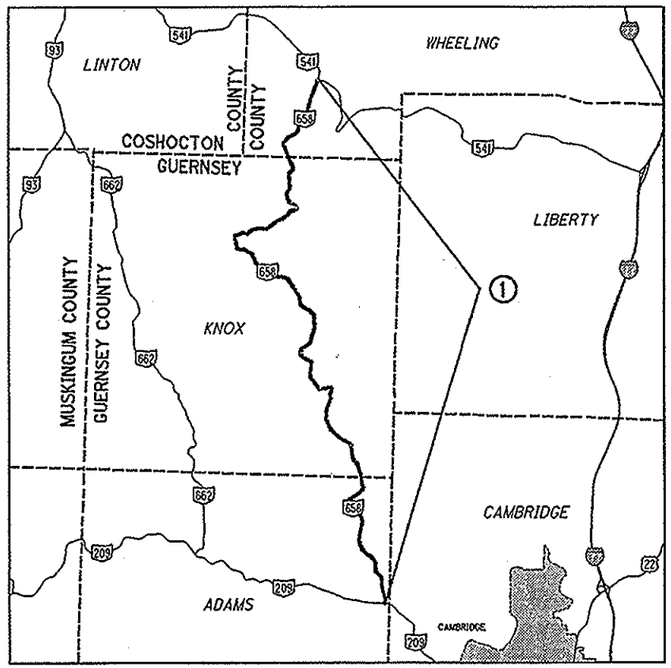


LOCATION MAP

LATITUDE: 40° 6' 47" LONGITUDE: 81° 39' 2"

PORTION TO BE IMPROVED ----------

DESIGN DESIGNATION	LOCATION 1 0.00-11.02
Functional Classification	RMC
Opening Year ADT (2015)	580
Design Year ADT (2027)	620
Design Hourly Volume (2027)	60
Directional Distribution	56%
Trucks (24 Hour B&C)	40%
Design Speed	55mph
Legal Speed	55mph

RMC = RURAL MAJOR COLLECTOR

DESIGN EXCEPTIONS: NONE

UNDERGROUND UTILITIES
CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG
CALL
1-800-362-2764
(TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY
OIL & GAS PRODUCERS PROTECTIVE SERVICE CALL: 1-800-925-0988

PLAN PREPARED BY:
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 5 PLANNING & ENGINEERING

ENGINEER'S SEAL

STATE OF OHIO
DOUGLAS N. MORGAN
E-63839
REGISTERED PROFESSIONAL ENGINEER

SIGNED: Douglas N Morgan
DATE: 2-25-2015

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

GUE-658-0.00

ADAMS, KNOX, AND WHEELING TOWNSHIPS

GUERNSEY COUNTY

PROJECT DESCRIPTION:
ASPHALT CONCRETE RESURFACING AND RELATED WORK ON S.R. 658 IN GUERNSEY COUNTY.

Project Earth Disturbed Area =
N/A (Maintenance Project)
Estimated Contractor Earth Disturbed Area =
N/A (Maintenance Project)
Notice of Intent Earth Disturbed Area =
N/A (Maintenance Project)

LOCATION	COUNTY	ROUTE	BEGIN SLM	END SLM	LENGTH MILES	CITY/VILLAGE
1	GUE	658	0.00	11.06	11.06	

INDEX OF SHEETS:

2013 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	7/18/14	TC-65.10	1/17/14	800	4-17-15
BP-4.1	7/19/13	TC-65.11	7/18/14	832	1-17-14
		TC-71.10	1/17/14		
MT-97.10	7/18/14				
MT-97.12	7/18/14				
MT-99.20	7/19/13			SPECIAL PROVISIONS	
MT-101.90	7/18/14				
MT-105.10	7/19/13				

APPROVED Dave Ray, P.E., P.S.
DATE 3-2-15 DISTRICT DEPUTY DIRECTOR

APPROVED Jerry Wray
DATE 3-20-15 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. E131(464)
PID NO. 96824
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT N/A
GUE-658-0.00
1/20

GUE - SR 658-00.00
150338 PID - 96824
Dist 5 6/4/2015

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

P:\GUE\96824\Design\Roadway\Plan_Sheets\General\96824_M12_001.dgn

CALCULATED JKN CHECKED DNM

GENERAL NOTES

UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

NOTIFICATION OF ROAD CLOSURE OR RESTRICTION

THE CONTRACTOR WILL ADVISE THE PROJECT ENGINEER A MINIMUM OF TWENTY ONE (21) DAYS PRIOR TO THE FOLLOWING: THE START OF CONSTRUCTION ACTIVITIES, LANE RESTRICTIONS, LANE CLOSURES, AND OR ROAD CLOSURES. THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE FOLLOWING:

DISTRICT PUBLIC INFORMATION OFFICER (PIO) BY FAX AT (614) 887-4510 OR EMAIL AT D05.PIO@DOT.STATE.OH.US

DISTRICT PERMIT SECTION BY FAX AT (614) 887-4525 OR EMAIL AT BRIAN.BOSCH@DOT.STATE.OH.US

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

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

PAVEMENT MARKING

STOP LINES, CROSSWALK LINES, CHANNELIZING LINES, ETC., SHOWN IN THE PLANS ARE TAKEN FROM EXISTING MARKINGS. THE CONTRACTOR SHALL DOCUMENT ALL OF THE EXISTING PAVEMENT MARKING LOCATIONS THAT WILL BE REMOVED/OBLITERATED DURING THIS PROJECT. THE CONTRACTOR SHALL PLACE NEW PAVEMENT MARKINGS AT THE LOCATION OF THE EXISTING MARKINGS UNLESS OTHERWISE DIRECTED BY THE ENGINEER. DOCUMENTATION OF PAVEMENT MARKING SHALL BE SUPPLIED TO THE ENGINEER BEFORE COMMENCEMENT OF ANY OPERATION WHICH WILL REMOVE/OBLITERATE MARKINGS. THE METHOD OF DOCUMENTATION SHALL BE APPROVED BY THE ENGINEER IN ORDER TO PROVIDE AN ACCEPTABLE TOLERANCE BETWEEN THE EXISTING AND PROPOSED PAVMENT MARKINGS.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED PAVEMENT 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 SISTRICT 5 OFFICE.

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.

IN ADDITION TO PREPARING THE SHOULDER FOR PAVING, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE FROM THE ROADWAY SURFACE TO THE SHOULDER BREAK. THE EXISTING ROADWAY SHOULDERS SHALL BE GRADED AND SHAPED USING A GRADER OF ADEQUATE SIZE TO PERFORM THE WORK TO THE SATISFACTION OF THE ENGINEER.

ALL EXCESS MATERIAL REMAINING AROUND GUARDRAIL AND OTHER AREAS AFTER THE GRADER WORK IS COMPLETED AND NOT DISPOSED OF ON THE SITE, SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. ALL EQUIPMENT, LABOR, OR INCIDENTALS REQUIRED TO COMPLETE THIS ITEM SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICE BID FOR ITEM 209 PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN.

THIS WORK MAY BE INTERMITTENT AND SPREAD THROUGHOUT THE PROJECT LIMITS, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL ONLY BE PAID FOR INTERSECTIONS AND GAPS IF THEY ARE WITHIN THE LIMITS OF A SECTION MARKED BY THE ENGINEER FOR GRADING.

ALL LINEAR GRADING WORK BEYOND THE 10 INCH WIDE STRIP FOR THE SAFETY EDGE, SHALL BE DONE BEFORE PLACING THE ASPHALT SURFACE COURSE.

ITEM 253 PAVEMENT REPAIR

AN ESTIMATED QUANTITY FOR PAVEMENT REPAIR HAS BEEN INCLUDED IN THE PLAN TO BE USED AS DIRECTED BY THE ENGINEER. REPAIRS SHALL TAKE PLACE PRIOR TO ANY PLANING OPERATIONS OR PLACING OF CHIP SEAL COURSE. THE INTENT OF THIS OPERATION IS TO REPAIR THOSE AREAS OF PAVEMENT WHICH HAVE COMPLETELY FAILED (PUMPING OF SUB-BASE MATERIAL) AND NOT TO CORRECT SURFACE IRREGULARITIES. DEPTH OF EXCAVATION SHALL BE 7". THE MINIMUM WIDTH SHALL BE 4 FT.

THERE WILL BE SOME AREAS REQUIRING THE FULL LANE WIDTH TO BE REPAIRED.

AFTER EXCAVATION HAS BEEN COMPLETED, THE FACE OF THE REPAIR SHALL BE COATED WITH 407 TACK COAT. REPLACEMENT MATERIAL WILL BE 7" OF ITEM 301 ASPHALT CONCRETE BASE, PG64-22 (PLACED AND COMPACTED IN TWO LIFTS).

REPAIR QUANTITIES MAY BE USED ON THE MAINLINE PAVEMENT OR ON PAVED SHOULDERS. ALL EXCAVATION, MATERIALS, LABOR, EQUIPMENT, TOOLS, TRAFFIC CONTROL AND INCIDENTALS NEEDED TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE PAID FOR UNDER ITEM 253 PAVEMENT REPAIR.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE SUB-SUMMARIES FOR THE ABOVE DESCRIBED PURPOSE.

ITEM 253 PAVEMENT REPAIR
LOCATION 1 – 7,500 CU YD

ITEM 407 TACK COAT

THE RATE OF APPLICATION OF THE 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.075 GALLONS PER SQUARE YARD FOR ESTIMATING PURPOSES ONLY.

ITEM 407 TACK COAT FOR INTERMEDIATE COURSE

THE RATE OF APPLICATION OF THE 407 TACK COAT FOR INTERMEDIATE COURSE SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.05 GALLONS PER SQUARE YARD FOR ESTIMATING PURPOSES ONLY.

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 GALLON PER SQUARE YARD 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 422 SINGLE CHIP SEAL, AS PER PLAN

THE CONTRACTOR IS REQUIRED TO HAVE A ONE DAY WAITING PERIOD BETWEEN THE TIME THE SINGLE CHIP SEAL INTERLAYER IS PLACED AND THE OVERLAYING ASPHALT CONCRETE COURSES ARE PLACED. AFTER THE ONE DAY WAITING PERIOD, THE CONTRACTOR HAS A MAXIMUM OF 5 CALENDAR DAYS TO COVER UP THE CHIP SEAL.

THE CONTRACTOR SHALL NOT BE REQUIRED TO REMOVE THE EXISTING PAVEMENT MARKINGS BEFORE PLACING THE SINGLE CHIP SEAL INTERLAYER.

ITEM 516, 2" DEEP JOINT SEALER, AS PER PLAN (A)

THE CONTRACTOR SHALL PLACE A 1" X 2.0" DEEP BEAD OF JOINT SEALER (AS PER 705.04) AT THE LOCATIONS SHOWN IN PLANS. THE CONTRACTOR SHALL SAW CUT A CHANNEL FOR THE JOINT SEALER. THE COST FOR SAW CUTTING THE CHANNEL FOR THE JOINT SEALER SHALL BE INCLUDED FOR PAYMENT WITH ITEM 516, 2" DEEP JOINT SEALER, AS PER PLAN (A).

ITEM 617 COMPACTED AGGREGATE, AS PER PLAN

ALL AGGREGATE SHALL BE 100% CRUSHED LIMESTONE. ALL QUALITY REQUIREMENTS EXCEPT SHALE SHALL BE WAIVED. OTHER GRADATION REQUIREMENTS SHALL BE AS SPECIFIED EXCEPT THE PLASTICITY INDEX SHALL BE WAIVED. IF SO PERMITTED, THE CONTRACTOR MAY USE RECYCLED ASPHALT CONCRETE PAVEMENT (RACP MEETING REQUIREMENTS OF 617.02) IN LIEU OF CRUSHED LIMESTONE.

ITEM 621 RAISED PAVEMENT MARKER REMOVED

RPM REMOVAL SHALL NOT OCCUR SOONER THAN 10 DAYS PRIOR TO RESURFACING OF THE ROADWAY. ALL RPM'S REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

PART WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC ABD TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSE. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1

GUE-658-0.00

RESIDENTIAL AND COMMERCIAL DRIVES

AN ESTIMATED QUANTITY OF ITEM 441 ASPHALT CONCRETE, HAS BEEN INCLUDED IN THE PLAN TO BE USED AS DIRECTED BY THE ENGINEER TO PAVE APPROACH AREAS TO EXISTING DRIVEWAYS. PAVING SHALL EXTEND AN AVERAGE OF 4' INTO THE DRIVEWAY (MEASURED FROM THE EDGE OF PAVEMENT OR PAVED SHOULDER IF PRESENT), WITH THE MAXIMUM DISTANCE TO BE DIRECTED BY THE ENGINEER, IN ORDER TO PROVIDE A SMOOTH TRANSITION AND/OR ELIMINATE SHORT DISTANCES OF UNDESIRABLE PROFILE. ABRUPT CHANGES IN DRIVEWAY PROFILE ARE NOT PERMITTED, THEREFORE, A QUANTITY OF ITEM 304 AGGREGATE BASE HAS BEEN PROVIDED TO BE USED AS DIRECTED BY THE ENGINEER TO PROVIDE A SMOOTH TRANSITION.

FIELD DRIVES AND OIL WELL DRIVES SHALL NOT BE PAVED.

GRAVEL DRIVES SHALL BE PAVED BACK AN AVERAGE OF 4' INTO THE DRIVE-WAY UNLESS OTHERWISE DIRECTED BY THE ENGINEER. CONCRETE AND ASPHALT DRIVES SHALL HAVE BUTT JOINTS OR AS SHORT AN ASPHALT TAPER AS POSSIBLE (AVERAGE OF 4') AS DIRECTED BY THE ENGINEER SO AS TO PROVIDE A SMOOTH TRANSITION. GRAVEL DRIVES WITH ASPHALT APRONS SHALL ALSO HAVE BUTT JOINTS OR AS SHORT AN ASPHALT TAPER AS POSSIBLE (AVERAGE OF 4') BUT ONLY IF THE EXISTING ASPHALT APRON IS IN AN ACCEPTABLE CONDITION TO BE PAVED OVER AS DIRECTED BY THE ENGINEER. IF THE ASPHALT APRON CANNOT BE PAVED OVER (FOR EXAMPLE, BROKEN INTO SMALL PIECES) AS DETERMINED BY THE ENGINEER, IT SHALL BE REMOVED BEFORE BEING PAVED BACK 4' INTO THE DRIVEWAY. ALL GRADING, PRIME OR TACK COAT, MATERIALS, LABOR, EQUIPMENT TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE DRIVES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEMS LISTED BELOW.

BUTT JOINT AT THE END OF ALL DRIVEWAYS SHALL BE 1.25" TO ACCOMMODATE 1.25" SURFACE COURSE. INTERMEDIATE COURSE SHOULD BE PLACED WITH AN AVERAGE THICKNESS OF 0.875", TAPERING FROM 1.75" AT THE MAINLINE TO 0.00" AT THE END OF THE DRIVE.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE SUB-SUMMARIES FOR THE ABOVE DESCRIBED PURPOSE.

ITEM 304 AGGREGATE BASE
LOCATION 1 – 10 CU YD

ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG 70-22M
LOCATION 1 – 34 CU YD

ITEM 441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)
LOCATION 1 – 24 CU YD

ITEM 202 WEARING COURSE REMOVED
LOCATION 1 – 970 SQ YD

MAIL BOX TURN OUTS

A QUANTITY OF ASPHALT CONCRETE HAS BEEN PROVIDED IN THE PLAN TO COVER MAIL BOX TURN-OUTS. TURN-OUTS SHALL BE PAVED AS SHOWN IN THE DETAIL IN DRAWING BP-4.1. ANY EXTRA GRADING OF THE SHOULDERS, PRIME OR TACK COAT, MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE MAIL BOX TURN OUTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEMS LISTED BELOW.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE SUB-SUMMARIES FOR THE ABOVE PURPOSES.

ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG 70-22M
LOCATION 1 – 25 CU YD

ITEM 441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)
LOCATION 1 – 34 CU YD

SAFETY EDGE PLAN NOTE

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 TRANS TECH 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.advantaedgepaving.com

Carlson Safety Edge End Gate
18425 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 TURNO
UTS OR OTHERWISE AUTHORIZED BY THE ENGINEER.

IN ADDITION TO THE REQUIREMENTS OF 401.16, MAKE THE FIRST ROLLER PASS 8 TO 12 INCHES (200 TO 300 mm) AWAY FROM TAPERED EDGE. DO NOT ROLL THE TAPER.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE SUB-SUMMARIES TO PROVIDE EXTRA ASPHALT FOR CONSTRUCTION OF THE SAFETY EDGE:

ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG 70-22M

LOCATION 1 – 161 CU YD

CALCULATED JKN CHECKED DNM

GENERAL NOTES

GUE-658-0.00

3
20

CALCULATED JKN
CHECKED DNM

MAINTAINING TRAFFIC

A MINIMUM OF 1 LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON S.R. 658 BY USE OF THE EXISTING PAVEMENT AND STANDARD DRAWING MT-97.10 OR MT-97.12.

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES INCLUDING REPAIRS.

THE CONTRACTOR SHALL BE LIMITED TO ONLY PERFORMING PAVEMENT REPAIRS ON THIS ROUTE UNTIL AUGUST 15, 2015. ODOT FORCES ARE CURRENTLY PERFORMING SOME MAINTENANCE WORK ALONG THIS ROUTE AND WILLNOT BE FINISHED UNTIL AUGUST 15TH. THE CONTRACTOR SHALL COORDINATE ANY WORK PRIOR TO AUGUST 15TH WITH THE ODOT GUERNSEY COUNTY MANAGER. THE CONTRACTOR SHALL CALL (740)-432-7586 TO CONTACT THE GUERNSEY COUNTY MANAGER.

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.

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

BUTT JOINT

A BUTT JOINT WILL BE REQUIRED AT LOCATIONS SPECIFIED BELOW AND AT THE EXTRA AREAS WITH WEARING COURSE REMOVED.

BUTT JOINTS SHALL BE AS PER STANDARD CONSTRUCTION DRAWING BP-3.1 UNLESS OTHERWISE SHOWN IN THE PLANS.

MINIMUM LENGTH FOR ASPHALT WEDGE AT BUTT JOINTS SHALL BE 10'.

LOCATION	ROUTE	DESCRIPTION	S.L. M.	ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC CU. YD.
1	S.R. 658	BEGIN PROJECT	0.00	0.9
		GUE-658-0149	1.49	1.8
		GUE-658-0489	4.89	1.8
		GUE-658-0546	5.46	1.8
		GUE-658-1099/ END PROJECT	10.99	1.8
		SUBTOTAL		8.1
	S.R. 658	**TOTAL**		**8.0**

GRINDING FOR BUTT JOINTS SHALL BE INCLUDED FOR PAYMENT WITH ITEM 202 WEARING COURSE REMOVED.

DROPOFFS IN WORK ZONES

DROPOFFS THAT DEVELOP DURING CONSTRUCTION OPERATIONS AND THAT ARE NOT OTHERWISE PROVIDED FOR IN THE PLANS SHALL BE TREATED AS SHOWN ON STANDARD DRAWING MT-101.90. WHERE THE PLANS DO NOT PROVIDE SPECIFIC ITEMS FOR LABOR, EQUIPMENT, OR MATERIALS TO IMPLEMENT THE DROP-OFF TREATMENTS SPECIFIED, THEY SHALL BE INCLUDED FOR PAYMENT IN THE LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614 WORK ZONE PAVEMENT MARKINGS

THE CONTRACTOR SHALL PLACE ALL WORK ZONE PAVEMENT MARKINGS IN ACCORDANCE WITH THE CURRENT CMS MANUAL AND STANDARD CONSTRUCTION DRAWINGS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

ONLY ITEM 614 WORK ZONE LANE LINE, CLASS II HAS BEEN ITEMIZED IN THE PLAN FOR USE ON PLANED SURFACE AND ON INTERMEDIATE COURSE FOR PAVING OPERATION. SURFACE COURSE TEMPORARY MARKINGS SHALL BE PLACED AS PER SPECIFICATIONS AND SHALL BE INCLUDED, ALONG WITH ALL OTHER WORK ZONE PAVEMENT MARKINGS NECESSARY, IN THE LUMP SUM BID FOR MAINTAINING TRAFFIC.

ITEM 614, WORK ZONE MARKING SIGN

IN ACCORDANCE WITH CMS SECTION 614.04, THE QUANTITIES OF WORK ZONE MARKING SIGN HAVE BEEN CARRIED TO THE SUB-SUMMARIES TO BE USED AS DIRECTED BY THE ENGINEER.

W8-H12a (NO EDGE LINES): LOCATION 1 – 38 EACH

R4-1 (DO NOT PASS): LOCATION 1 – 38 EACH

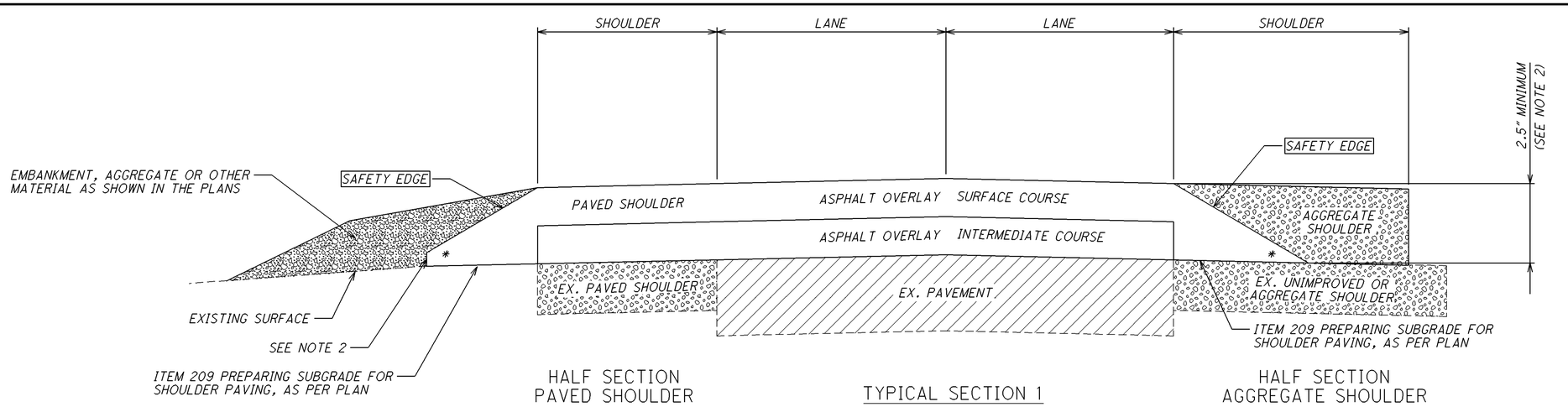
ITEM 614, WORK ZONE MARKING SIGN

LOCATION 1 – 76 EACH

IN ADDITION, THE CONTRACTOR SHALL ERECT A "GROOVED PAVEMENT" SIGN 250 FEET IN ADVANCE OF ANY SECTION OF ROADWAY WHERE TRAFFIC MUST TRAVEL ON A PLANED SURFACE. ENSURE THESE SIGNS ARE IN PLACE BEFORE OPENING THE ROADWAY TO TRAFFIC. ERECT THESE SIGNS AT INTERSECTIONS OF THROUGH ROUTES TO WARN TRAFFIC OF THIS SURFACE CONDITION. "GROOVED PAVEMENT" SIGNS SHALL BE INCLUDED FOR PAYMENT WITH THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC AS PER CMS SECTION 614.055.

MAINTENANCE OF TRAFFIC NOTES

GUE-658-0.00

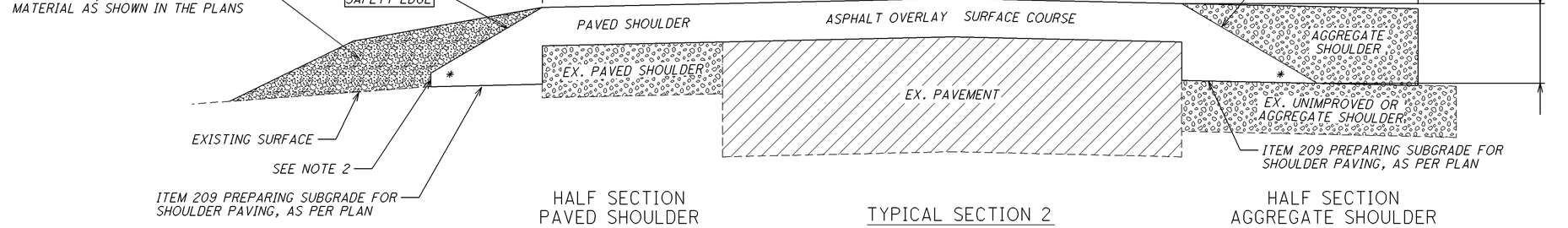


HALF SECTION
PAVED SHOULDER

TYPICAL SECTION 1

N.T.S.

HALF SECTION
AGGREGATE SHOULDER

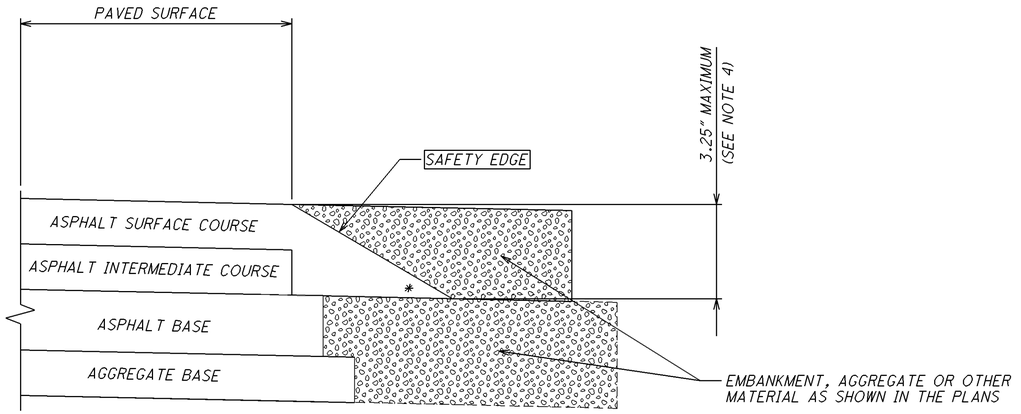


HALF SECTION
PAVED SHOULDER

TYPICAL SECTION 2

N.T.S.

HALF SECTION
AGGREGATE SHOULDER



HALF SECTION
NEW CONSTRUCTION

TYPICAL SECTION 3

N.T.S.

NOTES:

1.) SAFETY EDGES ARE REQUIRED AT THE OUTSIDE EDGES OF THE PAVED ROADWAY (EDGE OF TRAVEL LANE OR EDGE OF PAVED SHOULDER).

2.) CONSTRUCT THE SAFETY EDGE THE FULL ASPHALT CONCRETE OVERLAY THICKNESS OR 2.5" (63MM) WHICHEVER IS GREATER, NOT TO EXCEED THE MAXIMUM SAFETY EDGE THICKNESS OF 6" (150MM). CONSTRUCT A NEAR-VERTICAL FACE BELOW THE SAFETY EDGE FOR THICKNESS GREATER THAN 6" (150 MM).

3.) BLADE AND SHAPE EXISTING SHOULDER MATERIAL TO FORM A UNIFORM SURFACE UNDER THE SAFETY EDGE PRIOR TO PLACEMENT OF THE ASPHALT CONCRETE OVERLAY.

4.) FOR NEW PAVEMENT CONSTRUCT THE SAFETY EDGE THE FULL THICKNESS OF THE SURFACE AND INTERMEDIATE COURSES, NOT TO EXCEED 3.25" (82 MM).

* 40° MAX

CALCULATED ---
CHECKED

SAFETY EDGE DETAIL

GUE-658-0.00

91883_SED_001.DGN 2-26-14

PAVEMENT DATA

LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		PAVEMENT WIDTH	TYPICAL	PAVEMENT AREA	407		422	441 ASPHALT CONCRETE				614
					MILES	LIN. FT.	FT.		SQ. YD.	TACK COAT @ 0.075 GAL./S.Y. GAL.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y. GAL.	SINGLE CHIP SEAL, AS PER PLAN SQ. YD.	THICKNESS INCHES	SURFACE COURSE, TYPE 1, (448), PG 70-22M CU. YD.	THICKNESS INCHES	INTERMEDIATE COURSE, TYPE 2, (448) CU. YD.	WORK ZONE CENTER LINE, CLASS II MILE
1	GUE	S.R. 658	0.00	9.17	9.17	48,417.6	20.0	1	107,594.7	8,069.7	5,379.8	107,594.7	1.25	3,736.0	1.75	5,230.3	18.34
			9.17	9.32	0.15	792.0	22.0	1	1,936.0	145.2	96.8	1,936.0	1.25	67.3	1.75	94.2	0.30
			9.32	11.06	1.74	9,187.2	20.0	1	20,416.0	1,531.2	1,020.8	20,416.0	1.25	708.9	1.75	992.5	3.48
BRIDGE DEDUCTIONS (SEE SHEET 9)									(1,171.2)	(87.8)	(58.5)	(3,495.4)	1.25	(40.7)	1.75	(56.9)	(0.18)
LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)									**128,775.5**	**9,658.3**	**6,438.9**	**126,451.3**		**4,471.5**		**6,260.1**	**21.94**

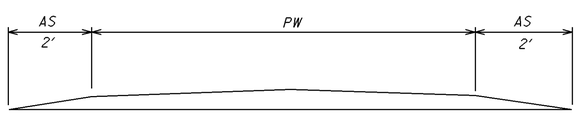
CALCULATED JKN CHECKED DNM

ASPHALT CONCRETE DATA

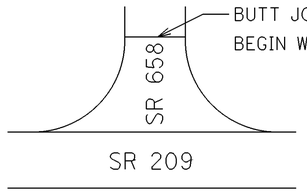
GUE-658-0.00

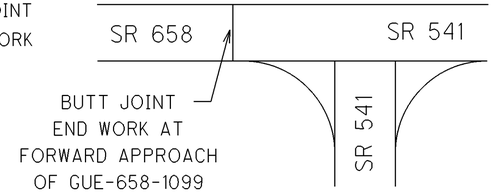
6
20

TYPICAL 1



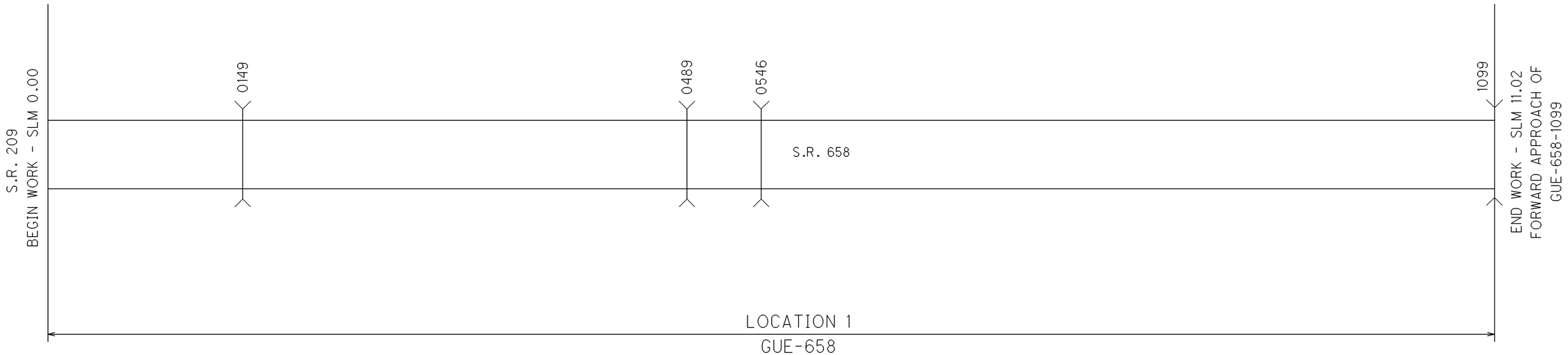
PW = PAVEMENT WIDTH
AS = AGGREGATE SHOULDER





NOTE:

THE PAVEMENT WIDTHS SHOWN IN THE "PAVEMENT DATA" TABLE ON THIS SHEET ARE THE WIDTHS WHICH HAVE BEEN DETERMINED TO HAVE SUFFICIENT ROADWAY BASE FOR PAVING. IF ACTUAL ROADWAY WIDTHS DIFFER, THE ROADWAY SHALL BE PAVED ONLY THE WIDTH SHOWN IN THE AFOREMENTIONED TABLE. IF THE EXISTING ROADWAY IS WIDER THAN THAT WHICH IS SHOWN IN THE TABLE, PAVING SHALL BE CENTERED ABOUT THE FULL WIDTH OF THE ROADWAY AND ANY EXCESS EXISTING PAVEMENT ON THE EDGES SHALL BE COVERED WITH ITEM 617 COMPACTED AGGREGATE. PAVING IN CURBED ROADWAY SECTIONS SHALL BE FROM CURB TO CURB.



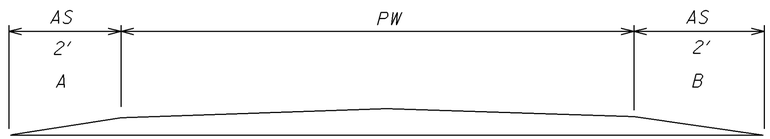
SHOULDER DATA

LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		TYPICAL	PROPOSED WIDTH (FT.)		SHOULDER AREA	209	408	617	
					MILES	LIN. FT.		A	B	SQ. YD.	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN MILE	PRIME COAT @ 0.4 GAL./S.Y. GAL.	COMPACTED AGGREGATE, AS PER PLAN THICKNESS (INCHES)	CU YD
1	GUE	S.R. 658	0.00	11.06	11.06	58,396.8	1	2	2	25,954.1	22.12	10,381.7	3.0	2,162.9
BRIDGE DEDUCTIONS (SEE SHEET 9)						527.0		2	2	(234.2)	(0.20)	(93.7)	3.0	(19.5)
LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)											**21.92**	**10,288.0**		**2,143.4**

CALCULATED JKN CHECKED DNM

SHOULDER DATA

TYPICAL 1

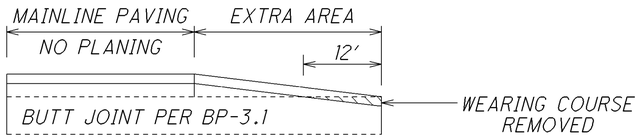


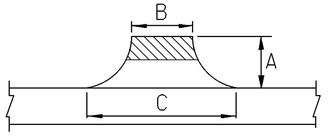
PW = PAVEMENT WIDTH
AS = AGGREGATE SHOULDER

GUE-658-0.00

7
20

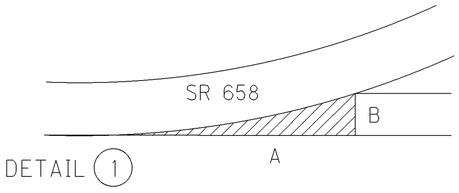
NOTES:
1. AT AREAS WHERE MAINLINE IS NOT BEING PLANED, CREATE A BUTT JOINT PER BP-3.1 FOR EXTRA AREAS. WEARING COURSE REMOVED IS REDUCED IN THESE AREAS, SEE DETAIL PROVIDED.

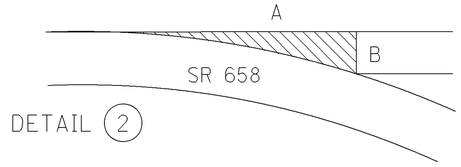




$$AREA = \left[A \frac{(B + C)}{2} \right] / 9$$

▨ - WEARING COURSE REMOVED





EXTRA AREAS

LOCATION	COUNTY	ROUTE	SIDE	DESCRIPTION (#) INDICATES DETAIL NUMBER	INTERSECTIONS DETAIL DIMENSION A	B	C	AREA	202 WEARING COURSE REMOVED	407 TACK COAT @ 0.075 GAL./S.Y.	407 TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y.	441 ASPHALT CONCRETE THICKNESS	SURFACE COURSE, TYPE 1, (448), PG 70-22M	THICKNESS	INTERMEDIATE COURSE, TYPE 2, (448)
					FT.	FT.	FT.	SQ. YD.	SQ. YD.	GAL.	GAL.	IN.	CU. YD.	IN.	CU. YD.
1	GUE	S.R. 658	LT	LOOS LN - TWP RD 6184	25	16	45	84.7	30.7	6.4	2.7	1.25	3.0	0.88 AVG	1.4
			LT	SARCHETS RUN RD - TWP RD 635	50	18	93	308.3	36.0	23.2	13.7	1.25	10.8	0.88 AVG	6.7
			RT	SARCHETS RUN RD - TWP RD 635	50	14	78	255.6	29.0	19.2	11.4	1.25	8.9	0.88 AVG	5.6
			RT	RATLIFF LN - TWP RD 6308	35	12	60	140.0	27.0	10.5	5.7	1.25	4.9	0.88 AVG	2.8
			RT	SIMMONS RD - TWP RD 636	25	15	54	95.8	32.5	7.2	3.2	1.25	3.4	0.88 AVG	1.6
			LT	MANTUA RD - CO RD 614	40	23	90	251.1	44.1	18.9	10.4	1.25	8.8	0.88 AVG	5.1
			RT	MOUNT HERMON RD - CO RD 380 (1)	95	47		248.1	58.8	18.7	9.5	1.25	8.7	0.88 AVG	4.7
			LT	INDIAN CAMP RUN RD - CO RD 616	50	22	59	225.0	35.3	16.9	9.5	1.25	7.9	0.88 AVG	4.7
			LT	TWIN SISTERS RD - CO RD 68 (2)	103	47		268.9	59.1	20.2	10.5	1.25	9.4	0.88 AVG	5.2
			RT	COVERED BRIDGE RD - TWP RD 611	40	15	78	206.7	32.6	15.6	8.8	1.25	7.2	0.88 AVG	4.3
			RT	BIG INDIAN RD - TWP RD 188 (1)	140	28		217.8	35.8	16.4	9.1	1.25	7.6	0.88 AVG	4.5
			LT	SWAN RD - CO RD 814	40	19	78	215.6	37.2	16.2	9.0	1.25	7.5	0.88 AVG	4.4
			LT	BATES RD - CO RD 185 (2)	79	70		307.2	86.3	23.1	11.1	1.25	10.7	0.88 AVG	5.4
			LT	GRAY RD - TWP RD 811	30	18	74	153.3	39.0	11.5	5.8	1.25	5.4	0.88 AVG	2.8
			RT	BIG INDIAN RD - TWP RD 188	35	18	64	159.4	34.6	12.0	6.3	1.25	5.6	0.88 AVG	3.1
			LT	GRAY RD - TWP RD 811 (2)	64	29		103.1	35.1	7.8	3.4	1.25	3.6	0.88 AVG	1.7
			RT	LITTLE INDIAN RD - TWP RD 820	27	19	65	126.0	39.0	9.5	4.4	1.25	4.4	0.88 AVG	2.2
			LT	LITTLE INDIAN RD - TWP RD 820	36	29	93	244.0	52.9	18.3	9.6	1.25	8.5	0.88 AVG	4.7
			LT	WORTHING RD - TWP RD 815	30	15	56	118.3	31.0	8.9	4.4	1.25	4.2	0.88 AVG	2.2
LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)									**776.0**	**280.5**	**148.5**		**130.5**		**73.1**

CALCULATED JKN CHECKED DNM

EXTRA AREA DATA

GUE-658-0.00

8
20

BRIDGE TREATMENT

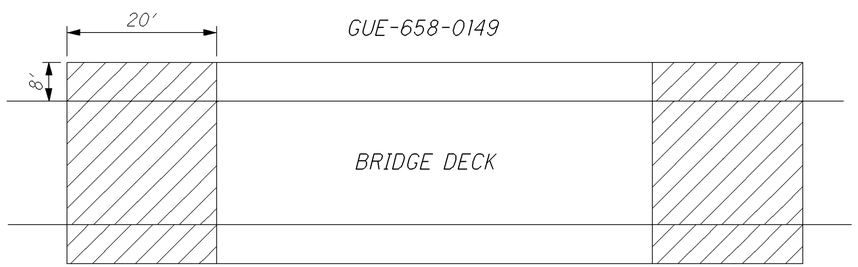
LOCATION 1

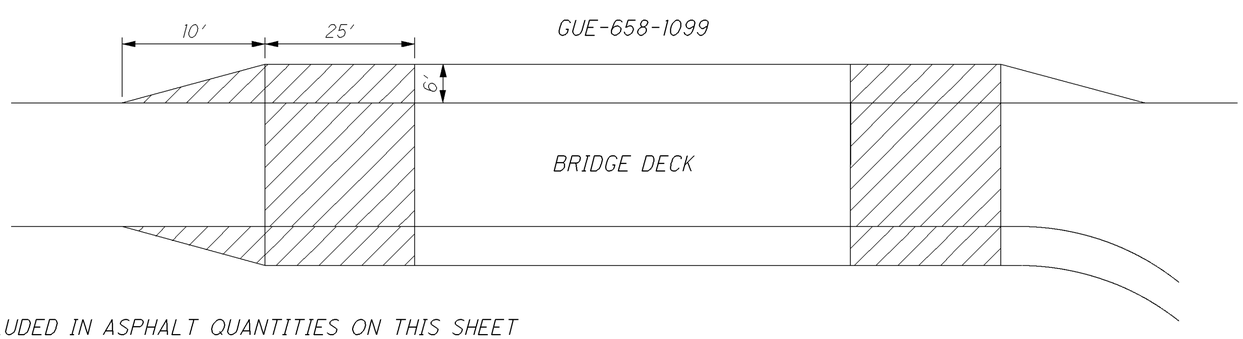
DEDUCTIONS = PAVEMENT/SHOULDER WIDTHS X (BRIDGE LENGTH + APPROACH SLABS)

DETAIL (1) GUE-658-0149 : MILL 1.25", PLACE 1.25" SURFACE
DETAIL (2) GUE-658-0489 : BUTT JOINT AT APPROACH SLABS, TAPER MILL 300'
DETAIL (3) GUE-658-0546 : BUTT JOINT AT APPROACH SLABS, TAPER MILL 300', PERFORM FULL DEPTH REPAIRS AT APP. SLAB/ ROADWAY INTERFACE.
DETAIL (4) GUE-658-1099 : BUTT JOINT AT EXP. JOINT ARMOR, REPAIRS AT BACKWALL, END PROJECT AT REAR APPROACH
SEE SHEETS 18-21 FOR REPAIR DETAILS

BRIDGE DATA																	
LOCATION	COUNTY, ROUTE, BRIDGE NO.	LENGTH (BRIDGE LIMITS)	WIDTH	DECK AREA	APPROACH SLAB LENGTH	APPROACH SLAB WIDTH	APPROACH SLAB AREA (INCLUDES BOTH APPROACH SLABS)	DETAIL (SHEET 10-11)	MAINLINE DEDUCTIONS (CARRIED TO SHEET 6)	202		407	441		516	519	REMARKS
										WEARING COURSE REMOVED		TACK COAT @ 0.075 GAL./S.Y.	THICKNESS	SURFACE COURSE, TYPE 1, (448), PG 70-22M	2" DEEP JOINT SEALER, AS PER PLAN (A)	SPECIAL - PATCHING CONCRETE BRIDGE DECK, TYPE B	
										BRIDGE DECK AND/OR APPROACH SLABS	TAPERED APPROACHES						
		LIN. FT.	LIN. FT.	SQ. YD.	LIN. FT.	LIN. FT.	SQ. YD.		SQ.YD.	SQ. YD.	SQ. YD.	GAL.	INCHES	CU. YD.	FT	SQ. YD.	
1	GUE-658-0149	49.0	36.0	196.0	20.0	36.0	160.0	1	197.8	356.0	1,333.3	26.7	1.25	12.4			
	GUE-658-0489	58.0	32.0	206.2	25.0	32.0	177.8	2	240.0		1,333.3				40.0		
	GUE-658-0546	33.0	32.0	117.3	25.0	32.0	177.8	3	184.5		1,333.3				40.0	20.0	
	GUE-658-1099	197.0	32.0	700.4	25.0	32.0	177.8	4	548.9	184.5	666.7	13.9	1.50	7.7			SEE SHEETS 18-20 FOR BACKWALL REPAIR DETAILS
	BRIDGE DEDUCTIONS								(1,171.2)								TOTAL LENGTH OF SHOULDER DEDUCTION 527 FEET
										540.5	4666.6						
	LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)									**5,207.1**		**40.6**		**20.1**	**80.0**	**20.0**	

ASPHALT QUANTITIES INCLUDE WIDER SHOULDERS ON APPROACH SLAB FOR THE BRIDGES SHOWN
DETAILS NOT TO SCALE





AREA INCLUDED IN ASPHALT QUANTITIES ON THIS SHEET

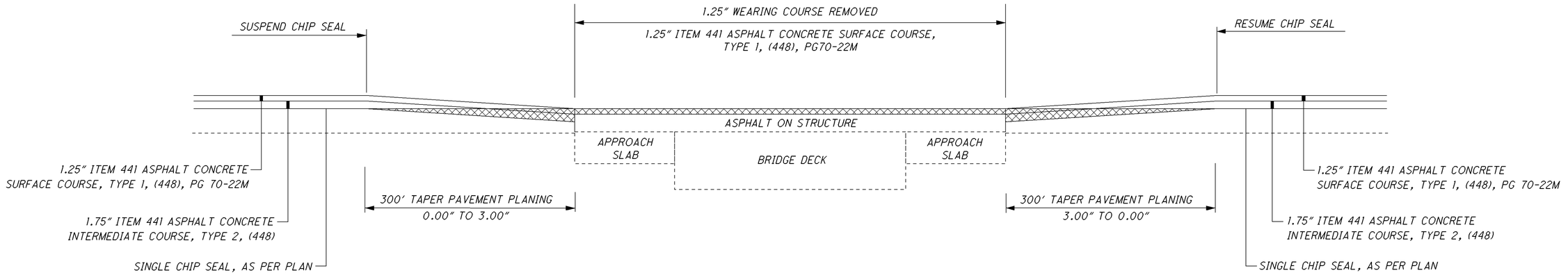
CALCULATED JKN CHECKED DNM

BRIDGE DECK TREATMENT DATA

GUE-658-0.00

9
20

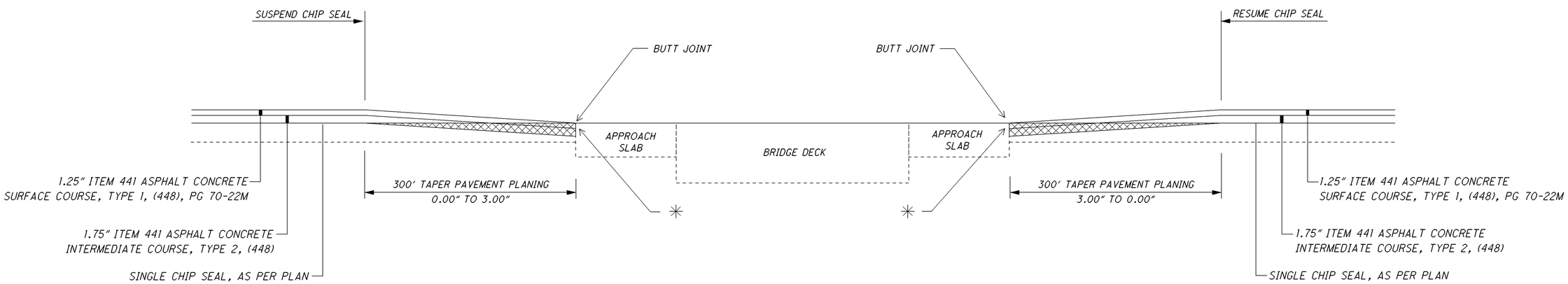
DETAIL 1



GUE-658-0149

REMOVE 1.25" WEARING COURSE, PLACE NEW 1.25" SURFACE COURSE

DETAIL 2



GUE-658-0489

BUTT JOINT AT APPROACH SLABS, TAPER MILL 300'

✳ ITEM 516 2" DEEP JOINT SEALER, AS PER PLAN (A)

ITEM 202 WEARING COURSE REMOVED

DETAILS NOT TO SCALE

CALCULATED JKN CHECKED DNM

BRIDGE DECK TREATMENT DETAILS

BRIDGE

GUE-658-0.00

10
20

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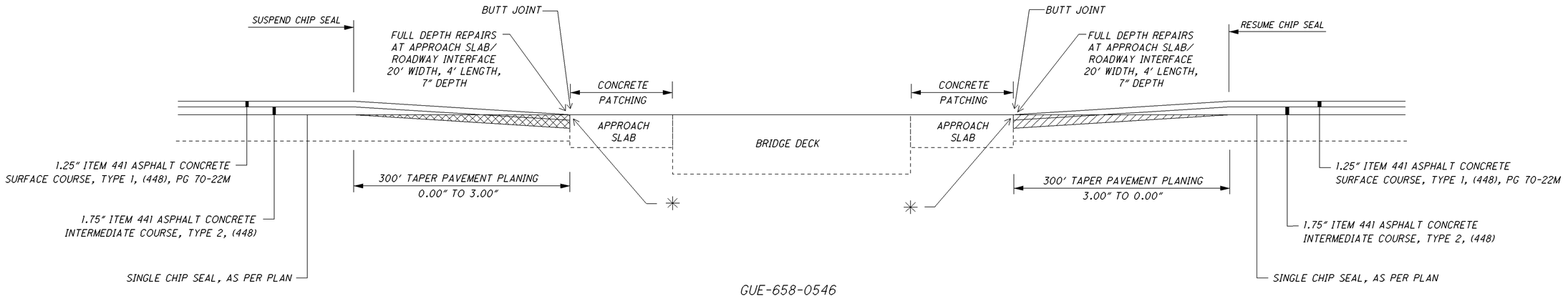
DETAIL 3

NOTE: QUANTITIES FOR FULL DEPTH PAVEMENT REPAIRS INCLUDED IN ITEM 253 PAVEMENT REPAIR

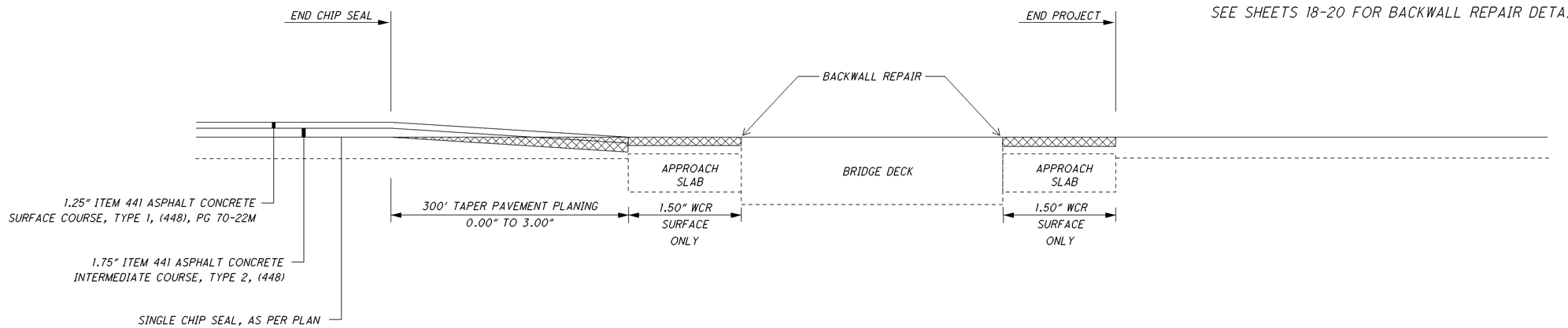


GUE-658-0546

BUTT JOINT AT APPROACH SLABS, FULL DEPTH REPAIRS AT APPROACH SLAB/ ROADWAY INTERFACE, CONCRETE PATCHING ON APPROACH SLABS

DETAIL 4

END PROJECT AT FORWARD APPROACH. FORWARD APPROACH TO SR 541 WILL BE INCLUDED IN FUTURE SR 541 PAVING PROJECT. SEE SHEETS 18-20 FOR BACKWALL REPAIR DETAILS.



GUE-658-1099

BUTT JOINT AT EXP. JOINT ARMOR, REPAIRS AT BACKWALL, END PROJECT AT FORWARD APPROACH

✳ ITEM 516 2" DEEP JOINT SEALER, AS PER PLAN (A)

ITEM 202 WEARING COURSE REMOVED

DETAILS NOT TO SCALE

CALCULATED JKN CHECKED DNM

BRIDGE DECK TREATMENT DETAILS

BRIDGE

GUE-658-0.00

11 / 20

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ITEM 648 EDGE LINE, 4"

LOCATION	COUNTY	ROUTE	S.L.M. FROM	S.L.M. TO	TOTAL LENGTH (MILES)	INFORMATION ONLY WHITE EDGE LINE QUANTITIES TOTAL MILES	INFORMATION ONLY WHITE EDGE LINE QUANTITIES HIGHWAY MILES	TOTAL EDGE LINE (4") MILES	REMARKS
1	GUE	S.R. 658	0.00	11.06	11.06	22.12	22.12	22.12	
LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)								**22.12**	

ITEM 648 CENTER LINE

LOCATION	COUNTY	ROUTE	S.L.M. FROM	S.L.M. TO	TOTAL LENGTH (MILES)	INFORMATION ONLY CENTER LINE QUANTITIES TOTAL MILES	INFORMATION ONLY CENTER LINE QUANTITIES EQUIVALENT SOLID LINE	TOTAL CENTER LINE MILES	REMARKS
1	GUE	S.R. 658	0.00	11.06	11.06	11.06	22.120	11.06	
LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)								**11.06**	

CALCULATED JKN CHECKED DNM

PAVEMENT MARKING DATA (LONG LINE)

GUE-658-0.00

12
20

NOTES
1. AS STATED ON SHEET 2, THE CONTRACTOR SHALL DOCUMENT AND LOCATE EXISTING PAVEMENT MARKINGS. REPLACEMENT MARKINGS SHALL BE PLACED IN THE SAME LOCATIONS UNLESS OTHERWISE NOTED.

ITEM 644 AUXILARY MARKING

LOCATION	COUNTY	ROUTE	SIDE	DESCRIPTION	SLM	STOP LINE (24") FT.	REMARKS
1	GUE	S.R. 658	LT	LOOS LN - TWP RD 6184	0.81	14	PLACE 8' FROM EDGE OF PAVEMENT S.R. 658
			LT	SARCHET RUN RD - TWP RD 635	1.56	20	PLACE 14' FROM EDGE OF PAVEMENT S.R. 658
			RT	SARCHET RUN RD - TWP RD 635	1.56	15	PLACE 15' FROM EDGE OF PAVEMENT S.R. 658
			RT	RATLIFF LN - TWP RD 6308	2.17	12	PLACE 10' FROM EDGE OF PAVEMENT S.R. 658
			RT	SIMMONS RD - TWP RD 636	2.73	14	PLACE 8' FROM EDGE OF PAVEMENT S.R. 658
			LT	MANTUA RD - CO RD 614	3.51	23	PLACE 10' FROM EDGE OF PAVEMENT S.R. 658
			RT	MOUNT HERMON RD - CO RD 380	3.85	20	PLACE 10' FROM EDGE OF PAVEMENT S.R. 658
			LT	INDIAN CAMP RD - CO RD 616	4.90	12	PLACE 18' FROM EDGE OF PAVEMENT S.R. 658
			LT	TWIN SISTERS RD - CO RD 68	4.93	12	PLACE 35' FROM EDGE OF PAVEMENT S.R. 658
			RT	COVERED BRIDGE RD - TWP RD 611	5.56	16	PLACE 10' FROM EDGE OF PAVEMENT S.R. 658
			RT	BIG INDIAN RD - TWP RD 188	5.92	18	PLACE 8' FROM EDGE OF PAVEMENT S.R. 658
			LT	SWAN RD - CO RD 814	7.39	15	PLACE 12' FROM EDGE OF PAVEMENT S.R. 658
			LT	BATES RD - CO RD 185	7.55	10	PLACE 25' FROM EDGE OF PAVEMENT S.R. 658
			LT	GRAY RD - TWP RD 811	7.92	16	PLACE 12' FROM EDGE OF PAVEMENT S.R. 658
			RT	BIG INDIAN RD - TWP RD 188	8.68	12	PLACE 10' FROM EDGE OF PAVEMENT S.R. 658
			LT	GRAY RD - TWP RD 811	9.08	15	PLACE 8' FROM EDGE OF PAVEMENT S.R. 658
			RT	LITTLE INDIAN RD - TWP RD 820	9.16	13	PLACE 12' FROM EDGE OF PAVEMENT S.R. 658
			LT	LITTLE INDIAN RD - TWP RD 820	9.28	27	PLACE 10' FROM EDGE OF PAVEMENT S.R. 658
			LT	WORTHING RD - TWP RD 815	10.72	15	PLACE 12' FROM EDGE OF PAVEMENT S.R. 658
SUBTOTALS						**299**	
LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)						**299**	

CALCULATED JKN CHECKED DNM

PAVEMENT MARKING DATA (AUXILARY MARKINGS)

GUE-658-0.00

DETAIL	SEE STD. DWG. TC-65.11
1	ENTRANCE RAMP
2	EXIT RAMP
3	MULTI-LANE DIVIDED HIGHWAY

DETAIL	SEE STD. DWG. TC-65.11
4	4 LANE DIVIDED TO 2 LANE TRANSITION
5	4 LANE UNDIVIDED TO 2 LANE TRANSITION
6	ONE-LANE BRIDGE
7	STOP APPROACH
8	THROUGH APPROACH
9	TWO-WAY LEFT TURN LANE

DETAIL	SEE STD. DWG. TC-65.11
10	APPROACH WTH LEFT-TURN LANE
11	HORIZONTAL CURVE 40'
12	HORIZONTAL CURVE ALT.
GAP	CENTERLINE AT 80' TYP.

REM=REMARKS

ITEM 621 RPM SUB-SUMMARY

LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		DETAIL	621		INFORMATION ONLY		REMARKS
								RPM	RAISED PAVEMENT MARKER REMOVED	PRISMATIC RETRO-REFLECTOR COLORS		
										ONE-WAY	TWO-WAY	
					MILES	LIN.FT.		EACH	EACH	WHITE	YELLOW / YELLOW	
1	GUE	S.R. 658	0.00	0.16	0.16	845	7	27	27	16	11	AT S.R. 209
			0.16	0.29	0.13	686	GAP	8	8		8	
			0.29	0.42	0.13	686	12	23	23		23	PC 0.38 PT 0.42 L = 211' DEG 26
			0.42	0.68	0.26	1,373	11	7	7		7	PC 0.42 PT 0.68 L = 264' DEG 9
			0.68	0.78	0.10	528	12	16	16		16	PC 0.68 PT 0.70 L = 106' DEG 28
			0.78	0.91	0.13	686	12	23	23		23	PC 0.78 PT 0.82 L = 211' DEG 11
			0.91	1.09	0.18	950	12	32	32		32	PC 0.95 PT 1.01 L = 317' DEG 12
			1.09	1.19	0.10	528	12	12	12		12	PC 1.09 PT 1.12 L = 158' DEG 16
			1.19	1.23	0.04	211	11	5	5		5	PC 1.19 PT 1.23 L = 211' DEG 7
			1.23	1.39	0.16	845	GAP	11	11		11	
			1.39	1.46	0.07	370	11	9	9		9	PC 1.39 PT 1.46 L = 370' DEG 6
			1.46	1.61	0.15	792	12	28	28		28	PC 1.54 PT 1.60 L = 317' DEG 23
			1.61	1.74	0.13	686	12	23	23		23	PC 1.61 PT 1.65 L = 211' DEG 20
			1.74	2.08	0.34	1,795	GAP	22	22		22	
			2.08	2.11	0.03	158	11	4	4		4	PC 2.08 PT 2.11 L = 158' DEG 7
			2.11	2.57	0.46	2,429	GAP	30	30		30	
			2.57	2.80	0.23	1,214	12	37	37		37	PC 2.66 PT 2.71 L = 264' DEG 10
			2.80	2.90	0.10	528	GAP	7	7		7	
			2.90	2.96	0.06	317	11	8	8		8	PC 2.90 PT 2.96 L = 317' DEG 6
			2.96	3.31	0.35	1,848	GAP	23	23		23	
			3.31	3.36	0.05	264	11	7	7		7	PC 3.31 PT 3.36 L = 264' DEG 5
			3.36	3.39	0.03	158	GAP	2	2		2	
			3.39	3.59	0.20	1,056	12	29	29		29	PC 3.48 PT 3.50 L = 106' DEG 23
			3.59	3.62	0.03	158	GAP	2	2		2	
			3.62	3.65	0.03	158	11	4	4		4	PC 3.62 PT 3.65 L = 158' DEG 6
			3.65	3.73	0.08	422	GAP	5	5		5	
			3.73	3.88	0.15	792	12	20	20		20	PC 3.82 PT 3.85 L = 158' DEG 16
			3.88	3.96	0.08	422	12	17	17		17	PC 3.88 PT 3.93 L = 264' DEG 12
			3.96	4.14	0.18	950	12	36	36		36	PC 3.96 PT 4.05 L = 475' DEG 22
			4.14	4.30	0.16	845	12	28	28		28	PC 4.16 PT 4.21 L = 264' DEG 23
			4.30	4.33	0.03	158	GAP	2	2		2	
			4.33	4.56	0.23	1,214	12	37	37		37	PC 4.42 PT 4.47 L = 264' DEG 12
			4.56	4.78	0.22	1,162	12	37	37		37	PC 4.63 PT 4.69 L = 317' DEG 10
			4.78	5.03	0.25	1,320	12	33	33		33	PC 4.85 PT 4.94 L = 475' DEG 14
			5.03	5.38	0.35	1,848	GAP	23	23		23	
			5.38	5.44	0.06	317	11	8	8		8	PC 5.38 PT 5.44 L = 317' DEG 7
			5.44	5.47	0.03	158	GAP	2	2		2	
SUBTOTALS CARRIED TO NEXT SHEET								**647**	**647**	**16**	**631**	

CALCULATED JKN CHECKED DNM

RAISED PAVEMENT MARKER DATA

GUE-658-0.00

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ITEM 621 RPM SUB-SUMMARY

LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		DETAIL	621		INFORMATION ONLY		REMARKS
								RPM	RAISED PAVEMENT MARKER REMOVED	PRISMATIC RETRO-REFLECTOR COLORS		
										ONE-WAY	TWO-WAY	
					MILES	LIN.FT.		EACH	EACH	WHITE	YELLOW / YELLOW	
1	GUE	S.R. 658	FROM PREVIOUS SHEET					647	647	16	631	
1	GUE	S.R. 658	5.47	5.70	0.23	1,214	12	40	40		40	PC 5.56 PT 5.63 L = 370' DEG 11
			5.70	5.73	0.03	158	11	4	4		4	PC 5.70 PT 5.73 L = 158' DEG 9
			5.73	5.81	0.08	422	GAP	5	5		5	
			5.81	5.84	0.03	158	11	4	4		4	PC 5.81 PT 5.84 L = 158' DEG 9
			5.84	5.93	0.09	475	GAP	6	6		6	
			5.93	5.99	0.06	317	11	8	8		8	PC 5.93 PT 5.99 L = 317' DEG 8
			5.99	6.31	0.32	1,690	GAP	21	21		21	
			6.31	6.39	0.08	422	11	11	11		11	PC 6.31 PT 6.39 L = 422' DEG 9
			6.39	6.55	0.16	845	GAP	11	11		11	
			6.55	6.80	0.25	1,320	12	43	43		43	PC 6.64 PT 6.71 L = 370' DEG 14
			6.80	6.83	0.03	158	GAP	2	2		2	
			6.83	6.87	0.04	211	11	5	5		5	PC 6.83 PT 6.87 L = 211' DEG 9
			6.87	7.04	0.17	898	12	27	27		27	PC 6.92 PT 6.95 L = 158' DEG 14
			7.04	7.07	0.03	158	GAP	2	2		2	
			7.07	7.11	0.04	211	11	5	5		5	PC 7.07 PT 7.11 L = 211' DEG 9
			7.11	7.35	0.24	1,267	12	38	38		38	PC 7.21 PT 7.26 L = 264' DEG 12
			7.35	7.50	0.15	792	12	26	26		26	PC 7.35 PT 7.40 L = 264' DEG 28
			7.50	7.54	0.04	211	11	5	5		5	PC 7.50 PT 7.54 L = 211' DEG 6
			7.54	7.72	0.18	950	12	30	30		30	PC 7.63 PT 7.68 L = 264' DEG 11
			7.72	7.81	0.09	475	12	18	18		18	PC 7.72 PT 7.76 L = 211' DEG 24
			7.81	7.86	0.05	264	11	7	7		7	PC 7.81 PT 7.86 L = 264' DEG 8
			7.86	8.46	0.60	3,168	GAP	40	40		40	
			8.46	8.49	0.03	158	11	4	4		4	PC 8.46 PT 8.49 L = 158' DEG 9
			8.49	8.65	0.16	845	12	29	29		29	PC 8.50 PT 8.56 L = 317' DEG 11
			8.65	8.80	0.15	792	12	22	22		22	PC 8.75 PT 8.77 L = 106' DEG 14
			8.80	8.89	0.09	475	12	16	16		16	PC 8.80 PT 8.83 L = 158' DEG 25
			8.89	9.00	0.11	581	12	17	17		17	PC 8.89 PT 8.91 L = 106' DEG 19
			9.00	9.05	0.05	264	12	9	9		9	PC 9.01 PT 9.03 L = 106' DEG 22
			9.05	9.17	0.12	634	12	8	8		8	PC 9.05 PT 9.08 L = 158' DEG 16
			9.17	9.44	0.27	1,426	12	49	49		49	PC 9.25 PT 9.35 L = 528' DEG 16
			9.44	9.87	0.43	2,270	GAP	28	28		28	
			9.87	10.07	0.20	1,056	12	29	29		29	PC 9.96 PT 9.98 L = 106' DEG 12
			10.07	10.23	0.16	845	12	28	28		28	PC 10.12 PT 10.17 L = 264' DEG 13
			10.23	10.40	0.17	898	12	33	33		33	PC 10.23 PT 10.31 L = 422' DEG 11
			10.40	10.48	0.08	422	11	11	11		11	PC 10.40 PT 10.48 L = 422' DEG 7
			10.48	10.89	0.41	2,165	GAP	27	27		27	
			10.89	11.06	0.17	898	7	25	25	16	9	STOP AT REAR APPROACH OF GUE-658-1099
SUBTOTALS (FOR INFORMATION ONLY)										32	1,308	
LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)								1,340	1,340			

CALCULATED JKN
CHECKED DNM

RAISED PAVEMENT MARKER DATA

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LOCATION 1 SHEET TOTALS											ITEM	ITEM EXT.	GRAND TOTALS	UNIT	DESCRIPTION
2	3	4	6	7	8	9	12	13	15	19					
															ROADWAY
	970				776	5,208					202	23500	6,954	SQ YD	WEARING COURSE REMOVED
				21.92							209	72051	21.92	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN
															PAVEMENT
7,500											253	02000	7,500	CU YD	PAVEMENT REPAIR
	10										304	20000	10	CU YD	AGGREGATE BASE
			9,659		281	41					407	10000	9,981	GALLON	TACK COAT
			6,439		149						407	14000	6,588	GALLON	TACK COAT FOR INTERMEDIATE COURSE
				10,288							408	10001	10,288	GALLON	PRIME COAT, AS PER PLAN
			126,452								422	10001	126,452	SQ YD	SINGLE CHIP SEAL, AS PER PLAN
	220		4,472		131	21					441	50100	4,844	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), 70-22M
	58		6,261		73						441	50300	6,392	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)
				2,144							617	10101	2,144	CU YD	COMPACTED AGGREGATE, AS PER PLAN
															TRAFFIC CONTROL
									1,340		621	00100	1,340	EACH	RPM
									1,340		621	54000	1,340	EACH	RAISED PAVEMENT MARKER REMOVED
								299			644	00500	299	FT	STOP LINE
							22.12				648	00100	22.12	MILE	EDGE LINE, 4"
							11.06				648	00300	11.06	MILE	CENTER LINE
															STRUCTURES
										8	202	11301	8	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
										9	511	53012	9	CU YD	CLASS QC2 CONCRETE, MISC.: ACCELERATING ADMIXTURE
						80					516	31011	80	FT	2" DEEP JOINT SEALER, AS PER PLAN (A)
										66	516	31011	66	FT	2" DEEP JOINT SEALER, AS PER PLAN (B)
						20					519	12300	20	SQ YD	SPECIAL - PATCHING CONCRETE BRIDGE DECK - TYPE B
															MAINTENANCE OF TRAFFIC
		76									614	12460	76	EACH	WORK ZONE MARKING SIGN
		8									614	13000	8	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
			21.94								614	21400	21.94	MILE	WORK ZONE CENTER LINE, CLASS II

CALCULATED JKN
CHECKED DNM

LOCATION 1 SUB-SUMMARY

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LOCATION TOTALS		FUNDING PARTICIPATION	ITEM	ITEM EXT.	GRAND TOTALS	UNIT	DESCRIPTION	SEE SHEET
LOCATION 1		LOC 1						
		01/STR/PV						
							ROADWAY	
6,954		6,954	202	23500	6,954	SQ YD	WEARING COURSE REMOVED	
21.92		21.92	209	72051	21.92	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	2
							PAVEMENT	
7,500		7,500	253	02000	7,500	CU YD	PAVEMENT REPAIR	
10		10	304	20000	10	CU YD	AGGREGATE BASE	
9,981		9,981	407	10000	9,981	GALLON	TACK COAT	
6,588		6,588	407	14000	6,588	GALLON	TACK COAT FOR INTERMEDIATE COURSE	
10,288		10,288	408	10001	10,288	GALLON	PRIME COAT, AS PER PLAN	2
126,452		126,452	422	10001	126,452	SQ YD	SINGLE CHIP SEAL, AS PER PLAN	2
4,844		4,844	441	50100	4,844	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), 70-22M	
6,392		6,392	441	50300	6,392	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	
2,144		2,144	617	10101	2,144	CU YD	COMPACTED AGGREGATE, AS PER PLAN	2
							TRAFFIC CONTROL	
1,340		1,340	621	00100	1,340	EACH	RPM	
1,340		1,340	621	54000	1,340	EACH	RAISED PAVEMENT MARKER REMOVED	
299		299	644	00500	299	FT	STOP LINE	
22.12		22.12	648	00100	22.12	MILE	EDGE LINE, 4"	
11.06		11.06	648	00300	11.06	MILE	CENTER LINE	
							STRUCTURES	
8		8	202	11301	8	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	19
9		9	511	53012	9	CU YD	CLASS QC2 CONCRETE, MISC.: ACCELERATING ADMIXTURE	
80		80	516	31011	80	FT	2" DEEP JOINT SEALER, AS PER PLAN (A)	2
66		66	516	31011	66	FT	2" DEEP JOINT SEALER, AS PER PLAN (B)	19
20		20	519	12300	20	SQ YD	SPECIAL - PATCHING CONCRETE BRIDGE DECK - TYPE B	
							MAINTENANCE OF TRAFFIC	
76		76	614	12460	76	EACH	WORK ZONE MARKING SIGN	
8.0		8.0	614	13000	8.0	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
21.94		21.94	614	21400	21.94	MILE	WORK ZONE CENTER LINE, CLASS II	
							INCIDENTALS	
		100%	103	05000	LUMP		PREMIUM FOR CONTRACT PERFORMANCE BOND AND FOR PAYMENT BOND	
		100%	614	11000	LUMP		MAINTAINING TRAFFIC	
		100%	619	16000	1	MONTH	FIELD OFFICE, TYPE A	
		100%	623	10000	LUMP		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
		100%	624	10000	LUMP		MOBILIZATION	

CALCULATED JKN
CHECKED DNM

GENERAL SUMMARY

GUE-658-0.00

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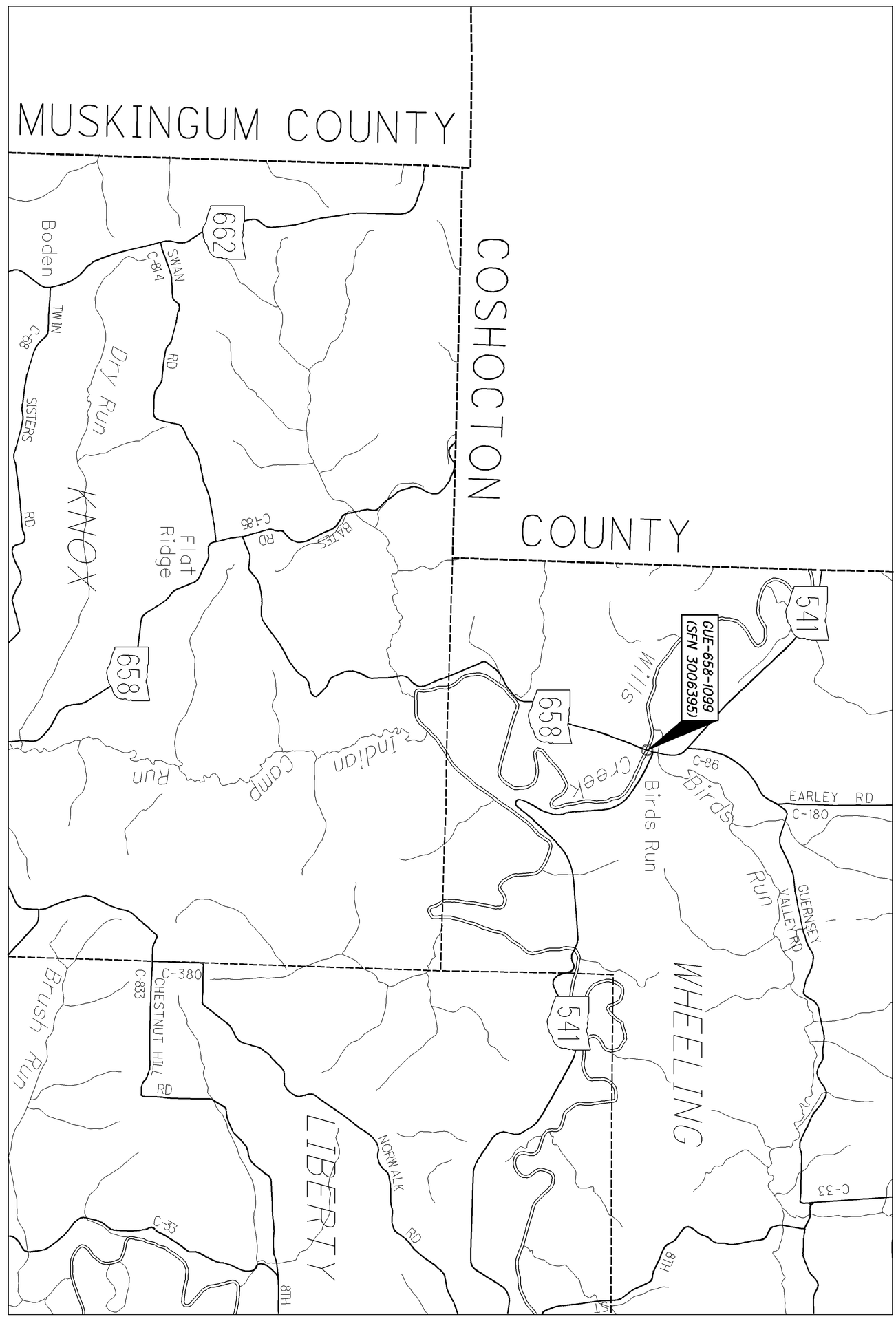


LOCATION	CNTY	ROUTE	BRIDGE NUMBER	LATITUDE	LONGITUDE
1	GUE	SR 658	1099	40°10'4"	-81°38'56"

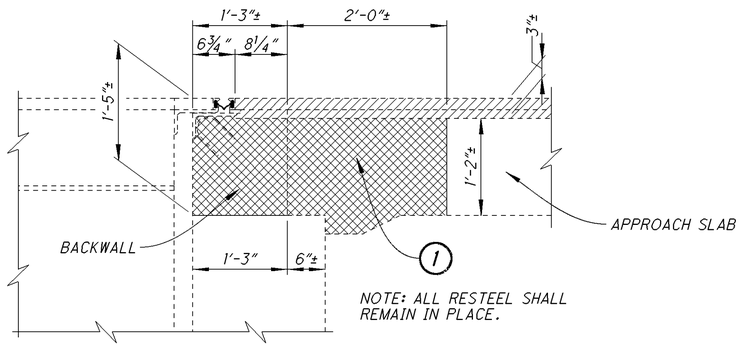
18/20	GUE-658-0.00	LOCATION MAP & DESIGN DESIGNATION	CALCULATED TAG CHECKED JDR

(1) ITEM 202 - PORTION OF STRUCTURE REMOVED, AS PER PLAN

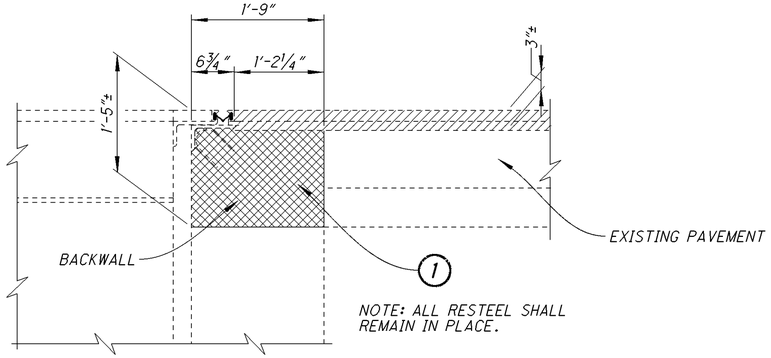
ALL CONCRETE REMOVED SHALL BE REMOVED BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 INCH LIMIT, THE CONTRACTOR MAY USE HAMMERS NOT EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

QUANTITIES CARRIED TO LOCATION 1 SUBSUMMARY (SHEET 16)

ITEM 202- PORTION OF STRUCTURE REMOVED, AS PER PLAN - 8 CU YD



GUE-658-1099
SECTION A-A



GUE-658-1099
SECTION B-B

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

ITEM 202 - WEARING COURSE REMOVED

ITEM 511 - CLASS QC2 CONCRETE, MISC.: ACCELERATING ADMIXTURE

PROPOSED ASPHALT CONCRETE

(2) ITEM 511 - CLASS QC2 CONCRETE, MISC.: ACCELERATING ADMIXTURE

TO EXPEDITE WORK, CLASS QC2 CONCRETE WITH AN ACCELERATING ADMIXTURE SIKA RAPID-1 OR ANY APPROVED EQUIVALENT ADMIXTURE SHALL BE USED TO ACHIEVE 3,000 PSI COMPRESSVE STRENGTH IN 12 HRS. USE A NON-CHLORIDE ACCELERATING ADMIXTURE AND PROVIDE DOCUMENTATION THAT THE MIX WILL PROVIDE THE STRENGTH IN THE SPECIFIED TIME.

THIS ITEM SHALL CONFORM TO CMS 511 WITH THE FOLLOWING CONDITIONS AND REVISIONS:

AT LEAST 5 DAYS PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL A SCHEDULE OF REPAIR WORK ITEMS TO BE COMPLETED. THE SCHEDULE SHALL INCLUDE A BREAKDOWN OF ALL MAJOR WORK ACTIVITIES ON AN HOURLY BASIS. REPAIR WORK SHALL NOT BEGIN UNTIL THE SCHEDULE IS APPROVED BY THE ENGINEER.

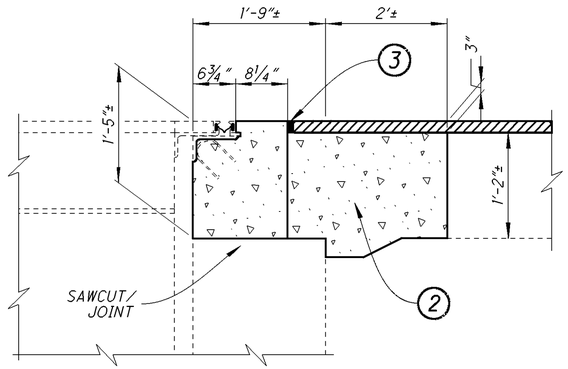
THE CONTRACTOR SHALL CONTINUE THE WET CURE FOR THE MAXIMUM NUMBER OF HOURS POSSIBLE DURING THE PERMITTED LANE CLOSURE. THE CLOCK STARTS FOR THE WET CURE WHEN THE CONCRETE PLACEMENT IS COMPLETE.

TRAFFIC WILL NOT BE PERMITED ON THE FINISHED CONCRETE SURFACE UNTIL AFTER COMPLETION OF A 12 HOUR MINIMUM WET CURE AND AFTER TWO TEST BEAMS HAVE ATTAINED AN AVERAGE MODULUS OF RUPTURE OF 400 PSI.

PAYMENT FOR ALL OF THE ABOVE DESCRIBED LABOR, EQUIPMENT, AND MATERIALS WILL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 511 - CLASS QC2 CONCRETE, MISC.: ACCELERATING ADMIXTURE

QUANTITIES CARRIED TO LOCATION 1 SUBSUMMARY (SHEET 16)

ITEM 511- CLASS QC2 CONCRETE, MISC.: ACCELERATING ADMIXTURE - 9 CU YD



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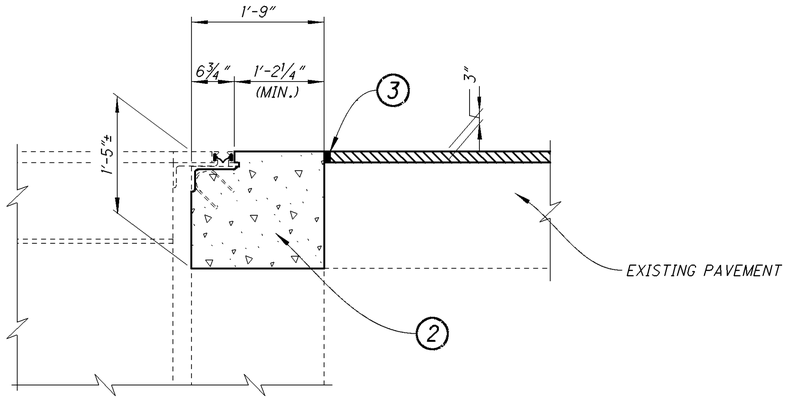
SECTION A-A



GUE-658-1099
SECTION B-B

(3) ITEM 516 - 2" DEEP JOINT SEALER, AS PER PLAN (B)

SAWCUT FINAL PROPOSED ASPHALT 1" WIDE X 2" DEEP AND SEAL WITH HOT APPLIED JOINT SEALER AS PER 705.04 AS DIRECTED BY THE ENGINEER.

QUANTITIES CARRIED TO LOCATION 1 SUBSUMMARY (SHEET 16)

ITEM 516- 2" DEEP JOINT SEALER, AS PER PLAN (B) - 66 FT

CALCULATED TAG CHECKED JDR

BRIDGE NOTES

GUE-658-0.00

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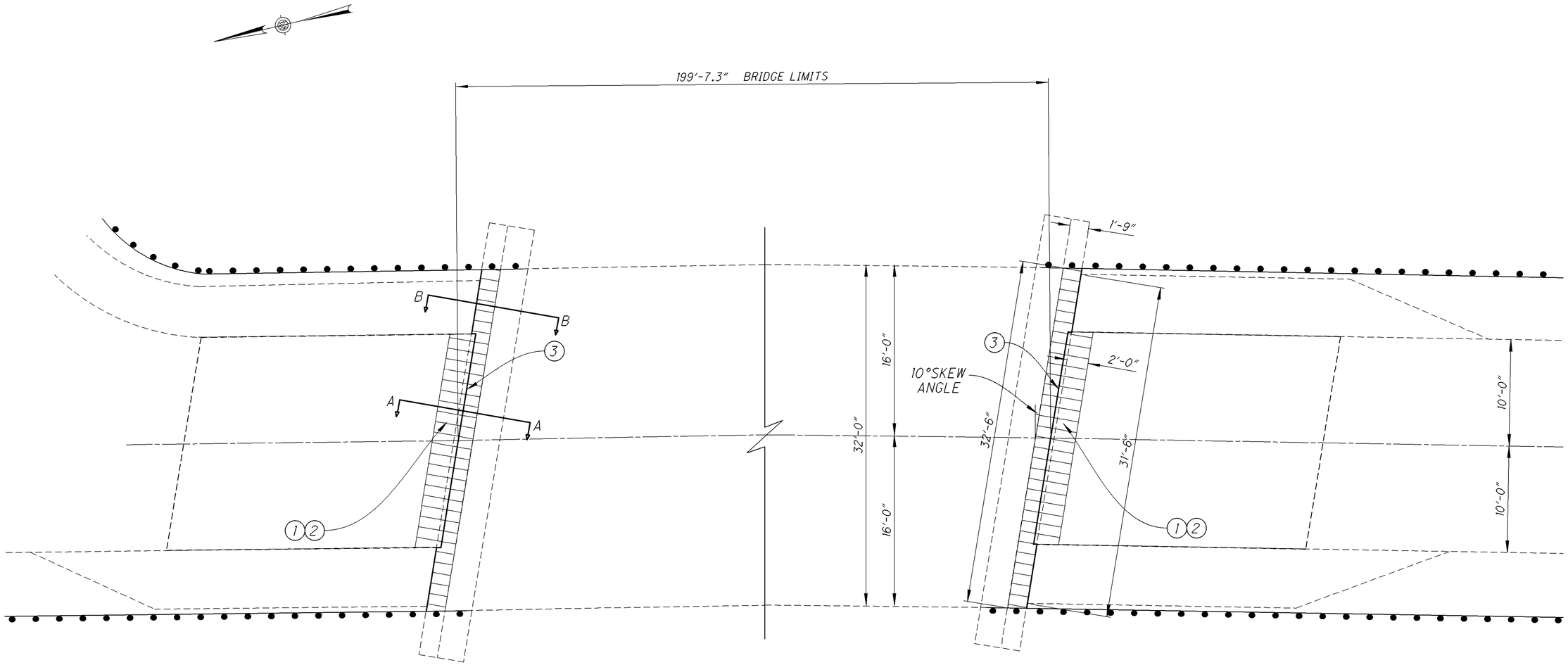

BRIDGE NO. GUE-658-1099

CALCULATED TAG
CHECKED JDR

BRIDGE PLAN GUE-658-1099 (SFN 3006395)

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