

STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION

**COS-541-31.59**  
**GUE-541-0.00**

LINTON, WHEELING, AND LIBERTY  
TOWNSHIPS

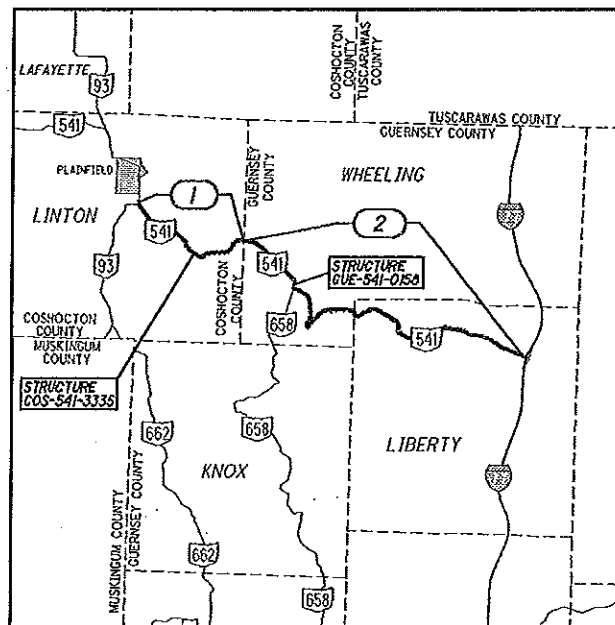
COSHOCTON AND GUERNSEY  
COUNTIES

PROJECT DESCRIPTION

ASPHALT CONCRETE RESURFACING AND RELATED  
WORK ON S.R. 541 IN COSHOCTON AND GUERNSEY  
COUNTIES. MINOR BRIDGE REPAIR TO STRUCTURES  
COS-541-3335 AND GUE-541-0158.

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

LOCATION	PLAN SPLIT	COUNTY	ROUTE	BEGIN SLM	END SLM	LENGTH MILES	CITY/ VILLAGE
1	1	COS	93	3.48	3.52	0.04	
			541	31.59	34.62	3.03	
2	1	GUE	541	0.00	8.73	8.73	



LOCATION MAP

LATITUDE: 40° 9' 32" LONGITUDE: 81° 38' 30"

PORTION TO BE IMPROVED

DESIGN DESIGNATION	S.R. 541 Loc. 1	S.R. 541 Loc. 2
FUNCTIONAL CLASSIFICATION	RMC	RMC
OPENING YEAR ADT (2017)	630	1,300
DESIGN YEAR ADT (2029)	630	1,500
DESIGN HOURLY VOLUME (2029)	60	150
DIRECTIONAL DISTRIBUTION	56%	69%
TRUCKS (24 HOUR B&C)	3%	5%
DESIGN SPEED	55 MPH	55 MPH
LEGAL SPEED	55 MPH	55 MPH

RMC = RURAL MAJOR COLLECTOR

DESIGN EXCEPTIONS

NONE

**UNDERGROUND UTILITIES**  
CONTACT BOTH SERVICES TWO WORKING DAYS  
BEFORE YOU DIG.

Call Before You Dig  
1-800-362-2764  
(Non-members must be called directly)

OIL & GAS PRODUCERS  
UNDERGROUND PROTECTION SERVICE  
1-800-925-0988

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

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2016 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  
THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY  
OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS  
AND ESTIMATES.

ENGINEER'S SEAL	STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	
<p>SIGNED: <i>Jason Scott Lutz</i> DATE: 12/2/16</p>	BP-3.1	7/18/14	TC-65.10	1/17/14	800	1/20/17
	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	DS-I-92	7/18/03		
	MT-101.90	7/17/15				
	MT-105.10	7/19/13				

APPROVED: *[Signature]*  
DATE: 12/2/16 DISTRICT DEPUTY DIRECTOR

APPROVED: *[Signature]*  
DATE: 12-27-16 DIRECTOR, DEPARTMENT OF  
TRANSPORTATION

COS / GUE - SR 541 - 31.59 / 0.00  
170127 PID - 92980  
Dist 5 3/2/2017

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

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FEDERAL PROJECT NO.  
E140(213)

PID NO.  
92980

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT  
NONE

COS-541-31.59  
GUE-541-0.00

1/20

**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.

**PAVEMENT MARKINGS**

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.

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

PRIOR TO PLACEMENT OF THE INTERMEDIATE COURSE, WHILE PERFORMING LINEAR GRADING, THE CONTRACTOR SHALL EXCAVATE AN AREA **2 FEET WIDE BY 1" INCH DEEP** OUTSIDE THE EXISTING PAVED SHOULDER TO PROVIDE A LEVEL SURFACE FREE OF VEGETATION FOR CONSTRUCTION OF THE SAFETY EDGE AND PLACEMENT OF ITEM 617, COMPACTED AGGREGATE.

DURING LINEAR GRADING, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE FROM THE ROADWAY SURFACE TO THE SHOULDER BREAK, THE EXISTING SHOULDERS SHALL BE GRADED AND SHAPED USING A GRADER OF ADEQUATE SIZE TO PERFORM THE WORK TO THE SATISFACTION OF THE ENGINEER. AN ADDITIONAL ATTACHMENT TO THE GRADER (AT THE DIMENSIONS DESCRIBED ABOVE) SHALL BE USED TO EXCAVATE THE AREA FOR THE SAFETY EDGE. THE ATTACHMENT SHALL BE APPROVED BY THE ENGINEER PRIOR TO PERFORMING LINEAR GRADING. ALL EXCESS MATERIAL REMAINING AFTER THE GRADER WORK IS COMPLETED THAT HAS NOT BEEN DISPOSED OF ON-SITE, SHALL BE REMOVED AND DISPOSED OFF-SITE BY THE CONTRACTOR PRIOR TO PLACEMENT OF THE SURFACE COURSE AND SAFETY EDGE.

DUE TO VARYING SHOULDER WIDTHS, THE 2 FEET WIDE GRADED AREA MAY NOT BE OBTAINABLE AND SHALL BE REDUCED IF NECESSARY, AT THE APPROVAL OF THE ENGINEER. GRADED SHOULDERS OF 12 INCHES OR LESS WHERE THE SAFETY EDGE CAN BE OMITTED. THE PREPARING SUBGRADE FOR SHOULDER PAVING CAN ALSO BE OMITTED. THE CONTRACTOR WILL ONLY BE PAID FOR AREAS WHERE THE ABOVE WORK IS BEING PREFORMED.

ALL EQUIPMENT, LABOR, AND INCIDENTALS REQUIRED TO PERFORM LINEAR GRADING AND EXCAVATION OF SHOULDER SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICE BID FOR ITEM 209, PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN.

**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. 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.** AFTER EXCAVATION HAS BEEN COMPLETED, THE FACE OF THE REPAIR SHALL BE COATED WITH ITEM 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.

ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, TRAFFIC CONTROL AND INCIDENTALS NEEDED TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICE BID FOR ITEM 253, PAVEMENT REPAIR.

**ITEM 253, PAVEMENT REPAIR**

**LOCATION 1: 550 CY**  
**LOCATION 2: 1,650 CY**

**ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE**

DEPTH OF PLANING ON **S.R. 541** SHALL BE **1.00"**, AS SHOWN ON THE **ASPHALT CONCRETE DATA SHEET**. PLANING SHALL BE FULL WIDTH OF PAVEMENT, INCLUDING PAVED SHOULDERS.

THE ROADWAY SHALL BE PLANED SUCH THAT POSITIVE DRAINAGE IS CREATED FROM THE CENTER LINE TO THE EDGE OF PAVEMENT IN TANGENT SECTIONS AND SHALL FOLLOW EXISTING SUPERELEVATIONS WHERE APPLICABLE. ALL REQUIREMENTS OF ITEM 254 SHALL APPLY.

**ITEM 407, NON-TRACKING TACK COAT**

THE RATE OF APPLICATION OF THE ITEM 407, NON-TRACKING TACK COAT SHALL BE PER **CMS TABLE 407.06-1** AND SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF **0.08 GAL/SY** FOR TACK COAT UNDER THE INTERMEDIATE AND **0.05 GAL/SY** UNDER THE SURFACE COURSE, (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 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 516, 2" DEEP JOINT SEALER, AS PER PLAN**

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.

**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.

AREAS WHERE ITEM 209, PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN IS OMITTED, THE COMPACTED AGGREGATE MAY ALSO BE OMITTED AT THE APPROVAL OF THE ENGINEER.

**BEFORE PLACING COMPACTED AGGREGATE, THE EXISTING SURFACE SHALL BE LOOSE AND FREE OF VEGETATION. IF NOT, THE CONTRACTOR SHALL PERFORM SHOULDER PREPARATION AS PER 617.04. PAYMENT FOR SHOULDER PREPARATION SHALL BE INCLUDED IN THE COST OF ITEM 617, COMPACTED AGGREGATE, AS PER PLAN.**

**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.

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**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). THE ENGINEER MAY EXTEND PAVING DISTANCE FOR ASPHALT DRIVEWAYS 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 FOR AGGREGATE DRIVES.

FIELD DRIVES AND OIL WELL DRIVES SHALL NOT BE PAVED. GRAVEL DRIVES SHALL BE PAVED BACK AN AVERAGE OF 4' WITHOUT CREATING A BUTT JOINT, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. CREATE A BUTT JOINT FOR EXISTING ASPHALT/CONCRETE DRIVES/APRONS. GRAVEL DRIVES WITH ASPHALT APRONS SHALL NOT HAVE BUTT JOINTS, BUT ONLY IF THE EXISTING ASPHALT APRON IS IN AN ACCEPTABLE CONDITION TO BE PAVED OVER. 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" IN DEPTH TO ACCOMMODATE 1.25" SURFACE COURSE. NO WORK SHALL BE PERFORMED ON DRIVEWAYS LOCATED IN CURB SECTIONS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

**ITEM 202, WEARING COURSE REMOVED**

LOCATION 1: 120 SY  
LOCATION 2: 430 SY

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

LOCATION 1: 5 CY  
LOCATION 2: 15 CY

**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.

**ITEM 202, WEARING COURSE REMOVED**

LOCATION 1: 90 SY  
LOCATION 2: 200 SY

**ITEM 441, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)**

LOCATION 1: 3 CY  
LOCATION 2: 6 CY

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

LOCATION 1: 4 CY  
LOCATION 2: 7 CY

**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 <a href="http://www.transtechsys.com">www.transtechsys.com</a>	Advant-Edge Paving Equipment, LLC. P.O. Box 9163 Niskayuna, NY 12309-0163 518-280-6090 <a href="http://www.advantaedgepaving.com">www.advantaedgepaving.com</a>
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Carlson Safety Edge End Gate 18425 50 <sup>th</sup> Avenue East Tacoma, WA 98446 253-875-8000	Troxler Electronics Laboratories, Inc. 3008 E. Cornwallis Rd. Research Triangle Park, NC 27709 1-877-TROXLER <a href="http://www.troxlerlabs.com">www.troxlerlabs.com</a>
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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 (200 TO 300 mm) AWAY FROM TAPERED EDGE. DO NOT ROLL THE TAPER.

SEE SAFETY EDGE DETAIL ON SHEET 5 FOR ADDITIONAL INFORMATION.

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED FOR EXTRA ASPHALT FOR CONSTRUCTION OF THE SAFETY EDGE:

**ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG 70-22M**  
LOCATION 1: 43 CY  
LOCATION 2: 123 CY



**ITEM 614, MAINTAINING TRAFFIC**

A MINIMUM OF 1 LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON **S.R. 541** BY USE OF THE EXISTING PAVEMENT AND STANDARD DRAWINGS 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.

**AT NO TIME SHALL TRAFFIC BE MAINTAINED ON THE PLANED SURFACE, AT LEAST ONE COURSE OF ASPHALT CONCRETE SHALL BE IN PLACE BEFORE OPENING TO TRAFFIC. THIS RULE DOES NOT APPLY TO PLANING AT BRIDGES OR ACROSS BRIDGES UNLESS THE BRIDGE IS BEING TREATED THE SAME AS THE ADJACENT ROADWAY.**

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.

**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](mailto:D05.PIO@DOT.STATE.OH.US)

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

**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.

**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. 541	Begin Work	31.59	1.4
		Cos-541-3335	33.35	2.8
		<b>Total (Location 1)</b>		<b>4.2</b>
2	S.R. 541	Gue-541-0158	1.58	1.4
		Gue-541-0373	3.73	2.8
		Gue-541-0540	5.40	2.8
		Gue-541-0746	7.46	2.8
		Gue-541-0840	8.40	3.4
		End Work	8.73	1.7
		<b>Total (Location 2)</b>		<b>14.9</b>

**GRINDING FOR BUTT JOINTS SHALL BE INCLUDED FOR PAYMENT WITH ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE WHERE APPLICABLE.**

**ITEM 614, WORK ZONE MARKING SIGN**

IN ACCORDANCE WITH CMS SECTION 614.04, THE QUANTITIES OF WORK ZONE MARKING SIGN TO BE USED AS DIRECTED BY THE ENGINEER:

R4-1 (DO NOT PASS):  
Location 1: 10 EACH  
Location 2: 30 EACH

R4-2 (PASS WITH CARE):  
Location 1: 3 EACH  
Location 2: 19 EACH

W8-H12a (NO EDGE LINES):  
Location 1: 11 EACH  
Location 2: 20 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. "GROOVED PAVEMENT" SIGNS SHALL BE INCLUDED FOR PAYMENT WITH THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC AS PER CMS SECTION 614.055.

**ITEM 614, WORK ZONE MARKING SIGN**

**LOCATION 1: 24 EACH**  
**LOCATION 2: 69 EACH**

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CALCULATED  
JLS  
CHECKED  
JSL

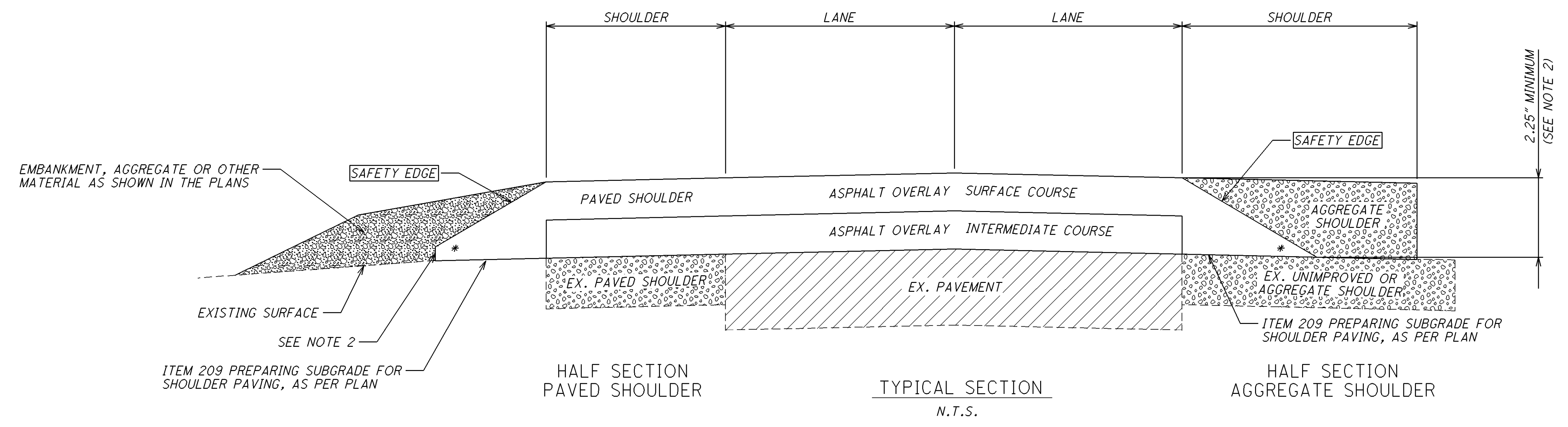
**MAINTENANCE OF TRAFFIC NOTES**

**COS-541-31.59**  
**GUE-541-0.00**

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**SAFETY EDGE DETAIL**

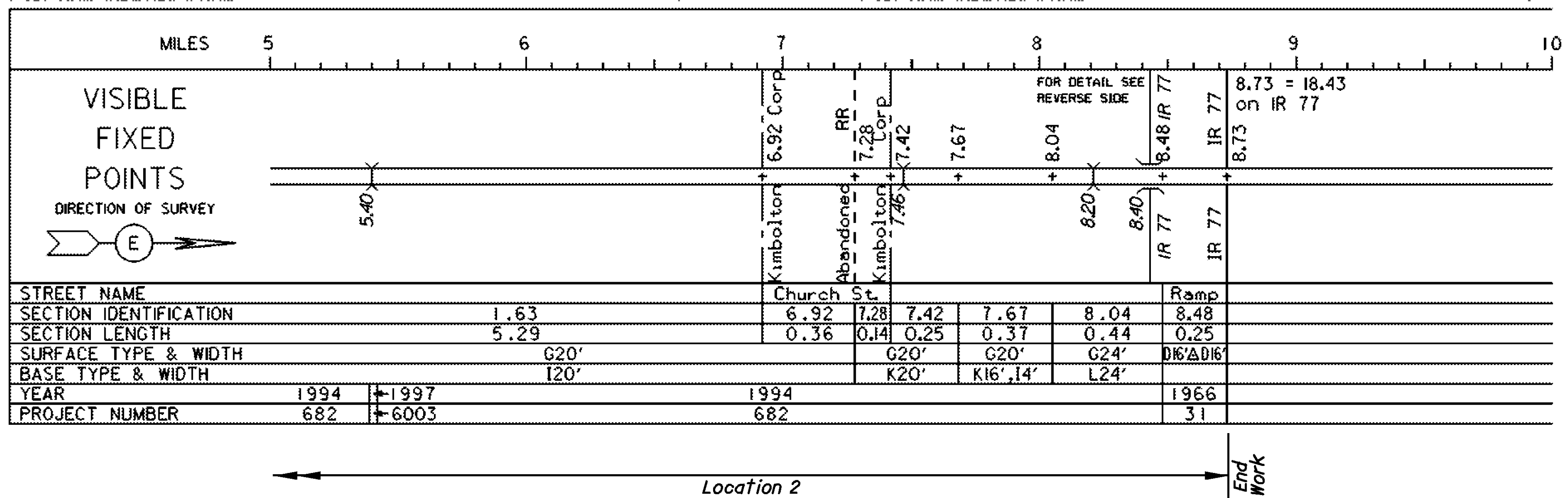
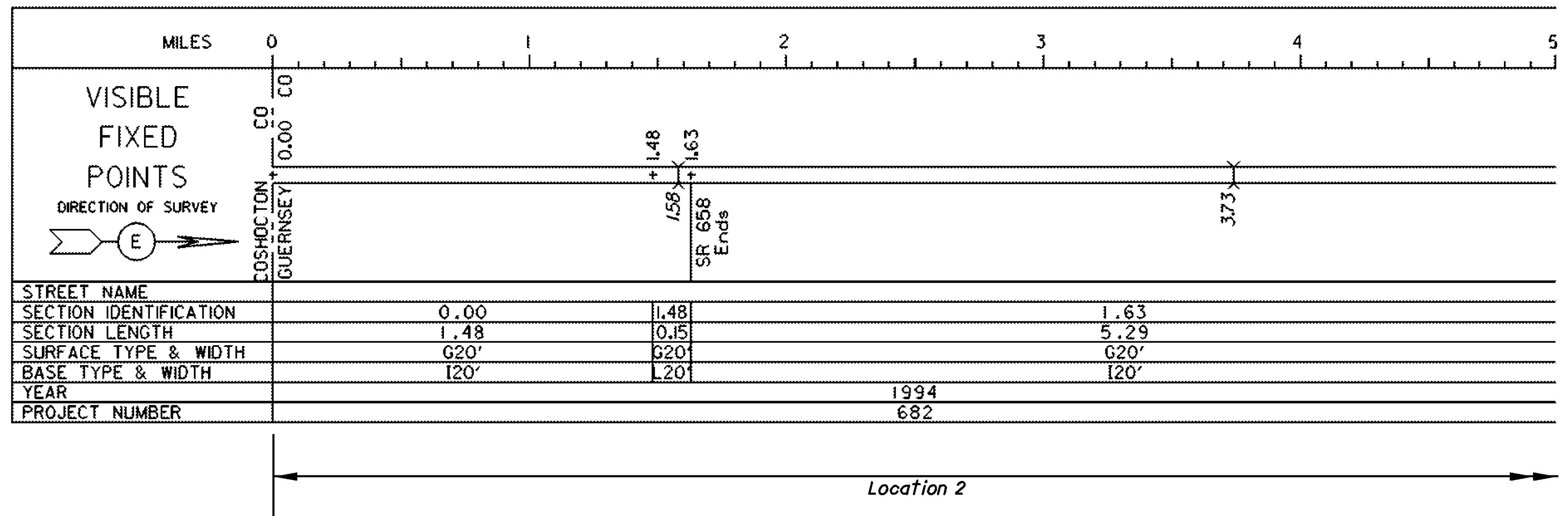
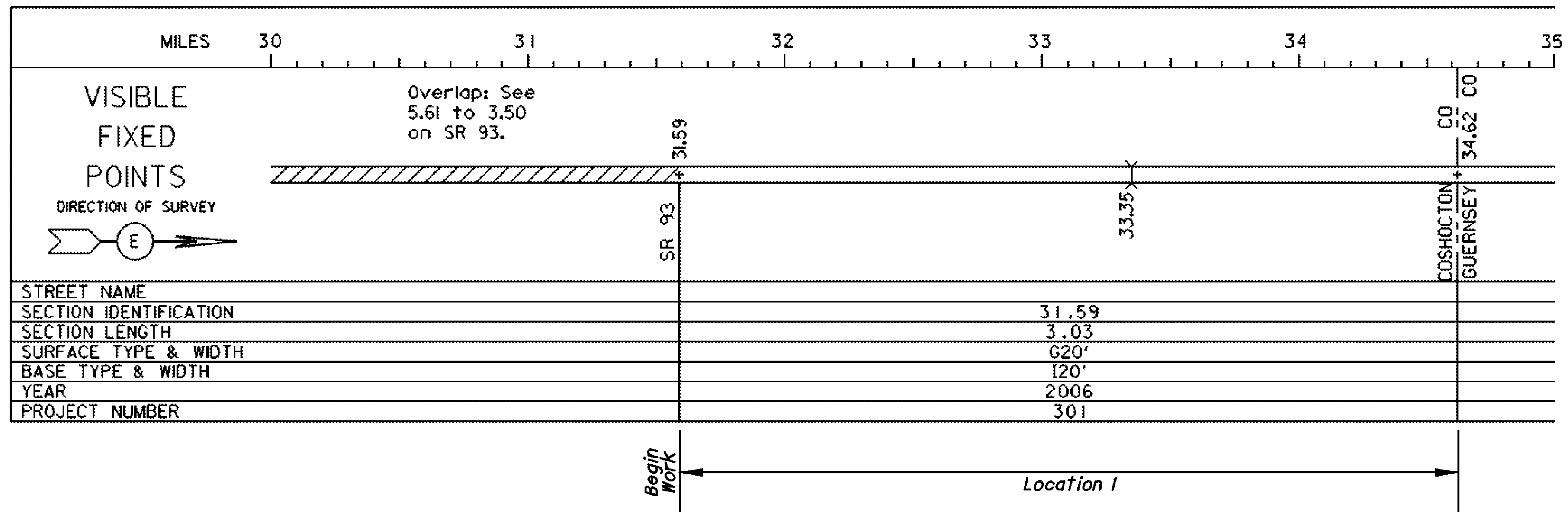
**COS-541-31.59**  
**GUE-541-0.00**



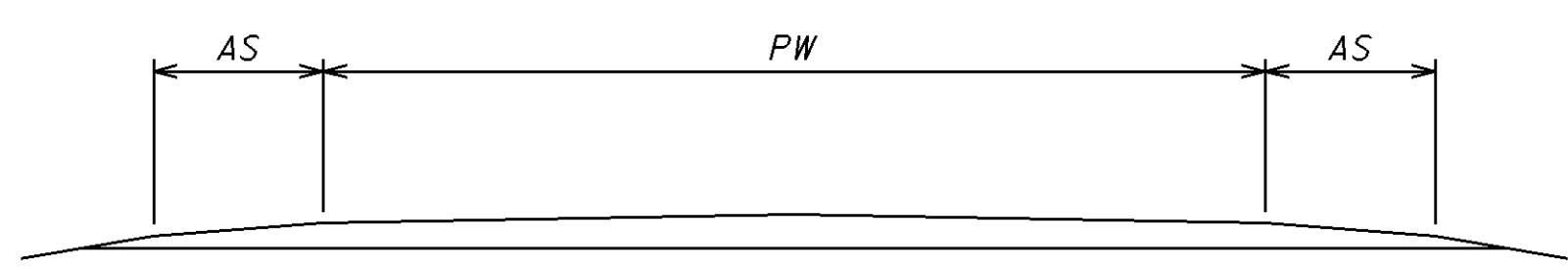
**NOTES:**

- 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 2.25" (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

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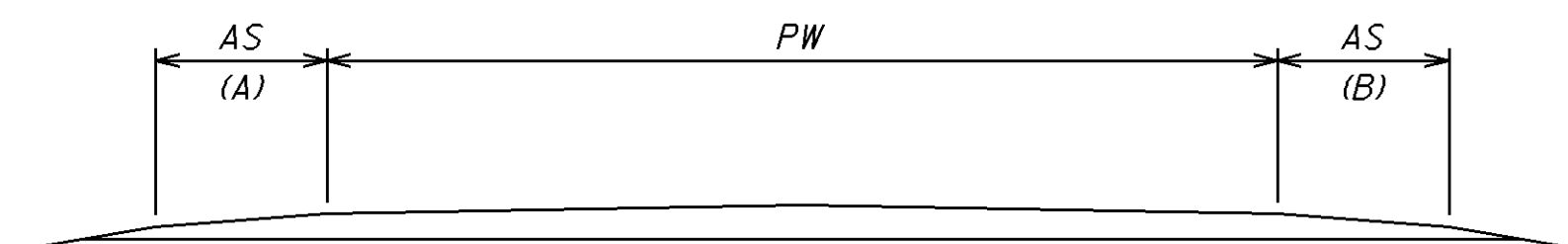
TYPICAL 1



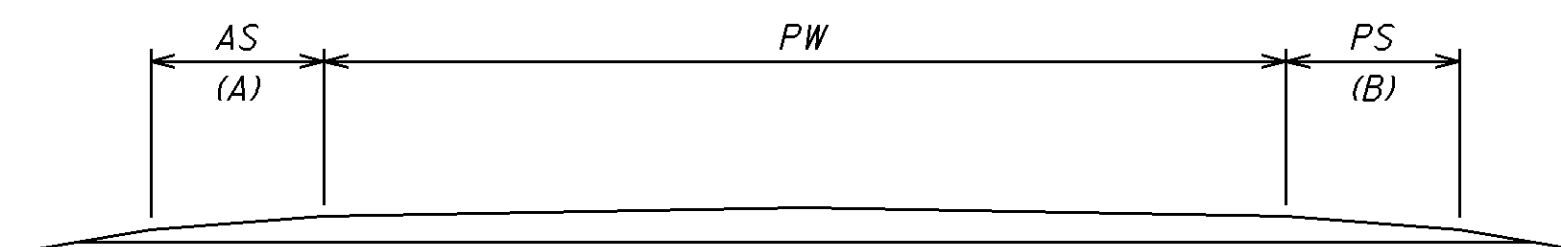
AS = AGGREGATE SHOULDER  
PW = PAVEMENT WIDTH

Pavement Data																			
Location	County	Route	Begin Log Point (SLM)	End Log Point (SLM)	Length		Pavement Width (FT)	Typical	Pavement Area (SY)	254		407		441			614		
					Miles	Lin. Ft.				Thickness	PAVEMENT PLANING, ASPHALT CONCRETE, 1.00"	NON-TRACKING TACK COAT (@ 0.050 Gal/SY)	NON-TRACKING TACK COAT (@ 0.080 Gal/SY)	Thickness	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)	Thickness	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG 70-22M	WORK ZONE CENTER LINE, CLASS II, 642 PAINT	WORK ZONE CENTER LINE, CLASS III, 642 PAINT
					Inches	SY				GAL	GAL	Inches	CY	Inches	CY	MILE	MILE		
1	Cos.	S.R. 93	3.48	3.52	0.04	211.20	21.0	1	492.8	1.00	492.8	24.7	39.5	1.00	13.7	1.25	17.2	0.04	0.04
			S.R. 541	31.59	34.62	3.03	15,998.40	21.0	1	37,329.6	1.00	37,329.6	1,866.5	2,986.4	1.00	1,037.0	1.25	1,296.2	3.03
Bridge Deductions (Bridge Length x Pavement Width)									(730.3)	1.00	(730.3)	(36.5)	(58.4)	1.00	(20.2)	1.25	(25.3)		
Sub-Totals											37,092.1	1,854.7	2,967.5		1,030.5		1,288.1		
Location 1 Totals (Carried to Location Sub-Summary)											37,093		4,823		1,031		1,289	3.07	3.07
2	Gue.	S.R. 541	0.00	8.04	8.04	42,451.20	21.0	1	99,052.8	1.00	99,052.8	4,952.7	7,924.3	1.00	2,751.5	1.25	3,439.4	8.04	8.04
				8.04	8.73	0.69	3,643.20	24.0	1	9,715.2	1.00	9,715.2	485.8	777.3	1.00	269.9	1.25	337.4	0.69
Bridge Deductions (Bridge Length x Pavement Width)									(2,726.6)	1.00	(2,726.6)	(136.3)	(218.1)	1.00	(75.7)	1.25	(94.6)	(0.17)	(0.17)
Sub-Totals											106,041.4	5,302.2	8,483.5		2,945.7		3,682.2		
Location 2 Totals (Carried to Location Sub-Summary)											106,042		13,786		2,946		3,683	8.56	8.56

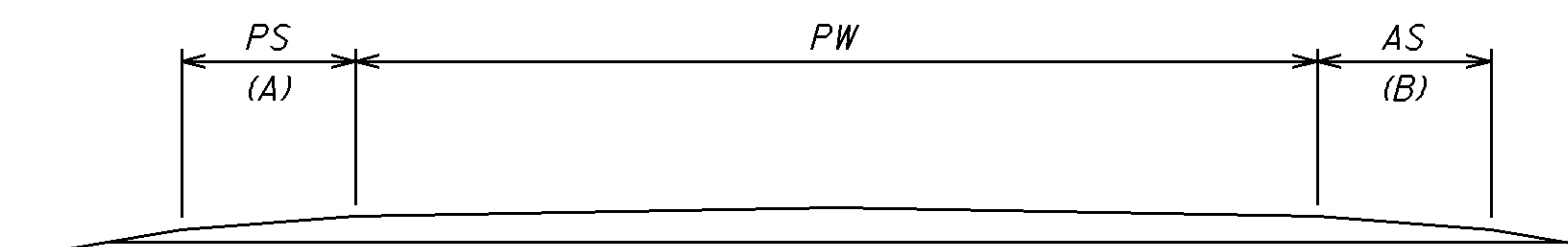
TYPICAL 1



TYPICAL 2



TYPICAL 3



AS = AGGREGATE SHOULDER  
PS = PAVED SHOULDER  
PW = PAVEMENT WIDTH

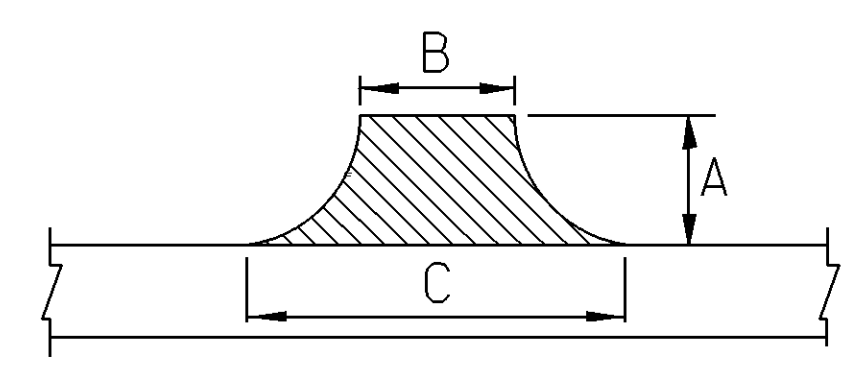
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Shoulder Data																								
Location	County	Route	Begin Log Point (SLM)	End Log Point (SLM)	Length		Typical	Shoulder Width (FT.)		Shoulder Area (SY)  (* - Area by Computer)	209	254		407		408	441			617				
								PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	Thickness		PAVEMENT PLANING, ASPHALT CONCRETE, 1.00"	NON-TRACKING TACK COAT (@ 0.050 Gal/SY)	NON-TRACKING TACK COAT (@ 0.080 Gal/SY)	PRIME COAT, AS PER PLAN (@ 0.40 Gal/SY)	Thickness	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)	Thickness	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG 70-22M	Thickness	COMPACTED AGGREGATE, AS PER PLAN (2' Width)				
					Miles	Lin. Ft.															A	B	MILE	Inches
1	Cos.	S.R. 93	3.48	3.52	0.04	211.20	1	2.0	2.0	93.9	0.08					37.6					2.00	5.2		
		S.R. 541	31.59	34.62	3.03	15,998.40	1	2.0	2.0	7,110.4	6.06					2,844.2					2.00	395.0		
Bridge Deductions (Bridge Length x Shoulder Width)										(139.1)	(0.06)					(55.6)					2.00	(7.7)		
Sub-Totals																	2,826.2						392.5	
Location 1 Totals (Carried to Location Sub-Summary)											6.08						2,827							393
2	Gue.	S.R. 541	0.00	8.04	8.04	42,451.20	1	2.0	2.0	18,867.2	16.08					7,546.9					2.00	1048.2		
			2.29	2.44	0.15	792.00	2	0.0	6.0	528.0		1.00	528.0	26.4	42.3		1.00	14.7	1.25	18.4				
			2.65	2.73	0.08	422.40	3	4.0	0.0	187.7		1.00	187.7	9.4	15.1		1.00	5.3	1.25	6.6				
			8.04	8.73	0.69	3,643.20	1	2.0	2.0	1,619.2	1.38					647.7					2.00	90.0		
Bridge Deductions (Bridge Length x Shoulder Width)										(500.8)	(0.21)					(200.3)					2.00	(27.8)		
Sub-Totals													715.7	35.8	57.4	7,994.3		20.0		25.0		1,110.4		
Location 2 Totals (Carried to Location Sub-Summary)											17.25		716	94		7,995		20		25		1,111		

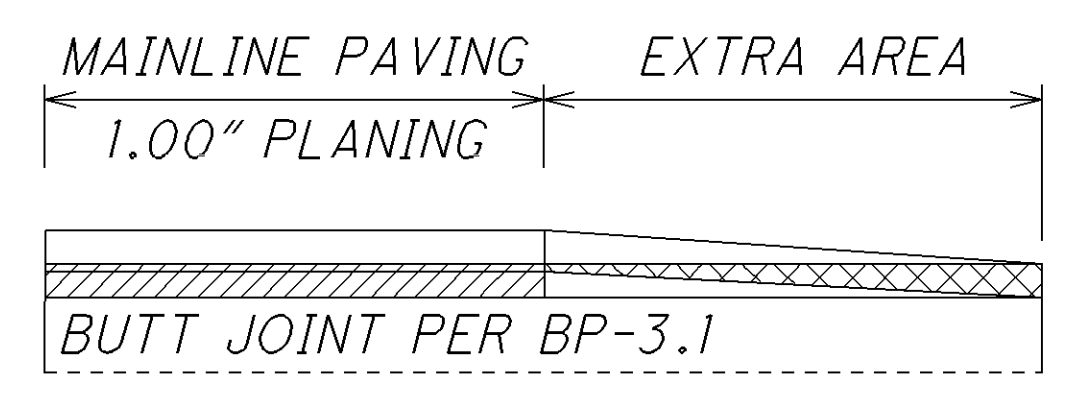
SHOULDER DATA

COS-541-31.59  
GUE-541-0.00





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



Extra Area Data															
Location	County	Route	Description	Side	Intersections (FT)			Extra Area (SY)  (*) - Area by Computer	202	407		441			
					WEARING COURSE REMOVED	NON-TRACKING TACK COAT (@ 0.050 Gal/SY)	NON-TRACKING TACK COAT (@ 0.080 Gal/SY)		Thickness	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)	Thickness	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448) PG 64-22			
													SY	GAL	GAL
A	B	C													
1	Cos.	S.R. 541	at S.R. 93	Rt.	123	21	80	690.2	690.2	34.6	55.3	1.00	19.2	1.25	24.0
			Twp. Rd. 118	Lt.	30	16	70	143.4	143.4	7.2	11.5	1.00	4.0	1.25	5.0
			Twp. Rd. 118	Rt.	30	16	70	143.4	143.4	7.2	11.5	1.00	4.0	1.25	5.0
			Twp. Rd. 119	Lt.	35	20	82	198.4	198.4	10.0	15.9	1.00	5.6	1.25	6.9
			Twp. Rd. 477	Rt.	60	22	100	406.7	406.7	20.4	32.6	1.00	11.3	1.25	14.2
			Co. Rd. 120	Lt.	45	28	77	262.5	262.5	13.2	21.0	1.00	7.3	1.25	9.2
			Twp. Rd. 108	Rt.	35	16	80	186.7	186.7	9.4	15.0	1.00	5.2	1.25	6.5
Sub-Totals								2,031.3	102.0	162.8		56.6		70.8	
Location 1 Totals (Carried to Location Sub-Summary)								2,032	265			57		71	
2	Gue.	S.R. 541	Twp. Rd. 187 (Standing Rock Rd.)	Lt.	35	20	75	184.8	184.8	9.3	14.8	1.00	5.2	1.25	6.5
			Co. Rd. 86 (Guemsey Valley Rd.)	Lt.	65	30	135	595.9	595.9	29.8	47.7	1.00	16.6	1.25	20.7
			at S.R. 658	CL	75	21	110	545.9	545.9	27.3	43.7	1.00	15.2	1.25	19.0
			Twp. Rd. 815 (Bird Rd.)	Lt.	35	20	73	180.9	180.9	9.1	14.5	1.00	5.1	1.25	6.3
			Twp. Rd. 186 (Bridge Rd.)	Rt.	78	23		99.7	99.7	5.0	8.0	1.00	2.8	1.25	3.5
			Twp. Rd. 186 (Bridge Rd.)	Rt.	88	25		122.3	122.3	6.2	9.8	1.00	3.4	1.25	4.3
			Twp. Rd. 381 (Keats Rd.)	Lt.	25	18	60	108.4	108.4	5.5	8.7	1.00	3.1	1.25	3.8
			Twp. Rd. 834 (Window Rd.)	Lt.	32	12	88	177.8	177.8	8.9	14.3	1.00	5.0	1.25	6.2
			Twp. Rd. 3808 (Ringer Rd.)	Rt.	38	18	60	164.7	164.7	8.3	13.2	1.00	4.6	1.25	5.8
			Twp. Rd. 3826 (Cain Rd.)	Rt.	48	17	66	221.4	221.4	11.1	17.8	1.00	6.2	1.25	7.7
			Co. Rd. 380 (Norwalk Rd.)	Rt.	93	28		144.7	144.7	7.3	11.6	1.00	4.1	1.25	5.1
			Co. Rd. 33 (Main St.)	Rt.	27	22	50	108.0	108.0	5.4	8.7	1.00	3.0	1.25	3.8
			Twp. Rd. 3829 (Main St.)	Lt.	27	22	50	108.0	108.0	5.4	8.7	1.00	3.0	1.25	3.8
			Johnson St.	Rt.	18	12	37	49.0	49.0	2.5	4.0	1.00	1.4	1.25	1.8
			Dewey St.	Rt.	18	12	37	49.0	49.0	2.5	4.0	1.00	1.4	1.25	1.8
			Co. Rd. 33 (Boone Rd.)	Lt.	38	24	104	270.3	270.3	13.6	21.7	1.00	7.6	1.25	9.4
			Twp. Rd. 8361 (Hazlett Rd.)	Lt.	40	22	96	262.3	262.3	13.2	21.0	1.00	7.3	1.25	9.2
Sub-Totals								3,393.1	170.4	272.2		95.0		118.7	
Location 2 Totals (Carried to Location Sub-Summary)								3,394	443			95		119	

EXTRA AREA DATA

COS-541-31.59  
GUE-541-0.00

**Bridge Treatment:**

Cos-541-3335: 2.25" Overlay of Asphalt Concrete.

Gue-541-0029: Culvert - Mill and Fill same as Roadway.

Gue-541-0158: Butt Joint at Approach Slabs.

Gue-541-0373: Butt Joint at Approach Slabs.

Gue-541-0540: Mill and Fill same as Roadway.

Gue-541-0704: Culvert - Mill and Fill same as Roadway.

Gue-541-0746: Butt Joint at Approach Slabs.

Gue-541-0820: Culvert - Mill and Fill same as Roadway.

Gue-541-0840: Butt Joint at Approach Slabs.

**Note:**

For Bridge Deck Treatment Details, See Sheet 11.



**Bridge Treatment Data**

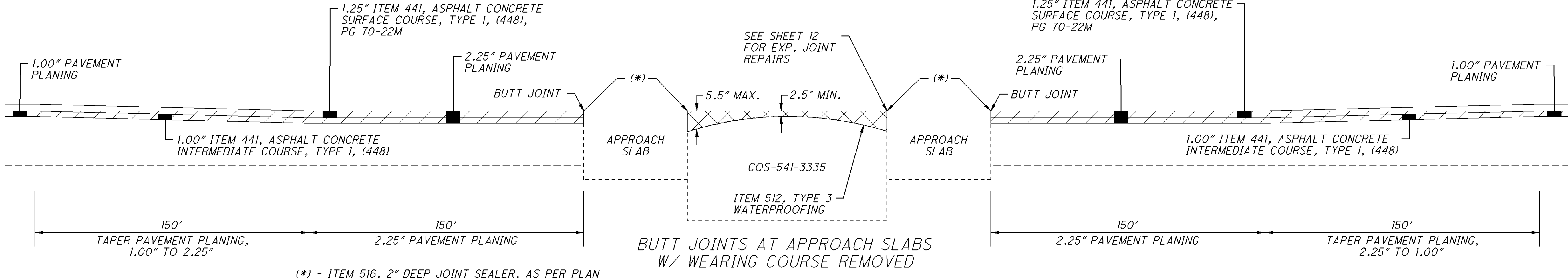
L o c a t i o n	Bridge No.	Bridge Length (FT)	Bridge Width (FT)	Bridge Area (SY)	Approach Slab Length (FT)	Approach Slab Width (FT)	Approach Slab Area (SY) (Includes both Approach Slabs)	D e t a i l	Pavement Deductions (SY) (Bridge L + App. Slab L x Pavement Width) (Carried to Sheet 7)	Shoulder Deductions (SY) (Bridge L + App. Slab L x Shoulder Width) (Carried to Sheet 8)	202		254		407		441			512	516	
											WEARING COURSE REMOVED (VARIABLE DEPTH) SY	T h i c k n e s s	PAVEMENT PLANING, ASPHALT CONCRETE, 1.00" SY	NON-TRACKING TACK COAT (@ 0.050 Gal/SY) GAL	NON-TRACKING TACK COAT (@ 0.080 Gal/SY) GAL	T h i c k n e s s	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448) CY	T h i c k n e s s	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG 70-22M CY	TYPE 3 WATERPROOFING SY	2" DEEP JOINT SEALER, AS PER PLAN FT	
1	Cos-541-3335	283.0	30.0	943.4	15.0	30.0	100.0	1	730.3	139.1	730.3			43.5	69.6	2.25 Avg.	54.4	1.25	30.2	730.3	102	
		Bridge Deductions								(730.3)	(139.1)											
		Sub-Totals										730.3		43.5	69.6		54.4		30.2	730.3		102
		Location 1 Totals (Carried to Location Sub-Summary)										731		114		55		31	731		102	
2	Gue-541-0029	Culvert - Mill and Fill same as Roadway.																				
	Gue-541-0158	119.0	32.0	423.2	25.0	32.0	177.8	2	394.3	75.1											42	
	Gue-541-0373	200.0	28.5	633.4	25.0	29.0	161.2	2	583.3	111.1											42	
	Gue-541-0540	54.0	26.0	156.0	25.0	26.0	144.5	3	242.7	46.2	1.00	288.9	14.5	23.2	1.00	8.1	1.25	10.1				
	Gue-541-0704	Culvert - Mill and Fill same as Roadway.																				
	Gue-541-0746	273.0	28.5	864.5	20.0	30.0	133.4	2	730.3	139.1											42	
	Gue-541-0820	Culvert - Mill and Fill same as Roadway.																				
	Gue-541-0840	241.0	34.3	918.5	25.0	44.0	244.5	2	776.0	129.3											48	
		Bridge Deductions								(2,726.6)	(500.8)											
		Sub-Totals												288.9	14.5	23.2		8.1		10.1		
		Location 2 Totals (Carried to Location Sub-Summary)												289	38		9		11			174

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DETAIL 1

NOTE: SEE EXISTING PLANS FOR COS-541-3335 BRIDGE CAMBER DETAILS

-  - ITEM 202, WEARING COURSE REMOVED (VARIABLE DEPTH)
-  - ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE




(\*) - ITEM 516, 2" DEEP JOINT SEALER, AS PER PLAN

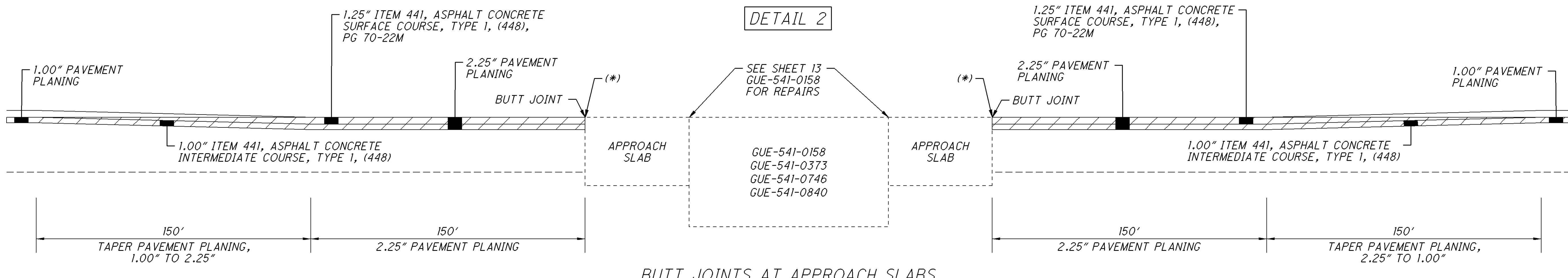
BUTT JOINTS AT APPROACH SLABS W/ WEARING COURSE REMOVED

DETAIL 2

SEE SHEET 13 GUE-541-0158 FOR REPAIRS

GUE-541-0158  
GUE-541-0373  
GUE-541-0746  
GUE-541-0840

-  - ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE



(\*) - ITEM 516, 2" DEEP JOINT SEALER, AS PER PLAN

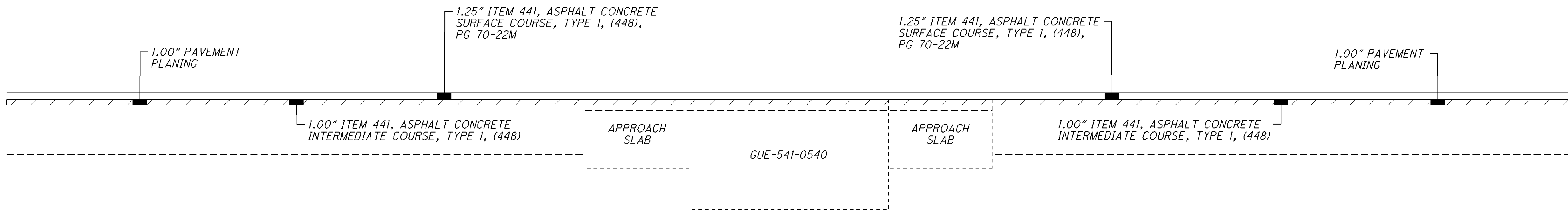
BUTT JOINTS AT APPROACH SLABS

DETAIL 3

GUE-541-0540

1.00" PAVEMENT PLANING, 2.25" OVERLAY

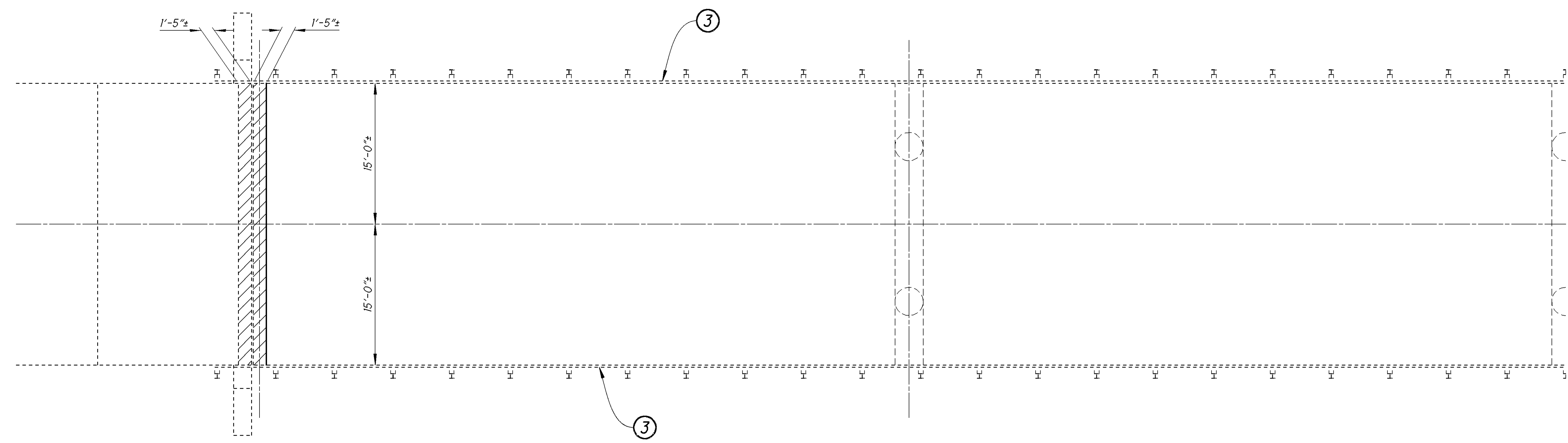
-  - ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE



CALCULATED  
JLS  
CHECKED  
JSL

BRIDGE TREATMENT DATA

COS-541-31.59  
GUE-541-0.00



**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.

2.0 CU.YD. HAS BEEN CARRIED TO GENERAL SUMMARY

**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 COMPRESSIVE 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.

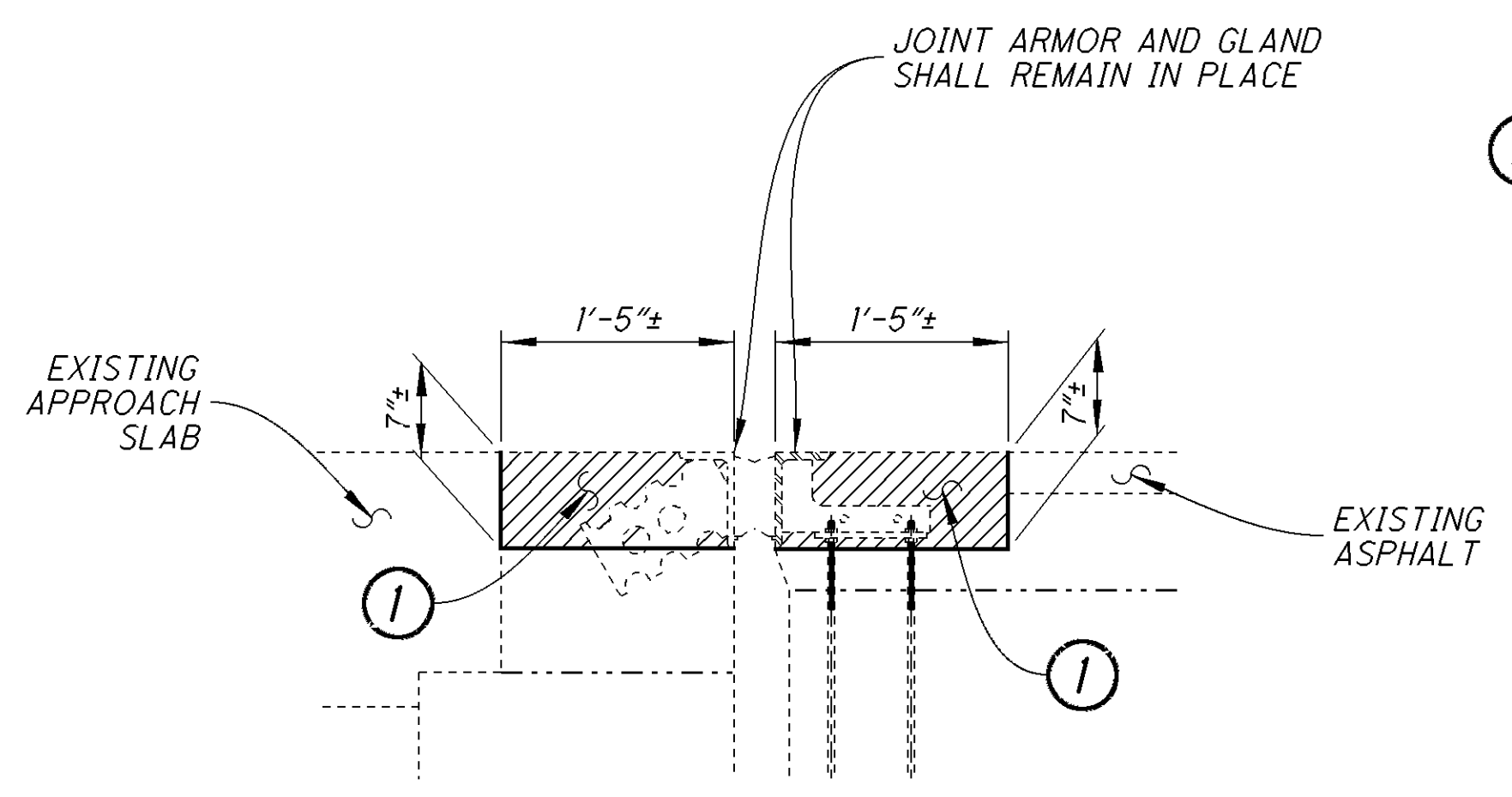
THE CONTRACTOR SHALL CONTINUE THE WET CURE FOR THE MAXIMUM NUMBER OF HOURS POSSIBLE DURING THE PERMITTED LANE CLOSURE. THE CLOCK STARTS FOR THE WET CURE WHEN THE CONCRETE PLACEMENT IS COMPLETE.

TRAFFIC WILL NOT BE PERMITTED 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.

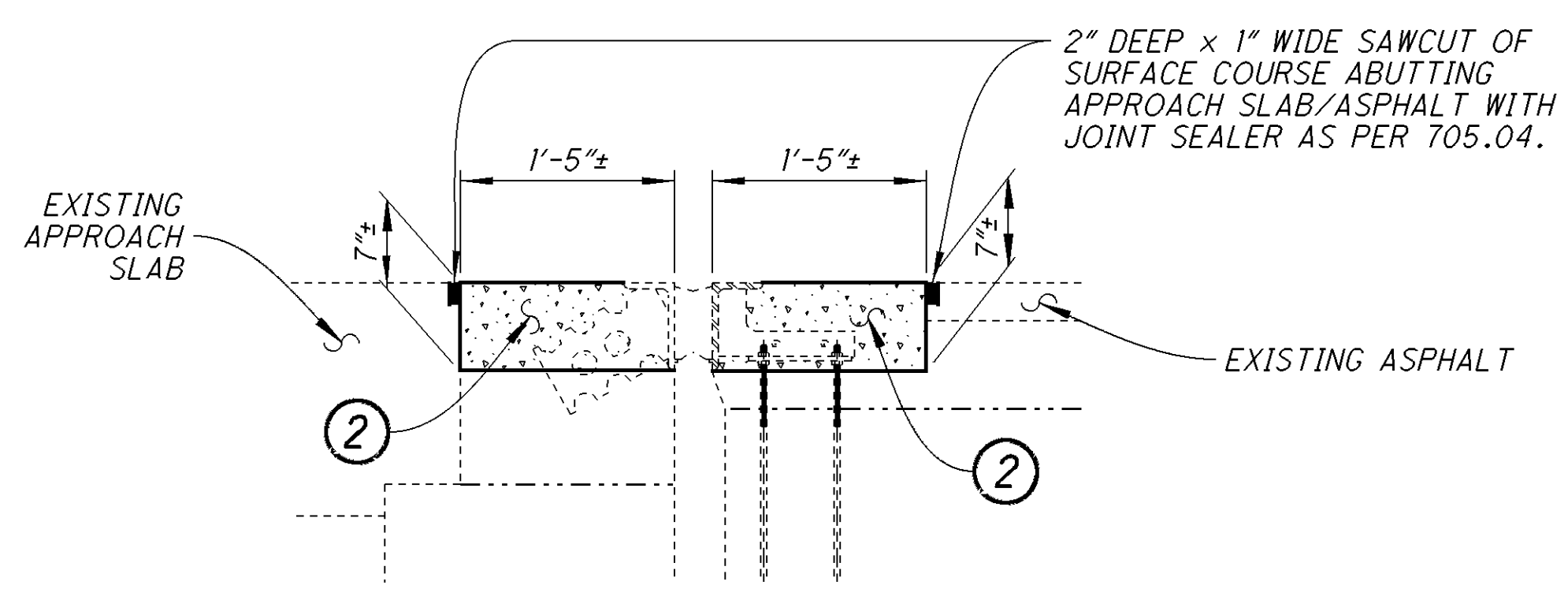
THE CONTRACTOR MAY AFTER THE INTIAL 2 HOUR SET-UP OF THE CONCRETE, PLACE A STEEL PLATE OVER THE CONCRETE REPAIR IN ORDER TO OPEN TRAFFIC UP TO UNRESTRICTED TRAFFIC. WET BURLAP BEDDING MUST BE PLACES BETWEEN THE STEEL PLATE AND FRESH CONCRETE PATCHED SURFACE. THE CONTRACTOR WILL STILL BE REQUIRED TO PROVIDE A WET CURE FOR THE DURATION OF THE CURE TIME.

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

3.0 CU.YD. HAS BEEN CARRIED TO THE GENERAL SUMMARY



**REMOVAL**  
(ONE ABUTMENT ONLY)



**REPAIR**  
(ONE ABUTMENT ONLY)

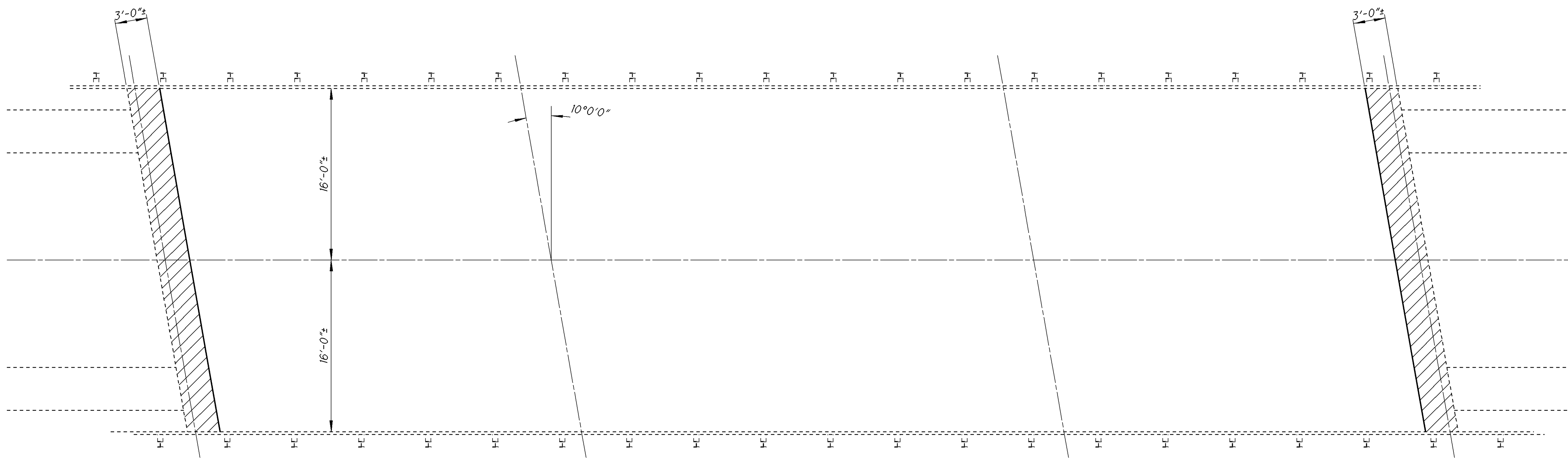
**③ ITEM SPECIAL - STEEL DRIP STRIP**

THE EXISTING STEEL DRIP STRIP SHALL BE REPLACED AFTER REMOVAL OF THE BRIDGE WEARING COURSE PER STANDARD CONSTRUCTION DRAWING DS-1-92. REMOVAL, DISPOSAL, AND INSTALLATION ARE IN INCLUDED IN PAYMENT FOR ITEM SPECIAL - STEEL DRIP STRIP.

696 FT HAS BEEN CARRIED TO THE GENERAL SUMMARY

NOTE: THE CONTRACTOR IS TO ENSURE THAT THE JOINT ARMOR IS LEVEL WITH THE DECK/APPROACH SLAB.

P:\LIC\92980\Design\Bridge\SFN - Route\_Name\Plan\_Sheets\92980\_SN001.dgn



**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.

3.0 CU.YD. HAS BEEN CARRIED TO THE GENERAL SUMMARY

**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 COMPRESSIVE 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.

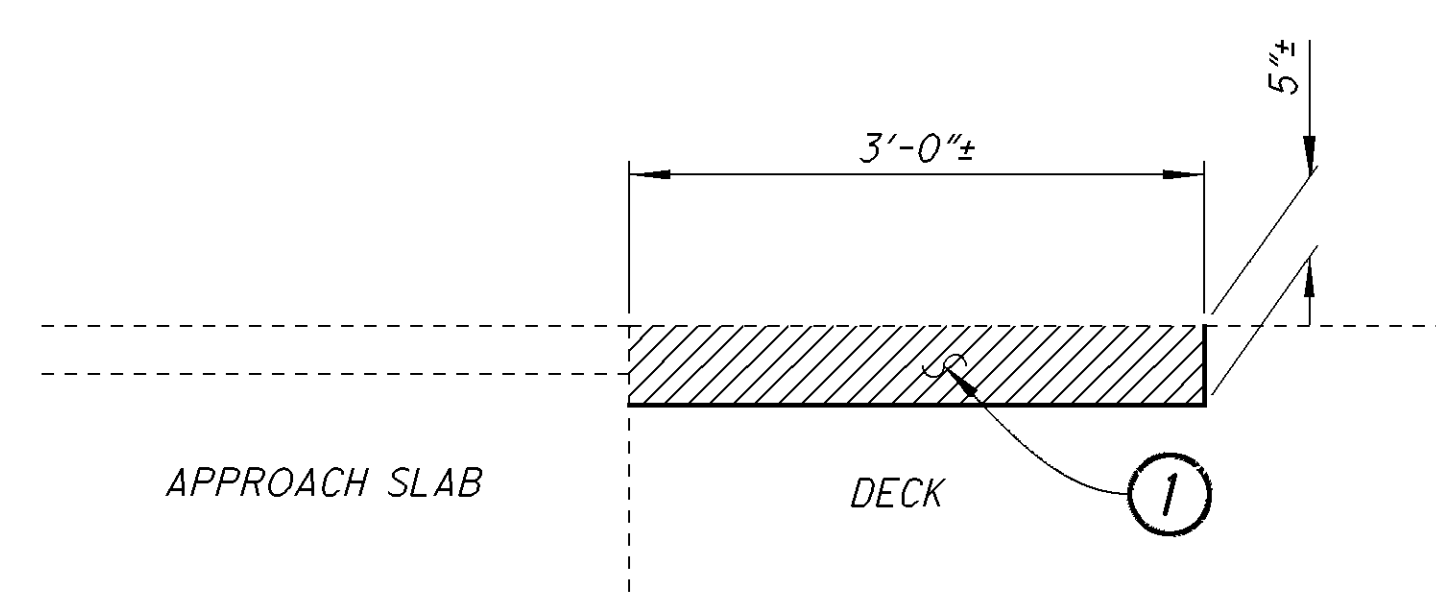
THE CONTRACTOR SHALL CONTINUE THE WET CURE FOR THE MAXIMUM NUMBER OF HOURS POSSIBLE DURING THE PERMITTED LANE CLOSURE. THE CLOCK STARTS FOR THE WET CURE WHEN THE CONCRETE PLACEMENT IS COMPLETE.

TRAFFIC WILL NOT BE PERMITTED 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.

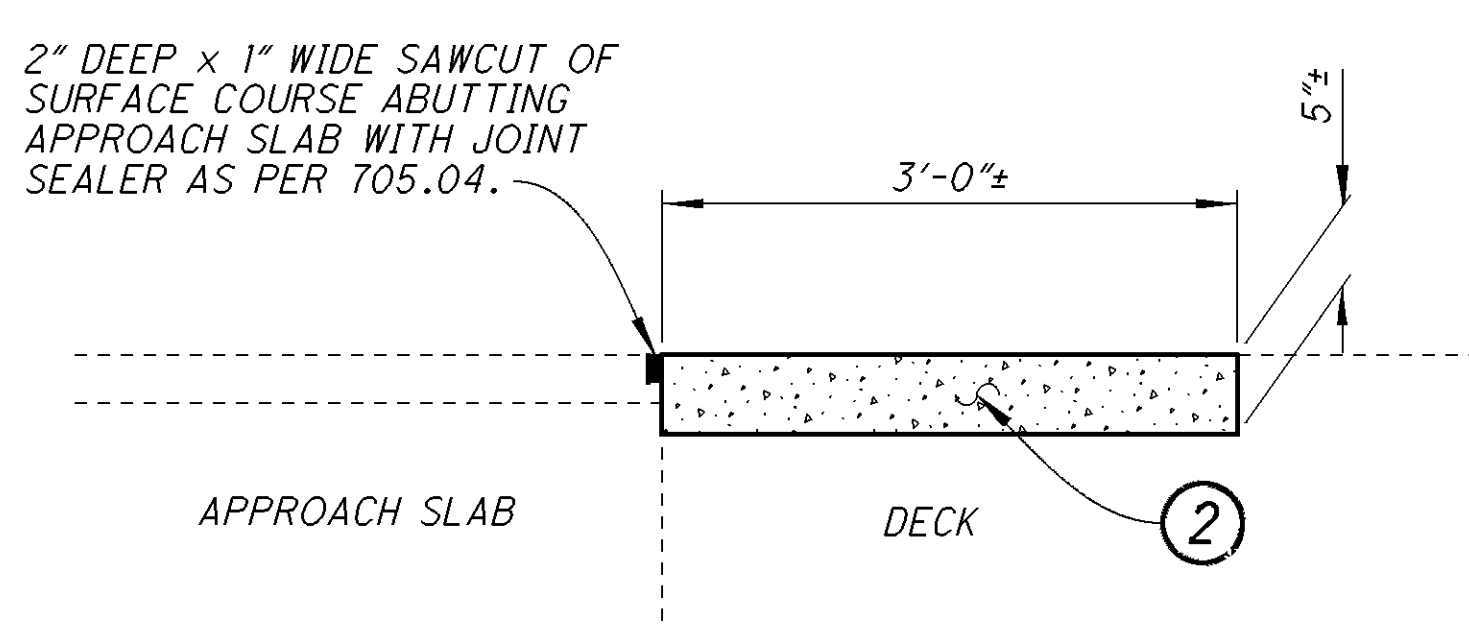
THE CONTRACTOR MAY AFTER THE INTIAL 2 HOUR SET-UP OF THE CONCRETE, PLACE A STEEL PLATE OVER THE CONCRETE REPAIR IN ORDER TO OPEN TRAFFIC UP TO UNRESTRICTED TRAFFIC. WET BURLAP BEDDING MUST BE PLACES BETWEEN THE STEEL PLATE AND FRESH CONCRETE PATCHED SURFACE. THE CONTRACTOR WILL STILL BE REQUIRED TO PROVIDE A WET CURE FOR THE DURATION OF THE CURE TIME.

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

3.0 CU.YD. HAS BEEN CARRIED TO THE GENERAL SUMMARY



**REMOVAL**



**REPAIR**

P:\LIC\92980\Design\Bridge\SFN - Route\_Name\Plan\_Sheets\92980\_SN002.dgn



Edge Line Data													
L o c a t i o n	C o u n t y	R o u t e	B e g i n L o g P o i n t ( <i>SLM</i> )	E n d L o g P o i n t ( <i>SLM</i> )	L e n g t h ( <i>Miles</i> )	Information Only						648	R e m a r k s
						W h i t e E d g e L i n e ( <i>Quantities</i> )			Y e l l o w E d g e L i n e ( <i>Quantities</i> )			E D G E L I N E, 6"  M I L E	
						T o t a l M i l e s	H i g h w a y M i l e s	R a m p M i l e s	T o t a l M i l e s	H i g h w a y M i l e s	R a m p M i l e s		
1	Cos.	S.R. 93	3.48	3.52	0.04	0.08	0.08					0.08	
		S.R. 541	31.59	34.62	3.03	6.06	6.06					6.06	
Location 1 Total (Carried to Location Sub-Summary)											6.14		
2	Gue.	S.R. 541	0.00	8.73	8.73	17.46	17.46					17.46	
		Location 2 Total (Carried to Location Sub-Summary)											17.46

Center Line Data									
L o c a t i o n	C o u n t y	R o u t e	B e g i n L o g P o i n t ( <i>SLM</i> )	E n d L o g P o i n t ( <i>SLM</i> )	L e n g t h ( <i>Miles</i> )	Information Only		648	R e m a r k s
						C e n t e r L i n e ( <i>Quantities</i> )		C E N T E R L I N E  M I L E	
						T o t a l M i l e s	E q u i v a l e n t S o l i d L i n e		
1	Cos.	S.R. 93	3.48	3.52	0.04	0.04	0.08	0.04	
		S.R. 541	31.59	34.62	3.03	3.03	5.68	3.03	
Location 1 Total (Carried to Location Sub-Summary)									3.07
2	Gue.	S.R. 541	0.00	8.73	8.73	8.73	14.35	8.73	
		Location 2 Total (Carried to Location Sub-Summary)							

Auxiliary Marking Data						
L o c a t i o n	C o u n t y	R o u t e	Description	Side	644	Remarks
					STOP LINE (24")	
					FT	
1	Cos.	S.R. 541	at S.R. 93 Intersection	Rt.	34	Place at Existing Location.
			Twp. Rd. 118	Lt.	20	Place at Existing Location.
			Twp. Rd. 118	Rt.	20	Place at Existing Location.
			Twp. Rd. 119	Lt.	27	Place at Existing Location.
			Twp. Rd. 477	Rt.	43	Place at Existing Location.
			Co. Rd. 120	Lt.	20	Place at Existing Location.
			Twp. Rd. 108	Rt.	26	Place at Existing Location.
<b>Location 1 Totals (Carried to Location Sub-Summary)</b>					<b>190</b>	
2	Gue.	S.R. 541	Twp. Rd. 187 (Standing Rock Rd.)	Lt.	25	Place at Existing Location.
			Co. Rd. 86 (Guemsey Valley Rd.)	Lt.	45	Place at Existing Location.
			at S.R. 658 Intersection	CL	22	Place at Existing Location.
			Twp. Rd. 815 (Bird Rd.)	Lt.	20	Place at Existing Location.
			Twp. Rd. 186 (Bridge Rd.)	Rt.	10	Place at Existing Location.
			Twp. Rd. 186 (Bridge Rd.)	Rt.	10	Place at Existing Location.
			Twp. Rd. 381 (Keats Rd.)	Lt.	12	Place at Existing Location.
			Twp. Rd. 834 (Window Rd.)	Lt.	15	Place at Existing Location.
			Twp. Rd. 3808 (Ringer Rd.)	Rt.	19	Place at Existing Location.
			Twp. Rd. 3826 (Cain Rd.)	Rt.	13	Place at Existing Location.
			Co. Rd. 380 (Norwalk Rd.)	Rt.	8	Place at Existing Location.
			Co. Rd. 33 (Main St.)	Rt.	15	Place at Existing Location.
			Twp. Rd. 3829 (Main St.)	Lt.	15	Place at Existing Location.
			Johnson St.	Rt.	12	Place at Existing Location.
Dewey St.	Rt.	12	Place at Existing Location.			
Co. Rd. 33 (Boone Rd.)	Lt.	25	Place at Existing Location.			
Twp. Rd. 8361 (Hazlett Rd.)	Lt.	22	Place at Existing Location.			
<b>Location 2 Totals (Carried to Location Sub-Summary)</b>					<b>300</b>	

Detail	
1	Tapered Acceleration Lane
2	Deceleration Lane
3	Multilane Divided/Controlled Access
4	4 Lane Divided to 2 Lane Transition
5	4 Lane Undivided to 2 Lane Transition
6	One Lane Bridge
7	Stop Approach

Detail	
8	Thru Approach
9	Two-Way Left Turn Lane
10	Approach with Left Turn Lane
11	Horizontal Curve 40' Spacing (Note 2)
12	Horizontal Curve Alt. (Note 3)
Gap	Center Line at 80' Typical Spacing
Rem	See Remarks

Raised Pavement Marker Data																
Location	County	Route	Begin Log Point (SLM)	End Log Point (SLM)	Length		Detail	621		Prismatic Retro-Reflector Colors					Remarks	
								RPM	RAISED PAVEMENT MARKER REMOVED	Information Only						
										One-Way		Two-Way				
					EACH	EACH		White	Yellow	Yellow/ Yellow	White/ Red	Yellow/ Red				
1	Cos.	S.R. 541	31.59	32.20	0.61	3,220.8	Gap	41	41			41				
			32.20	32.42	0.22	1,161.6	12	34	34			34			PC 32.29, PT 32.33, L = 211' 10 Deg. Curve	
			32.42	32.49	0.07	369.6	Gap	5	5			5				
			32.49	32.76	0.27	1,425.6	12	47	47			47			PC 32.58, PT 32.67, L = 475', 14 Deg. Curve	
			32.76	33.23	0.47	2,481.6	Gap	32	32			32				
			33.23	33.30	0.07	369.6	11	10	10			10			PC 33.23, PT 33.30, L = 370', 9 Deg. Curve	
			33.30	33.36	0.06	316.8	Gap	4	4			4				
			33.36	33.45	0.09	475.2	11	12	12			12			PC 33.36, PT 33.45, L = 475', 8 Deg. Curve	
			33.45	34.62	1.17	6,177.6	Gap	78	78			78				
Sub-Totals												263				
Location 1 Totals (Carried to Location Sub-Summary)								263	263							

Detail	
1	Tapered Acceleration Lane
2	Deceleration Lane
3	Multilane Divided/Controlled Access
4	4 Lane Divided to 2 Lane Transition
5	4 Lane Undivided to 2 Lane Transition
6	One Lane Bridge
7	Stop Approach

Detail	
8	Thru Approach
9	Two-Way Left Turn Lane
10	Approach with Left Turn Lane
11	Horizontal Curve 40' Spacing (Note 2)
12	Horizontal Curve Alt. (Note 3)
Gap	Center Line at 80' Typical Spacing
Rem	See Remarks

**Raised Pavement Marker Data**

Location	County	Route	Begin Log Point (SLM)	End Log Point (SLM)	Length		Detail	621		Prismatic Retro-Reflector Colors					Remarks	
								RPM	RAISED PAVEMENT MARKER REMOVED	Information Only						
										One-Way		Two-Way				
										White	Yellow	Yellow/ Yellow	White/ Red	Yellow/ Red		
EACH	EACH															
2	Gue.	S.R. 541	0.00	1.39	1.39	7,339.2	Gap	92	92							
			1.39	1.55	0.16	844.8	11	22	22						PC 1.39, PT 1.55, L = 845', 9 Deg. Curve	
			1.55	1.93	0.38	2,006.4	Gap/7	42	42	16			26			Stop Approach at S.R. 658 in W.B Lane
			1.93	2.12	0.19	1,003.2	11	26	26				26			PC 1.93, PT 2.12, L = 1,003', 6 Deg. Curve
			2.12	2.31	0.19	1,003.2	Gap	13	13				13			
			2.31	2.34	0.03	158.4	11	4	4				4			PC 2.31, PT 2.34, L = 158', 9 Deg. Curve
			2.34	2.41	0.07	369.6	12	12	12				12			PC 2.34, PT 2.38, L = 158', 16 Deg. Curve
			2.41	2.50	0.09	475.2	12	14	14				14			PC 2.41, PT 2.43, L = 106', 18 Deg. Curve
			2.50	2.60	0.10	528.0	12	15	15				15			PC 2.50, PT 2.51, L = 53', 19 Deg. Curve
			2.60	2.87	0.27	1,425.6	12	52	52				52			PC 2.65, PT 2.78, L = 687', 25 Deg. Curve
			2.87	3.12	0.25	1,320.0	Gap	17	17				17			
			3.12	3.18	0.06	316.8	11	8	8				8			PC 3.12, PT 3.18, L = 317', 5 Deg. Curve
			3.18	3.56	0.38	2,006.4	Gap	26	26				26			
			3.56	3.67	0.11	580.8	12	46	46				46			P.C. 3.65, PT 3.67, L = 687', 25 Deg. Curve
			3.67	3.72	0.05	264.0	11	7	7				7			PC 3.67, PT 3.72, L = 264', 9 Deg. Curve
			3.72	3.83	0.11	580.8	12	25	25				25			PC 3.75, PT 3.81, L = 317', 17 Deg. Curve
			3.83	3.94	0.11	580.8	12	23	23				23			PC 3.83, PT 3.89, L = 317', 25 Deg. Curve
			3.94	4.12	0.18	950.4	12	36	36				36			PC 3.94, PT 4.03, L = 475', 19 Deg. Curve
			4.12	4.35	0.23	1,214.4	Gap	16	16				16			
			4.35	4.41	0.06	316.8	11	8	8				8			PC 4.35, PT 4.41, L = 317', 6 Deg. Curve
			4.41	4.99	0.58	3,062.4	Gap	39	39				39			
			4.99	5.06	0.07	369.6	11	10	10				10			PC 4.99, PT 5.06, L = 370', 8 Deg. Curve
			5.06	5.22	0.16	844.8	12	28	28				28			PC 5.14, PT 5.19, L = 264', 11 Deg. Curve
5.22	5.32	0.10	528.0	12	15	15				15			PC 5.22, PT 5.23, L = 53', 13 Deg. Curve			
5.32	5.49	0.17	897.6	Gap	12	12				12						
5.49	5.58	0.09	475.2	11	12	12				12			PC 5.49, PT 5.58, L = 475', 6 Deg. Curve			
5.58	6.06	0.48	2,534.4	Gap	32	32				32						
6.06	6.32	0.26	1,372.8	12	45	45				45			PC 6.15, PT 6.23, L = 422', 14 Deg. Curve			
6.32	6.61	0.29	1,531.2	12	54	54				54			PC 6.40, PT 6.52, L = 634', 11 Deg. Curve			
6.61	7.83	1.22	6,441.6	Gap	81	81				81						
7.83	7.85	0.02	105.6	11	3	3				3			PC 7.83, PT 7.85, L = 106', 7 Deg. Curve			
7.85	8.49	0.64	3,379.2	Gap	43	43				43			End at I.R. 77 Interchange			
Sub-Totals										16		862				
Location 2 Totals (Carried to Location Sub-Summary)								878	878							

**RAISED PAVEMENT MARKER DATA**

COS-541-31.59  
GUE-541-0.00

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LOCATION 1 TOTALS										ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION					
2	3	4	7	8	9	10	14	15	16										
														<b>ROADWAY</b>					
	210				2,032	731					202	23500	2,973	SY	WEARING COURSE REMOVED				
				6.08							209	72051	6.08	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN				
															<b>PAVEMENT</b>				
550											253	02000	550	CY	PAVEMENT REPAIR				
			37,093								254	01000	37,093	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.00"				
			4,823		265	114					407	20000	5,202	GAL	NON-TRACKING TACK COAT				
				2,827							408	10001	2,827	GAL	PRIME COAT, AS PER PLAN				
					71						441	50000	71	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22				
	52		1,289			31					441	50100	1,372	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M				
	3		1,031		57	55					441	50200	1,146	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)				
						102					516	31011	102	FT	2" DEEP JOINT SEALER, AS PER PLAN				
				393							617	10101	393	CY	COMPACTED AGGREGATE, AS PER PLAN				
															<b>TRAFFIC CONTROL</b>				
											263	621	00100	263	EACH	RPM			
											263	621	54000	263	EACH	RAISED PAVEMENT MARKER REMOVED			
													190		644	00500	190	FT	STOP LINE
															648	00104	6.14	MILE	EDGE LINE, 6"
															648	00300	3.07	MILE	CENTER LINE
																			<b>STRUCTURE REPAIR (COS-541-3335)</b>
						731					512	33010	731	SY	TYPE 3 WATERPROOFING				
																			<b>MAINTENANCE OF TRAFFIC</b>
		24									614	12460	24	EACH	WORK ZONE MARKING SIGN				
		5									614	13000	5	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC				
			3.07								614	21500	3.07	MILE	WORK ZONE CENTER LINE, CLASS II, 642 PAINT				
			3.07								614	21550	3.07	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT				





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LOCATION TOTALS			PLAN SPLITS		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
1	2	BRIDGES	01/STR/PV	02/STR/BR						
<b>ROADWAY</b>										
2,973	4,024		6,997		202	23500	6,997	SY	WEARING COURSE REMOVED	
6.08	17.25		23.33		209	72051	23.33	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	2
<b>PAVEMENT</b>										
550	1,650		2,200		253	02000	2,200	CY	PAVEMENT REPAIR	
37,093	107,047		144,140		254	01000	144,140	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.00"	
5,202	14,361		19,563		407	20000	19,563	GAL	NON-TRACKING TACK COAT	
2,827	7,995		10,822		408	10001	10,822	GAL	PRIME COAT, AS PER PLAN	2
71	119		190		441	50000	190	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	
1,372	3,864		5,236		441	50100	5,236	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M	
1,146	3,076		4,222		441	50200	4,222	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)	
102	174		276		516	31011	276	FT	2" DEEP JOINT SEALER, AS PER PLAN	2
393	1,111		1,504		617	10101	1,504	CY	COMPACTED AGGREGATE, AS PER PLAN	2
<b>TRAFFIC CONTROL</b>										
263	878		1,141		621	00100	1,141	EACH	RPM	
263	878		1,141		621	54000	1,141	EACH	RAISED PAVEMENT MARKER REMOVED	
190	300		490		644	00500	490	FT	STOP LINE	
6.14	17.46		23.60		648	00104	23.60	MILE	EDGE LINE, 6"	
3.07	8.73		11.80		648	00300	11.80	MILE	CENTER LINE	
<b>STRUCTURE REPAIR (COS-541-3335)</b>										
		4		4	202	11301	4	CY	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	12
		4		4	511	53012	4	CY	CLASS QC2 CONCRETE, MISC.: ACCELERATING ADMIXTURE	12
731				731	512	33010	731	SY	TYPE 3 WATERPROOFING	
		696		696	518	22300	696	FT	SPECIAL - STEEL DRIP STRIP	12
<b>STRUCTURE REPAIR (GUE-541-0158)</b>										
		3		3	202	11301	3	CY	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	13
		3		3	511	53012	3	CY	CLASS QC2 CONCRETE, MISC.: ACCELERATING ADMIXTURE	13
<b>MAINTENANCE OF TRAFFIC</b>										
24	69		93		614	12460	93	EACH	WORK ZONE MARKING SIGN	
5	15		20		614	13000	20	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
3.07	8.56		11.63		614	21500	11.63	MILE	WORK ZONE CENTER LINE, CLASS II, 642 PAINT	
3.07	8.56		11.63		614	21550	11.63	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
<b>INCIDENTALS</b>										
			LS	LS	614	11000		LS	MAINTAINING TRAFFIC	
			1	1	619	16000	2	MNTH	FIELD OFFICE, TYPE A	
			LS	LS	623	10000		LS	CONSTRUCTION LAYOUT STAKES AND SURVEYING	
			LS	LS	624	10000		LS	MOBILIZATION	

CALCULATED JLS CHECKED JSL	<b>GENERAL SUMMARY</b>
<b>COS-541-31.59</b> <b>GUE-541-0.00</b>	
( 20 / 20 )	