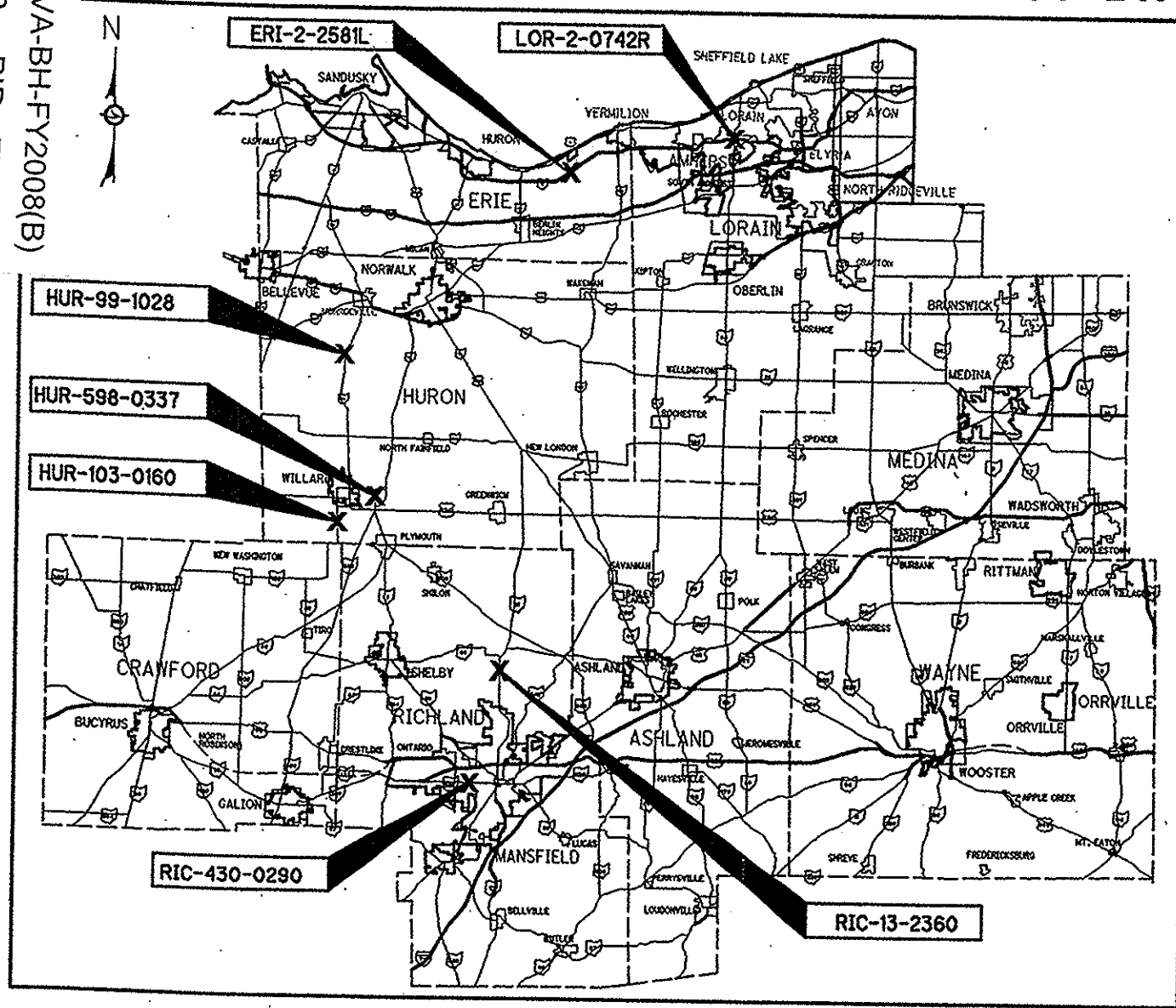


D03 - VA-BH-FY2008(B)
 080192 PID - 77311
 Dist 3 3/5/2008

OHIO DEPARTMENT OF TRANSPORTATION

LOCATION MAP

D03-BH-FY2008(B)



PROJECT DESCRIPTION:

BRIDGE MAINTENANCE ITEMS INCLUDING OVERLAYING THE BRIDGE DECKS, MISCELLANEOUS CONCRETE REPAIR, SEALING CONSTRUCTION JOINTS AND RESURFACING APPROACHES.

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

2005 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 REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT DETOURS WILL BE PROVIDED AS INDICATED ON SHEETS 6 & 7.

INDEX OF SHEETS:

- 1 - TITLE SHEET
- 2-4 - GENERAL NOTES
- 5-7 - MAINTENANCE OF TRAFFIC NOTES
- 8-10 - GENERAL SUMMARY
- 11-12 - LOR-2-0742R
- 13-14 - ERI-2-2581L
- 15 - HUR-99-1028
- 16-18 - HUR-103-0160
- 19-21 - HUR-598-0337
- 22-23 - RIC-13-2360
- 24-30 - RIC-430-0290

LIMITED ACCESS (ERI-2-0742 & LOR-2-2581)

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

12/4/07 *John Hart*
 APPROVED DATE DISTRICT DEPUTY DIRECTOR OF TRANSPORTATION

12-20-07 *James A. Brandy*
 APPROVED DATE DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO.
NON-FEDERAL

PID NO.
77311

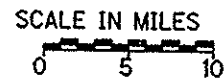
CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT
NONE

D03-BH-FY2008(B)

1
 30

TWO WORKING DAYS BEFORE YOU DIG
 call 800-362-2764
 TOLL FREE
 OHIO UTILITIES PROTECTION SERVICE
 NON-MEMBERS MUST BE CALLED DIRECTLY

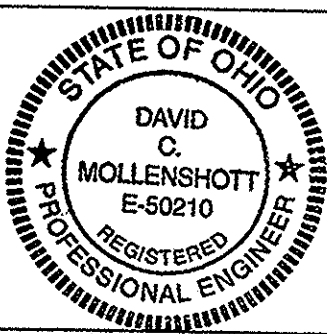


PLAN PREPARED BY:



	LATITUDE	LONGITUDE
LOR-2-0742R	N 41°24'50"	W 82°12'33"
ERI-2-2581L	N 41°22'39"	W 82°25'44"
HUR-99-1028	N 41°11'06"	W 82°43'30"
HUR-103-0160	N 41°01'08"	W 82°43'53"
HUR-598-0337	N 41°02'25"	W 82°40'54"
RIC-13-2360	N 40°51'58"	W 82°30'48"
RIC-430-0290	N 40°45'33"	W 82°33'22"

ENGINEER'S SEAL



SIGNED: *David C. Molleshott*
 DATE: 12/04/07

STANDARD CONSTRUCTION DRAWINGS

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS			
BP-3.1	10-19-07	MT-35.10	4-20-01	MT-101.60	9-20-06	800	1-18-08
BP-9.1	4-15-05	MT-95.30	9-05-06	MT-105.10	10-18-02		
		MT-95.31	9-05-06	MT-105.11	10-18-02		
DBR-2-73	7-19-02	MT-95.32	9-05-06				
		MT-95.50	9-05-06			848	4-15-05
		MT-95.60	4-19-02				
TC-41.20	1-19-01	MT-96.10	4-19-02				
TC-52.10	1-19-07	MT-96.20	4-19-02				
TC-52.20	1-19-07	MT-96.25	4-20-01				
TC-73.10	1-19-07	MT-97.10	9-05-06				
		MT-101.20	10-18-02				

SPECIAL PROVISIONS
 WATERWAY PERMIT
 N/A

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 WORKSTATION: dmollens DATE: 12/4/2007

EXISTING STRUCTURE VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURES HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES AND FROM FIELD OBSERVATION AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURES AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05 & 105.02.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURES. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATION FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002, INCLUDING THE 2003, 2004, 2005 AND 2006 SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN DATA:

CONCRETE CLASS C - COMPRESSIVE STRENGTH 4,000 PSI

CONCRETE CLASS S - COMPRESSIVE STRENGTH 4,500 PSI

EXISTING PLANS:

THE ORIGINAL CONSTRUCTION PLANS OF THE EXISTING BRIDGES ARE AVAILABLE UPON REQUEST AT THE DISTRICT 3 OFFICE OF THE OHIO DEPARTMENT OF TRANSPORTATION, ASHLAND, OH.

STRUCTURE #	PLAN NAME	DATE
LOR-2-0742R	LOR-254-0.00-B	1965
	LOR-2-3.50	1994
ERI-2-2581L	ERI-2-22.24	1972
HUR-99-1028	HUR-99-(9.91-10.35)	1967
HUR-103-0160	CRA-298-12.82, HUR-298-(1.33)(2.04), HUR-598-1.31	1961
HUR-598-0337	HUR-598-3.35	1960
RIC-13-2360	RIC-13-(23.23)(24.66)	1962
RIC-430-0290	RIC-430-(2.20-2.94)	1966

UTILITY LINES:

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

PLACING ASPHALT CONCRETE FEATHERING ON APPROACHES TO BRIDGES:

SPECIAL CARE SHALL BE TAKEN, WHEN PLACING THE ASPHALT CONCRETE FEATHERING TO EFFECT A SMOOTH TRANSITION FROM THE EXISTING APPROACH PAVEMENT TO THE BRIDGE DECK THE CONTRACTOR'S ATTENTION IS CALLED TO STANDARD DRAWING BP-3.1 FOR REQUIRED TOLERANCES.

COORDINATION OF WORK BETWEEN CONTRACTORS:

THE CONTRACTOR SHOULD BE AWARE THAT THERE MAY BE OTHER WORK BEING PERFORMED BY A SEPARATE CONTRACT. ERI-2-20.10 IS A RESURFACING PROJECT AND IS SCHEDULED TO BEGIN WORK IN THE FALL OF THE 2007 CONSTRUCTION SEASON. COORDINATION OF WORK IS THE RESPONSIBILITY OF THE CONTRACTOR.

CUT LINE CONSTRUCTION JOINT PREPARATION:

SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL IN PLACE. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH, BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN:

THESE ITEMS SHALL BE USED AT LOCATIONS IN THE PLAN.

THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. THE METHOD OF REMOVAL AND THE WEIGHT OF THE HAMMER SHALL BE APPROVED BY THE ENGINEER.

THE EXISTING REINFORCING STEEL SHALL BE PRESERVED AS INDICATED IN THE PLANS. EXISTING CONCRETE SHALL BE REMOVED IN A MANNER THAT WILL NOT CUT, ELONGATE, OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED. CHIPPING HAMMERS NO HEAVIER THAN 90 POUND CLASS.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER CUBIC YARD FOR THE ABOVE ITEM, WHICH WILL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 202-BRIDGE RAILING REMOVED FOR REUSE:

THIS ITEM SHALL USED TO REMOVE THE EXISTING BRIDGE RAILING FOR REUSE AT THE LOCATION INDICATED IN THE PLAN. IF ANY EXISTING ITEM TO BE REUSED IS DEEMED BY THE ENGINEER TO BE NOT USEABLE BY THE REMOVAL OPERATION, THE CONTRACTOR SHALL REPLACE IT WITH NEW ITEMS OF THE SAME TYPE AT NO ADDITIONAL COST TO THE DEPARTMENT.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER FOOT OF THE ABOVE ITEM WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

DATE
12/07
REVIEWED
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GENERAL NOTES

D03-BH-FY2008(B)

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WORKSTATION: dno\lens DATE: 12/4/2007

ITEM 407 - TACK COAT:

THE RATE OF APPLICATION OF THE 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. FOR ESTIMATING PURPOSES ONLY, THE PLAN QUANTITY INDICATE AN AVERAGE RATE OF:

407, TACK COAT 0.08 GAL./SY.

ITEM 511 - CONCRETE MISC.: APPROACH SLAB REPAIR:

THE CONCRETE SHALL BE CLASS C AND MEET CMS 511 EXCEPT THAT THE THE COARSE AGGREGATE SHALL BE LIMESTONE.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER CUBIC YARD FOR THE ABOVE ITEMS WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 511 - CLASS C CONCRETE, ABUTMENT, AS PER PLAN: (REPAIR)

ITEM 511 - CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (RECONSTRUCTION):

THE COARSE AGGREGATE SHALL BE LIMESTONE.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER CUBIC YARD FOR THE ABOVE ITEMS WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 517 - RAILING (DEEP BEAM RAIL WITH STEEL TUBULAR BACKUP AND TYPE 2 STEEL POSTS AND ANCHOR BOLTS), AS PER PLAN:

THIS ITEM SHALL BE USED TO REINSTALL THE EXISTING BRIDGE RAILING, TYPE 2 POSTS AND STEEL TUBULAR BACKUP ON NEW ANCHOR BOLTS WITH NEW HARDWARE AT THE LOCATION INDICATED IN THE PLAN.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER FOOT OF THE ABOVE ITEM WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN:

THE PAVEMENT FOR MAINTAINING TRAFFIC SHALL BE LEFT IN PLACE. THE PLANING AND RESURFACING OF THE EXISTING BERM ARE INCIDENTAL TO THIS ITEM.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER SQUARE YARD OF THE ABOVE ITEM WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 646 - EDGE LINE, AS PER PLAN:

ITEM 646 - LANE LINE, AS PER PLAN:

ITEM 646 - CENTER LINE, AS PER PLAN:

THE EPOXY PAVEMENT MARKING MATERIAL FURNISHED UNDER THESE ITEMS SHALL BE EPOPLEX LS-60 AS FURNISHED BY EPOPLEX, MAPLE SHADE, NEW JERSEY.

ITEM 646 - EDGE LINE: (ALTERNATE BID)

ITEM 646 - LANE LINE: (ALTERNATE BID)

ITEM 646 - CENTER LINE: (ALTERNATE BID)

THE EPOXY PAVEMENT MARKING MATERIAL SHALL BE MARK 55.4 AS FURNISHED BY POLYCARB, CLEVELAND, OHIO.

ITEM 848 - MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN:

THE COARSE AGGREGATE SHALL BE LIMESTONE.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER CUBIC YARD FOR THE ABOVE ITEMS WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 848 - EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (1 1/2" NOMINAL THICKNESS):

THIS ITEM SHALL BE USED TO REMOVE THE EXISTING OVERLAY AS PER DETAILS IN THE PLAN.

THE EXISTING OVERLAY SHALL BE SAW CUT 1/2" DEEP AT THE LOCATIONS SHOWN IN THE PLAN.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER SQUARE YARD FOR THE ABOVE ITEMS WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 848 - MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/2" THICK):

ITEM 848 - MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 3/4" THICK):

THE COARSE AGGREGATE SHALL BE LIMESTONE.

THE SURFACE FINISH REQUIREMENTS SHALL BE AS PER CMS 511.19 AND 511.20 IN LIEU OF THAT WHICH IS SPECIFIED IN SUPPLEMENTAL SPECIFICATION 848.

SEE THE SUPPLEMENTAL SPECIFICATION FOR DETAILS.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER SQUARE YARD FOR THE ABOVE ITEMS WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

DATE
12/07
REVIEWED
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GENERAL NOTES

D03-BH-FY2008(B)

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WORKSTATION: dmo\lens DATE: 12/5/2007

ITEM 848 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/2" THICK):

ITEM 848 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN:

THESE ITEMS SHALL BE APPLIED TO THE DRIVING LANE OF THE DECK AND REAR APPROACH SLAB AT STRUCTURE LOR-2-0742R.

THESE ITEMS SHALL BE PERFORMED PER SUPPLEMENTAL SPECIFICATION " BRIDGE DECK REPAIR AND OVERLAY WITH CONCRETE USING HYDRODEMOLITION" WITH THE FOLLOWING REVISIONS:

THE THICKNESS OF THE CONCRETE OVERLAY REMOVED, PROPOSED OVERLAY AND THE DEPTH OF HYDRODEMOLITION SHALL BE AS SPECIFIED IN THE PLANS.

ALL COARSE AGGREGATE SHALL HAVE AN ABSORPTION OF 1.00% OR GREATER AS DEFINED BY ASTM C-127.

IN ADDITION TO THE ABOVE REQUIREMENTS, THE FOLLOWING REVISIONS SHALL APPLY:

(SEE 848.18) THE REMOVAL OPERATIONS SHALL NOT BEGIN IF SUSTAINED RAINS (5 HOURS OR MORE WITH BREAKS BETWEEN SHOWERS LESS THAN 1 1/2 HOURS) ARE PREDICTED WITHIN 48 HOURS OF COMMENCEMENT.

(SEE 848.21) THE FINAL DECK SOUNDING MAY TAKE PLACE WITHIN 24 HOURS OF A RAIN, AND THE DECK DOES NOT HAVE TO BE COMPLETELY DRY.

(SEE 848.23) FULL DEPTH REPAIR IS NOT REQUIRED IF LESS THAN ONE HALF OF THE ORIGINAL DECK CONCRETE THICKNESS IS SOUND.

(SEE 848.29) THE WET CURE TIME IS REDUCED FROM 72 HOURS TO 24 HOURS OR UNTIL A BEAM BREAK OF 600 PSI IS ACHIEVED, WHICHEVER IS GREATER. AFTER THE 24 HOUR WET CURE, THE FINISHED OVERLAY SURFACE SHALL BE CURED BY SPRAYING A UNIFORM APPLICATION OF CURING MATERIAL OF 705.07, TYPE 1 OR 1D, AS PER CMS 511.17 METHOD (B) MEMBRANE CURING. IF THE CURING COMPOUND CAN NOT BE PLACED WITHIN THE SAME SHORT TERM CLOSURE PERIOD AS THE OVERLAY, THE CONTRACTOR MAY ALLOW TRAFFIC ONTO THE OVERLAY, AND SHALL AT THE NEXT AVAILABLE SHORT TERM CLOSURE PERIOD, APPLY THE MEMBRANE CURING COMPOUND.

(SEE 848.29) TRAFFIC WILL NOT BE PERMITTED ON THE FINISHED OVERLAY SURFACE UNTIL AFTER THE COMPLETION OF THE 24 HOUR WET CURE, AND AFTER TWO TEST BEAMS HAVE ATTAINED AN AVERAGE MODULUS OF RUPTURE OF 600 PSI (4.2 Mpa).

(SEE 848.30) THE OVERLAY SURFACE EVAPORATION RATE REQUIREMENTS ARE IN EFFECT FROM 9:30 AM TO 11:00 PM. THEY ARE NOT IN EFFECT FROM 11:00 PM TO 9:30 AM.

(SEE 848.31) FOR EACH PHASE THE CONTRACTOR SHALL PROVIDE ENOUGH MATERIAL FOR TWO BEAM BREAKS EACH AT 12 HOURS, 24 HOURS, 36 HOURS, AND 48 HOURS. THE DEPARTMENT WILL PERFORM THE BEAM BREAK TESTS AND DOCUMENT THE TIME OF THE POUR, THE TIME OF THE BEAM BREAK TESTS, AND THE MODULUS OF RUPTURE FOR EACH BEAM UNTIL THE MODULUS OF RUPTURE OF THE TWO TESTS IS NOT LESS THAN 650 PSI (4.5 Mpa). TRAFFIC IS ALLOWED ON THE OVERLAY AT 600 PSI (4.2 Mpa).

ALL OTHER REQUIREMENTS OF THE SUPPLEMENTAL SPECIFICATION SHALL REMAIN IN EFFECT.

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 WORKSTATION: dmc\llens DATE: 12/4/2007

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GENERAL NOTES	
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614 - MAINTAINING TRAFFIC FOR STRUCTURE LOR-2-0742R:

TWO LANES OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT THROUGH TRAFFIC ON THIS STRUCTURE SHALL HAVE A LANE CLOSURE AS PER STANDARD CONSTRUCTION DRAWING MT-95.30, FOR A MAXIMUM OF 59 CONSECUTIVE HOURS. THE 59 CONSECUTIVE HOURS SHALL BE CONSIDERED AS AN INTERIM COMPLETION DATE (SECTION 108) AND FOR EACH HOUR BEYOND THE 59 CONSECUTIVE HOURS THAT THE HIGHWAY REMAINS IN A SINGLE LANE, THE CONTRACTOR WILL BE ASSESSED LIQUIDATED DAMAGES AS PER 108.07.

THE CLOSURE SHALL ONLY OCCUR FROM 6:00 P.M. FRIDAY TO 5:00 A.M. MONDAY.

NO CLOSURE SHALL OCCUR AFTER AUGUST 8, 2008.

NO EQUIPMENT OR MATERIAL SHALL BE LOCATED OTHER THAN BEHIND THE DRUMS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 614 AND OTHER APPLICABLE PORTIONS OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS AS WELL AS IN ACCORDANCE WITH PART 7 OF THE OMTCD. PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO PROVIDE THIS METHOD OF TRAFFIC CONTROL SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

614 - MAINTAINING TRAFFIC FOR STRUCTURE ERI-2-2581L:

TWO LANES OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT THROUGH TRAFFIC ON THIS STRUCTURE SHALL HAVE LANE CLOSURES AS SHOWN ON SHEET 14, FOR A MAXIMUM OF 7 CONSECUTIVE CALENDAR DAYS. THE 7 CONSECUTIVE DAYS SHALL BE CONSIDERED AS AN INTERIM COMPLETION DATE (SECTION 108) AND FOR EACH CALENDAR DAY BEYOND THE 7 CALENDAR DAYS THAT THE HIGHWAY REMAINS IN A SINGLE LANE, THE CONTRACTOR WILL BE ASSESSED LIQUIDATED DAMAGES AS PER 108.07.

NO LANE CLOSURES SHALL OCCUR AFTER JUNE 13, 2008

NO EQUIPMENT OR MATERIAL SHALL BE LOCATED OTHER THAN BEHIND THE DRUMS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 614 AND OTHER APPLICABLE PORTIONS OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS AS WELL AS IN ACCORDANCE WITH PART 7 OF THE OMTCD. PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO PROVIDE THIS METHOD OF TRAFFIC CONTROL SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

614 - MAINTAINING TRAFFIC FOR STRUCTURE HUR-103-0160:

TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT THROUGH TRAFFIC ON THIS STRUCTURE SHALL HAVE A SIGNALIZED CLOSURE AS SHOWN ON SHEET 18 FOR A MAXIMUM OF 20 CONSECUTIVE CALENDAR DAYS (TOTAL BOTH PHASES). THE 20 CONSECUTIVE DAYS SHALL BE CONSIDERED AS AN INTERIM COMPLETION DATE (SECTION 108) AND FOR EACH CALENDAR DAY BEYOND THE 20 CALENDAR DAYS THAT THE HIGHWAY REMAINS IN A SIGNALIZED CLOSURE, THE CONTRACTOR WILL BE ASSESSED LIQUIDATED DAMAGES AS PER 108.07.

NO LANE CLOSURES SHALL OCCUR PRIOR TO SEPTEMBER 15, 2008

NO EQUIPMENT OR MATERIAL SHALL BE LOCATED OTHER THAN BEHIND THE DRUMS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 614 AND OTHER APPLICABLE PORTIONS OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS AS WELL AS IN ACCORDANCE WITH PART 7 OF THE OMTCD. PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO PROVIDE THIS METHOD OF TRAFFIC CONTROL SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

614 - MAINTAINING TRAFFIC FOR STRUCTURE RIC-13-2326:

TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT THROUGH TRAFFIC ON THIS STRUCTURE SHALL HAVE A SIGNALIZED CLOSURE AS SHOWN ON SHEET 23 FOR A MAXIMUM OF 28 CONSECUTIVE CALENDAR DAYS (TOTAL BOTH PHASES). THE 28 CONSECUTIVE DAYS SHALL BE CONSIDERED AS AN INTERIM COMPLETION DATE (SECTION 108) AND FOR EACH CALENDAR DAY BEYOND THE 28 CALENDAR DAYS THAT THE HIGHWAY REMAINS IN A SIGNALIZED CLOSURE, THE CONTRACTOR WILL BE ASSESSED LIQUIDATED DAMAGES AS PER 108.07.

NO CLOSURE SHALL OCCUR BEFORE MAY 27, 2008.

NO EQUIPMENT OR MATERIAL SHALL BE LOCATED OTHER THAN BEHIND THE DRUMS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 614 AND OTHER APPLICABLE PORTIONS OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS AS WELL AS IN ACCORDANCE WITH PART 7 OF THE OMTCD. PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO PROVIDE THIS METHOD OF TRAFFIC CONTROL SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

614 - MAINTAINING TRAFFIC FOR STRUCTURE RIC-430-0290:

ALL LANES OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT THROUGH TRAFFIC ON THIS STRUCTURE SHALL HAVE LANE CLOSURES (ONE LANE IN EACH DIRECTION SHALL REMAIN OPEN) AS PER SHEETS 26 - 30 AND AS PER STANDARD CONSTRUCTION DRAWING MT-95.31, MT-95.32 & MT-95.60, FOR A MAXIMUM OF 27 CONSECUTIVE CALENDAR DAYS FOR EACH PHASE CLOSURE. THE 27 CONSECUTIVE DAYS SHALL BE CONSIDERED AS AN INTERIM COMPLETION DATE (SECTION 108) AND FOR EACH CALENDAR DAY BEYOND THE 27 CALENDAR DAYS THAT THE HIGHWAY REMAINS WITH THE SAME PHASE CLOSURE (ANY DIRECTION), THE CONTRACTOR WILL BE ASSESSED LIQUIDATED DAMAGES AS PER 108.07.

NO LANE CLOSURES SHALL OCCUR FROM JUNE 20, 2008 THRU JUNE 30, 2008, JULY 28, 2008 THRU AUGUST 3, 2008 AND SEPTEMBER 22, 2008 THRU SEPTEMBER 28, 2008.

WORK ZONE PAVEMENT MARKINGS SHALL BE AS PER 740.06, TYPE I (REMOVABLE)

NO EQUIPMENT OR MATERIAL SHALL BE LOCATED OTHER THAN BEHIND THE DRUMS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 614 AND OTHER APPLICABLE PORTIONS OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS AS WELL AS IN ACCORDANCE WITH PART 7 OF THE OMTCD. PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO PROVIDE THIS METHOD OF TRAFFIC CONTROL SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

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WORKSTATION: dmollens DATE: 12/4/2007

DESIGN AGENCY
DISTRICT THREE
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DATE
12/07
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DUJ
DRAWN
DCM
REVIEWED

MAINTENANCE OF TRAFFIC NOTES

D03-BH-FY2008(B)

614 - MAINTAINING TRAFFIC FOR STRUCTURE HUR-598-0337

DETOUR LIMITATION AND INTERIM COMPLETION DATE:

TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED TWENTY-ONE (21) CONSECUTIVE CALENDAR DAYS, THROUGH TRAFFIC WILL BE DETOURED AS SHOWN THIS SHEET.

THE CONTRACTOR SHALL NOTIFY THE O.D.O.T. DISTRICT THREE ROADWAY SERVICES MANAGER, IN WRITING, A MINIMUM OF FOURTEEN (14) DAYS IN ADVANCE OF THE DATE THE DETOUR IS NEEDED. THE STATE OF OHIO WILL INSTALL, MAINTAIN AND SUBSEQUENTLY REMOVE THE DETOUR SIGNING.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE GATES AND BARRICADES AT THE APPROXIMATE WORK LIMITS OF THE PROJECT, AND THE ADVANCE WARNING SIGNS AS SHOWN ON STANDARD CONSTRUCTION DRAWING MT-101.60.

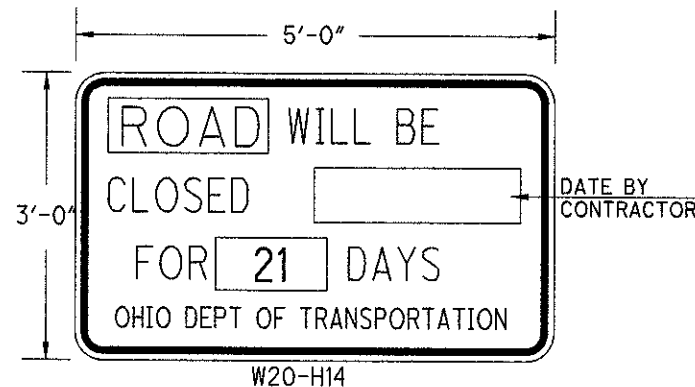
THE TWENTY-ONE (21) CONSECUTIVE CALENDAR DAYS SHALL BE CONSIDERED AS AN INTERIM COMPLETION DATE (SECTION 108) AND FOR EACH CALENDAR DAY BEYOND THE TWENTY-ONE (21) DAYS THAT THE ROADWAY REMAINS CLOSED TO TRAFFIC, THE CONTRACTOR WILL BE ASSESSED LIQUIDATED DAMAGES, AS PER SECTION 108.07 OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

ACCESS TO ADJACENT PROPERTIES SHALL BE MAINTAINED AT ALL TIMES AS PER 614.02 (a).

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 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

NOTICE OF CLOSURE SIGNS

THESE SIGNS SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD CLOSURE. THE SIGNS SHALL BE ERECTED ON THE RIGHT HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE LOCATED IN THE FIELD SO AS NOT TO INTERFERE WITH ANY PERMANENT SIGNS. ON THIS PROJECT THEY SHOULD BE ERECTING AT THE POINT OF CLOSURE. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC AND SHALL INCLUDE FURNISHING, ERECTING, MAINTAINING AND REMOVING THE SIGNS INCLUDING SUPPORTS.

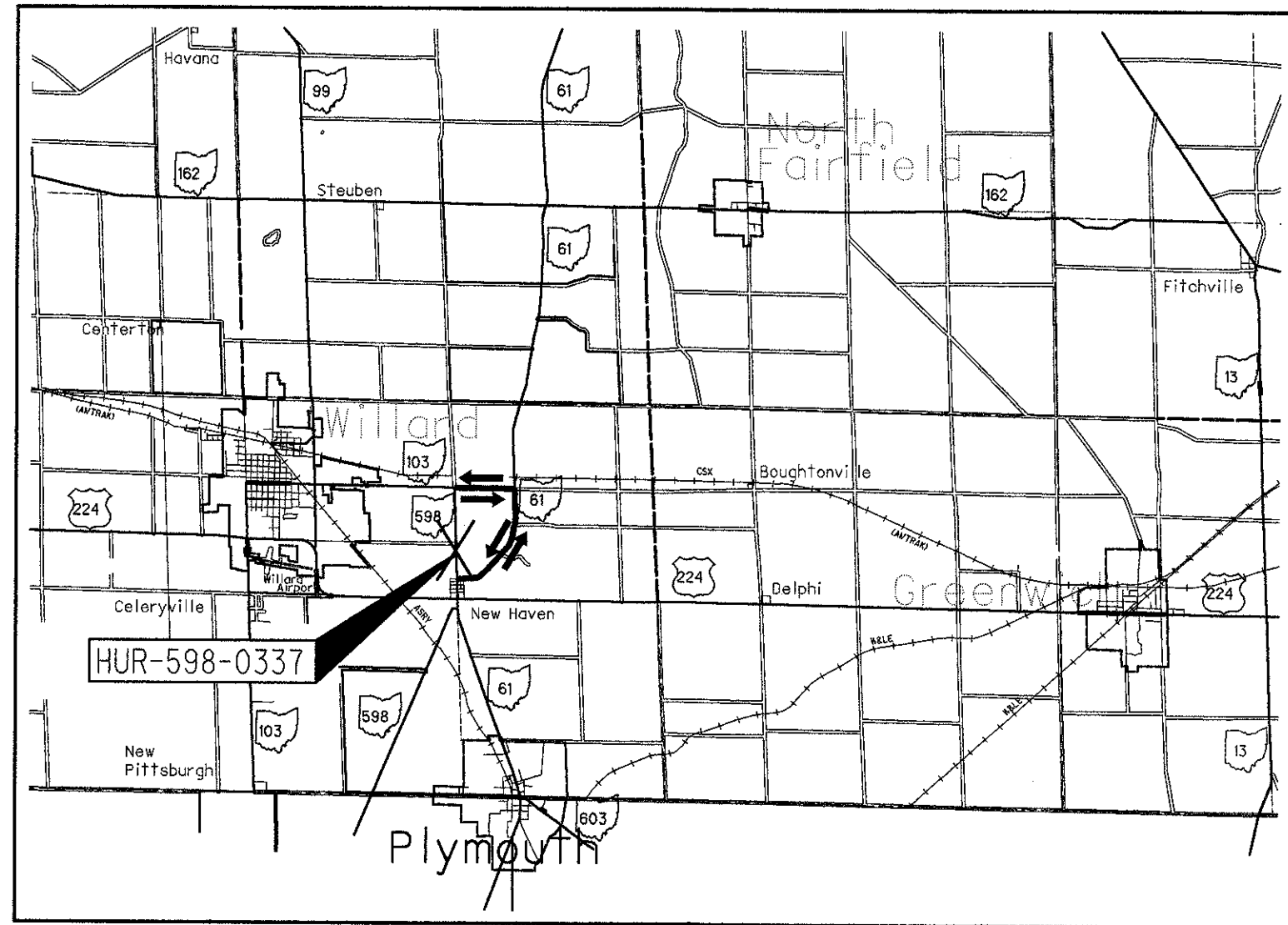


MAINTENANCE OF LOCAL DETOUR ROUTE

A LOCAL MAINTENANCE ROUTE, OTHER THAN THE OFFICIAL SIGNED ODOT DETOUR ROUTE, WILL BE DESIGNATED BY AGREEMENT BETWEEN ODOT AND LOCAL GOVERNMENTAL AGENCIES PRIOR TO THE HIGHWAY CLOSURE.

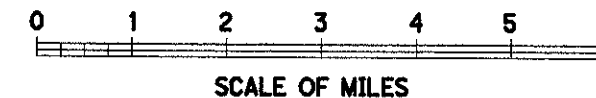
DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL MAINTENANCE ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DIRECTED BY THE ENGINEER. THE DESIGNATED LOCAL DETOUR ROUTE IS TO BE REVIEWED AND REPAIRED PRIOR TO THE ASPHALT CONTRACTOR OR SUBCONTRACTOR LEAVING THE PROJECT.

PAYMENT FOR THE WORK NECESSARY TO REPAIR THESE LOCAL ROADS WILL BE PERFORMED BY EITHER CHANGE ORDER OR FORCE ACCOUNT.



DETOUR MAP

DETOUR ROUTE



DESIGN FILE: I:\projects\77311\Struct\test.dgn
 WORKSTATION: dmolens DATE: 12/4/2007

DESIGN AGENCY	DISTRICT THREE
DATE	OFFICE OF PRODUCTION
REVIEWED	RDN 12/07
DRAWN	DCM
DESIGNED	DCM
	DJV
MAINTENANCE OF TRAFFIC NOTES	
D03-BH-FY2008(B)	
7 30	

DESIGN FILES\PROJECTS\77311\STRUCT\GENSUM1.DGN
WORKSTAT\DWG\LENSATEL2/4/2007

SHEET NUMBER											ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED BY	CHECKED BY
11	12	13	15	16	18	19	22	23	24									
PAVEMENT																		
			412			300	412			1167	254	01000	2291	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE			
			33			24	33			94	407	10000	184	GALLON	TACK COAT			
			12			13	12			49	448	47020	86	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22			
810											618	40100	810	FT	RUMBLE STRIPS, (ASPHALT CONCRETE)			
TRAFFIC CONTROL																		
.05		.03	.10	.06		.10	.08			.18	646	10001	.60	MILE	EDGE LINE, AS PER PLAN		3	
.05		.03								.18	646	10101	.26	MILE	LANE LINE, AS PER PLAN		3	
			.05	.03		.05	.04			.18	646	10201	.35	MILE	CENTER LINE, AS PER PLAN		3	
ALTERNATE BID																		
											646	10000	.60	MILE	EDGE LINE		3	
											646	10100	.26	MILE	LANE LINE		3	
											646	10200	.35	MILE	CENTER LINE		3	
STRUCTURES (OVER 20')																		
STRUCTURE LOR-2-0742R (SFN 4700309)																		
290											848	10201	290	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/2" THICK)		4	
290											848	20000	290	SQ YD	SURFACE PREPARATION USING HYDRODEMOLITION			
8											848	30201	8	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN		4	
9											848	50000	9	SQ YD	HAND CHIPPING			
LUMP											848	50100	LUMP		TEST SLAB			
290											848	50321	290	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (1 1/2" NOMINAL THICKNESS)		4	
15											848	50340	15	SQ YD	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY			
STRUCTURE ERI-2-2581L (SFN 2204800)																		
			176								848	10001	176	SQ YD	MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/2" THICK)		3	
			176								848	20000	176	SQ YD	SURFACE PREPARATION USING HYDRODEMOLITION			
			5								848	30001	5	CU YD	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN		3	
			5								848	50000	5	SQ YD	HAND CHIPPING			
			LUMP								848	50100	LUMP		TEST SLAB			
			176								848	50321	176	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (1 1/2" NOMINAL THICKNESS)		3	
			9								848	50340	9	SQ YD	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY			
STRUCTURE HUR-99-1028 (SFN 3902404)																		
			2								202	11301	2	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN		2	
			2								511	71100	2	CU YD	CONCRETE MISC.: APPROACH SLAB REPAIR		3	
			48								516	31000	48	FT	JOINT SEALER			
			514								848	10001	514	SQ YD	MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/2" THICK)		3	
			514								848	20000	514	SQ YD	SURFACE PREPARATION USING HYDRODEMOLITION			
			16								848	30001	16	CU YD	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN		3	
			16								848	50000	16	SQ YD	HAND CHIPPING			
			LUMP								848	50100	LUMP		TEST SLAB			
			1								848	50200	1	CU YD	FULL-DEPTH REPAIR			
			514								848	50321	514	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (1 1/2" NOMINAL THICKNESS)		3	
			26								848	50340	26	SQ YD	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY			

GENERAL SUMMARY

D03-BH-FY2008 (B)

DESIGN F:\BHE\PROJECTS\77311\STRUCT\GENSUM1.DGN
WORKSTAT\BOLLENSA\ED2/4/2007

SHEET NUMBER											ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
11	12	13	14	15	16	18	19	22	23	24						
STRUCTURE HUR-103-0160 (SFN 3902528)																
					94						SPECIAL	51631300	94	FT	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	17
					452						848	10001	452	SQ YD	MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/2" THICK)	3
					452						848	20000	452	SQ YD	SURFACE PREPARATION USING HYDRODEMOLITION	
					13						848	30001	13	CU YD	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN	3
					14						848	50000	14	SQ YD	HAND CHIPPING	
					LUMP						848	50100	LUMP		TEST SLAB	
					1						848	50200	1	CU YD	FULL-DEPTH REPAIR	
					452						848	50321	452	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (1 1/2" NOMINAL THICKNESS)	3
					23						848	50340	23	SQ YD	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY	
STRUCTURE HUR-598-0337 (SFN 3904385)																
							5				202	11301	5	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	2
							50				202	38602	50	FT	BRIDGE RAILING REMOVED FOR REUSE	2
							3				511	34401	3	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (RECONSTRUCTION)	3
							2				511	45701	2	CU YD	CLASS C CONCRETE, ABUTMENT, AS PER PLAN (REPAIR)	3
							50				517	72301	50	FT	RAILING (DEEP BEAM RAIL WITH STEEL TUBULAR BACKUP AND TYPE 2 STEEL POSTS AND ANCHOR BOLTS), AS PER PLAN	3
					476						848	10001	476	SQ YD	MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 3/4" THICK)	3
					476						848	20000	476	SQ YD	SURFACE PREPARATION USING HYDRODEMOLITION	
					14						848	30001	14	CU YD	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN	3
					15						848	50000	15	SQ YD	HAND CHIPPING	
					LUMP						848	50100	LUMP		TEST SLAB	
					1						848	50200	1	CU YD	FULL-DEPTH REPAIR	
					476						848	50321	476	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (1 3/4" NOMINAL THICKNESS)	3
					24						848	50340	24	SQ YD	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY	
STRUCTURE RIC-13-2360 (SFN 7000812)																
							3				202	11301	3	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	2
							3				511	71100	3	CU YD	CONCRETE MISC.: APPROACH SLAB REPAIR	3
							56				516	31000	56	FT	JOINT SEALER	
					334						848	10001	334	SQ YD	MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/2" THICK)	3
					334						848	20000	334	SQ YD	SURFACE PREPARATION USING HYDRODEMOLITION	
					11						848	30001	11	CU YD	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN	3
					10						848	50000	10	SQ YD	HAND CHIPPING	
					LUMP						848	50100	LUMP		TEST SLAB	
					1						848	50200	1	CU YD	FULL-DEPTH REPAIR	
					334						848	50321	334	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (1 1/2" NOMINAL THICKNESS)	3
					17						848	50340	17	SQ YD	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY	

GENERAL SUMMARY

D03-BH-FY2008 (B)

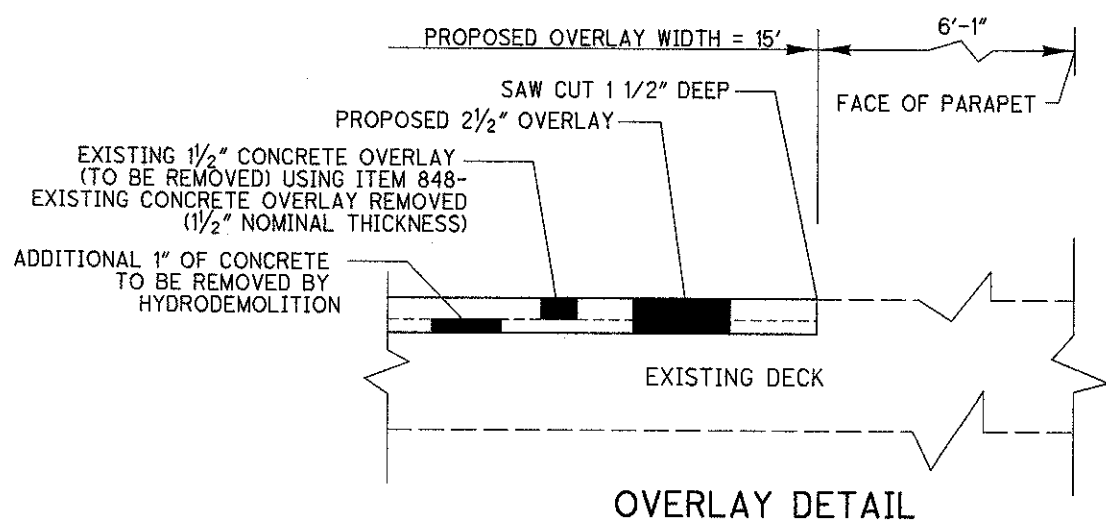
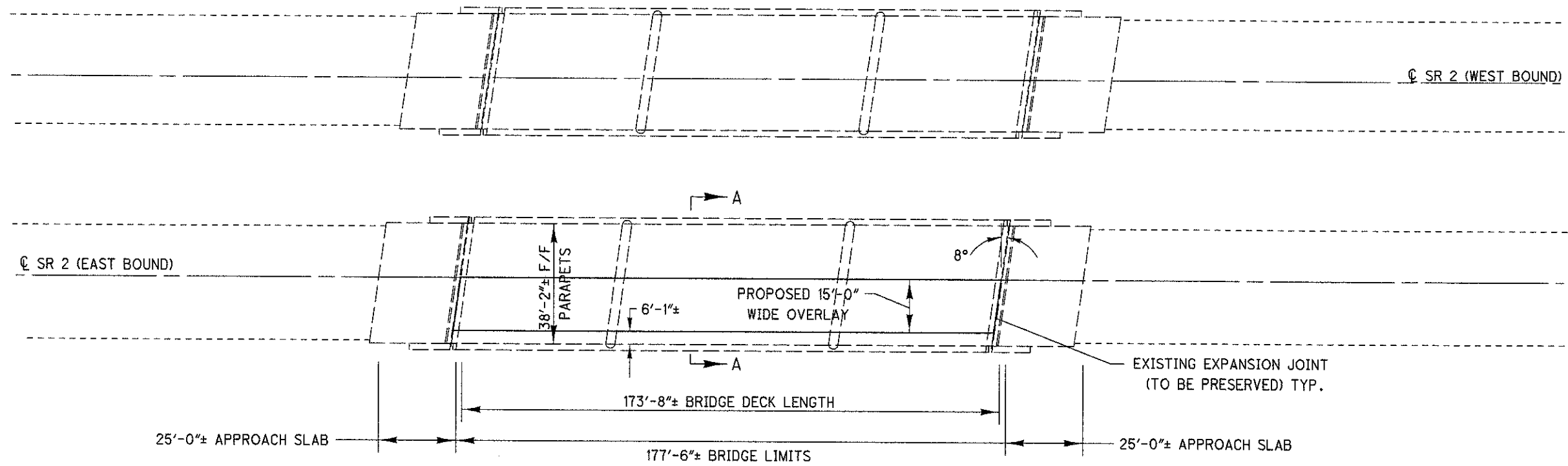
DESIGN_F:\B\PROJECTS\77311\STRUCT\GENSUM1.DGN
 WORKSTA\000\LENSA\TEMP\5/2007

SHEET NUMBER											ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
11	12	13	15	16	18	19	22	23	24							
STRUCTURE RIC-430-0290 (SFN 7006128)																
									24		202	11301	24	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	2
									24		511	45701	24	CU YD	CLASS C CONCRETE, ABUTMENT, AS PER PLAN (REPAIR)	3
									2259		848	10001	2259	SQ YD	MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2¾" THICK)	3
									2259		848	20000	2259	SQ YD	SURFACE PREPARATION USING HYDRODEMOLITION	
									63		848	30001	63	CU YD	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN	3
									68		848	50000	68	SQ YD	HAND CHIPPING	
									LUMP		848	50100	LUMP	TEST SLAB		
									1		848	50200	1	CU YD	FULL-DEPTH REPAIR	
									2259		848	50321	2259	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (1¾" NOMINAL THICKNESS)	3
									113		848	50340	113	SQ YD	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY	
MAINTENANCE OF TRAFFIC																
					388				412		614	12800	800	EACH	WORK ZONE RAISED PAVEMENT MARKER	
					11				14		614	13202	25	EACH	BARRIER REFLECTOR, TYPE A2	
					.06				.06		614	21000	.12	MILE	WORK ZONE CENTER LINE, CLASS I (SOLID DOUBLE)	
					.04				.04		614	22000	.08	MILE	WORK ZONE EDGE LINE, CLASS I	
					24				24		614	26000	48	FT	WORK ZONE STOP LINE, CLASS I	
	LUMP										615	10000	LUMP	ROADS FOR MAINTAINING TRAFFIC		
	188										615	20001	188	SQ YD	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	3
											614	11000	LUMP	MAINTAINING TRAFFIC		
											624	10000	LUMP	MOBILIZATION		

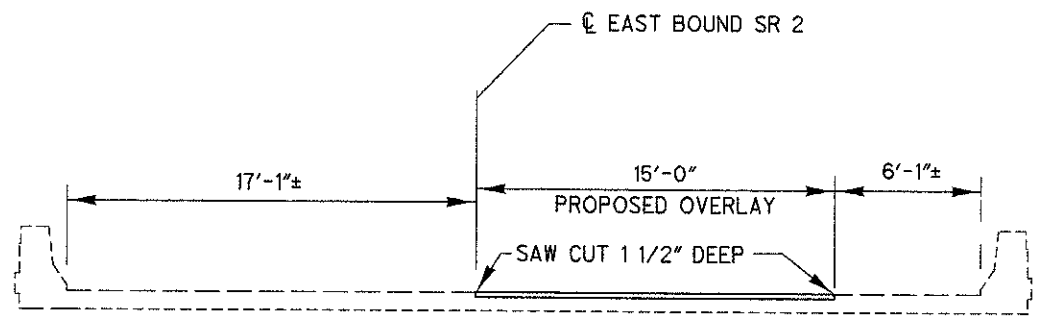
GENERAL SUMMARY

D03-BH-FY2008 (B)

DESIGN FILES\PROJECTS\77311\STRUCT\LOR20742RSTR1.DGN
WORKSTAT\00\LEN\DATE\2/5/2007



PLAN VIEW



SECTION A-A
(RIGHT STRUCTURE ONLY)

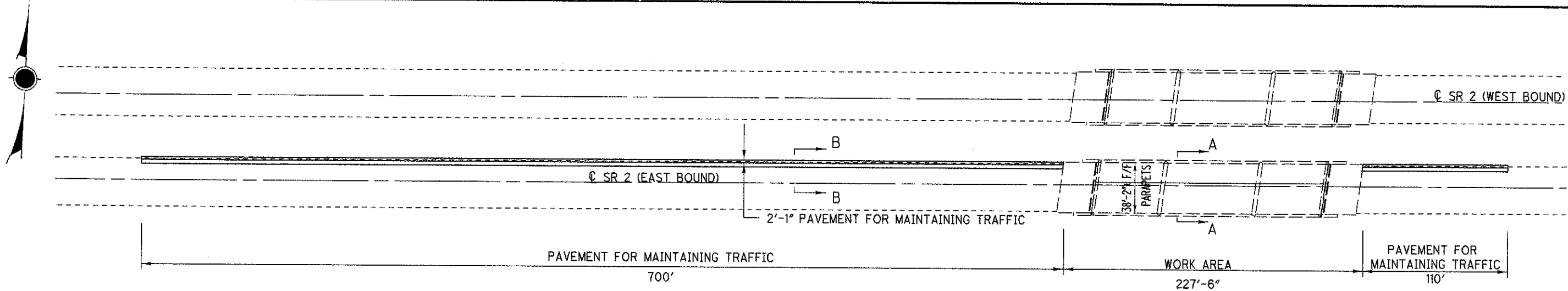
ITEM	QUANTITY	UNIT	DESCRIPTION
618	810	FT	RUMBLE STRIPS, (ASPHALT CONCRETE)
646	.05	MILE	EDGE LINE, AS PER PLAN
646	.05	MILE	LANE LINE, AS PER PLAN
848	290	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/2" THICK)
848	290	SQ YD	SURFACE PREPARATION USING HYDRODEMOLITION
848	8	CU YD 1/4	3/4 SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN
848	9	SQ YD	HAND CHIPPING
848	LUMP		TEST SLAB
848	290	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (1 1/2" NOMINAL THICKNESS)
848	15	SQ YD	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY

QUANTITIES CARRIED TO GENERAL SUMMARY

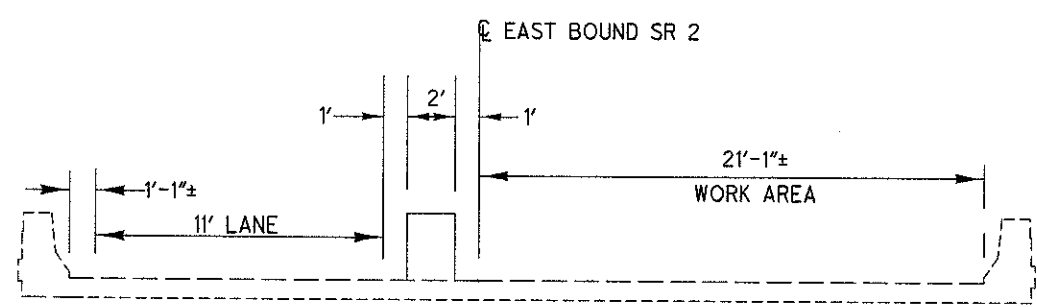
NOTES:

- 1) THE EXISTING APPROACH GUARDRAIL IS NOT SHOWN.
- 2) INSTALL PAVEMENT FOR MAINTAINING TRAFFIC AS SHOWN ON SHEET 12.
- 3) THE PROPOSED OVERLAY ELEVATION SHALL MATCH THE EXISTING OVERLAY ELEVATION.
- 4) SAW CUT EXISTING OVERLAY 1 1/2" DEEP AS SHOWN IN SECTION A-A. COST INCLUDED IN ITEM 848- EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (1 1/2" NOMINAL THICKNESS). NEW OVERLAY SHALL BE PLACED BETWEEN THE SAW CUTS.
- 5) OVERLAY LENGTH SHALL BE FROM EXPANSION JOINT TO EXPANSION JOINT.
- 6) REINSTALL RUMBLE STRIPS IN PAVED SHOULDER.

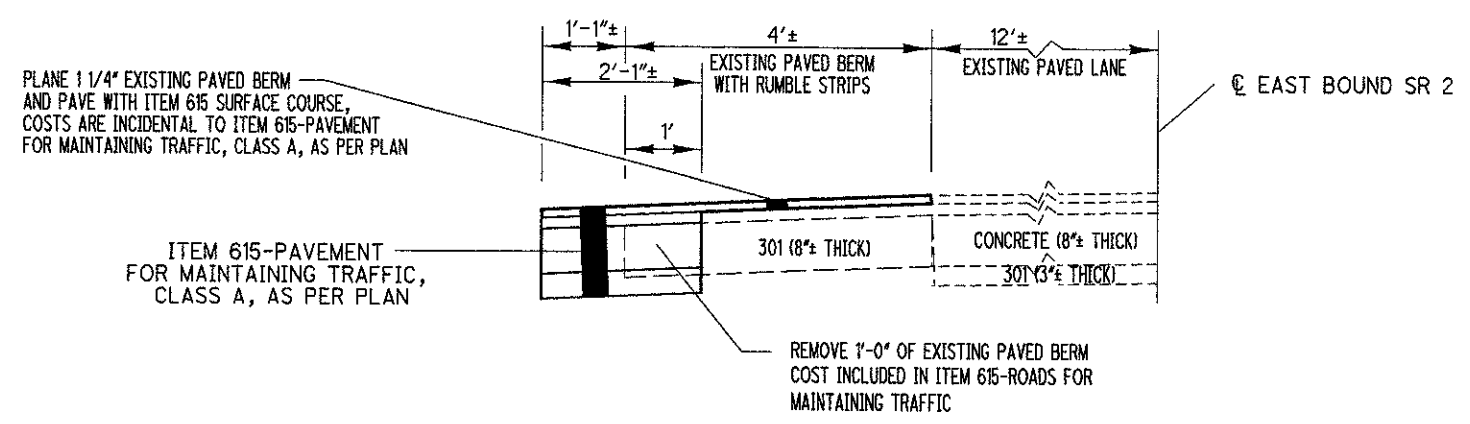
DESIGN AGENCY DISTRICT THREE OFFICE OF PRODUCTION	DATE 12/07	REVIEWED RDN	STRUCTURE FILE NUMBER 4700309
DESIGNED DCM	DRAWN DCM	REVISOR REVISOR	CHECKED DUV
PLAN VIEW LOR-2-0742R OVER S.R. 58			
D03-BH-FY2008 (B)			
1 / 2			
11 30			



PLAN VIEW



SECTION A-A
(RIGHT STRUCTURE ONLY)



SECTION B-B

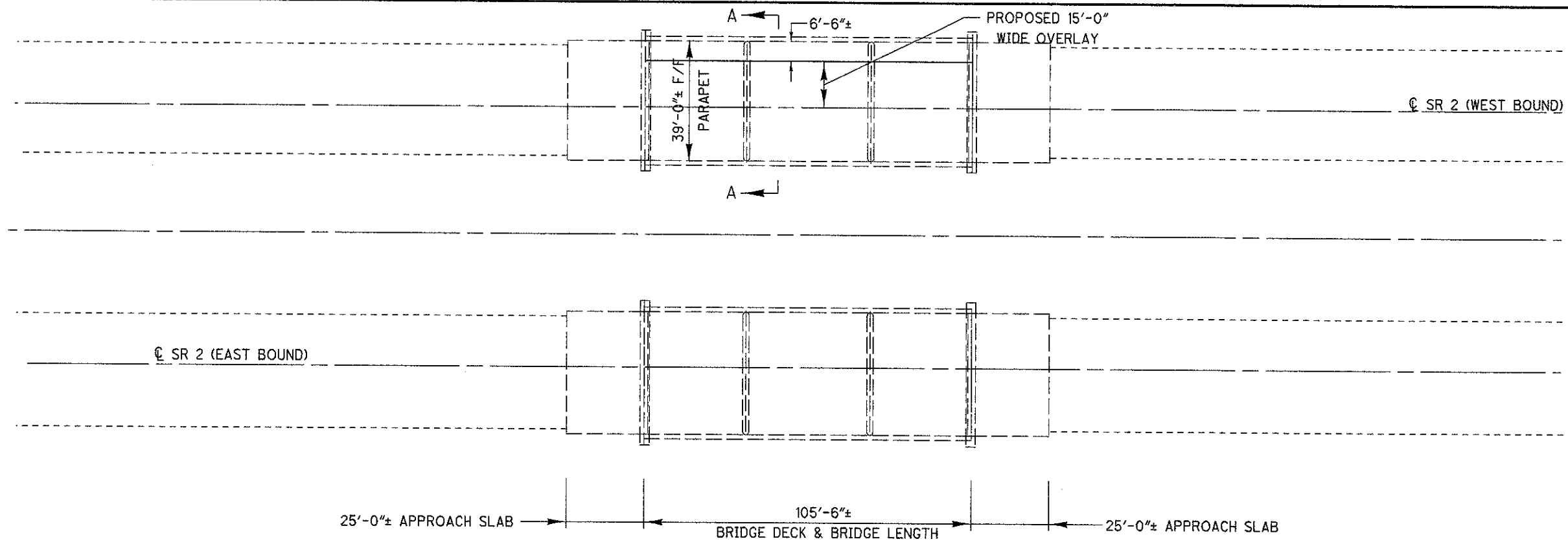
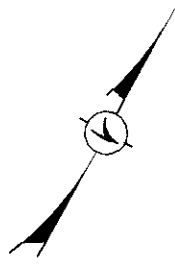
ITEM	QUANTITY	UNIT	DESCRIPTION
615	LUMP		ROADS FOR MAINTAINING TRAFFIC
615	188	SQ YD	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN

QUANTITIES CARRIED TO GENERAL SUMMARY

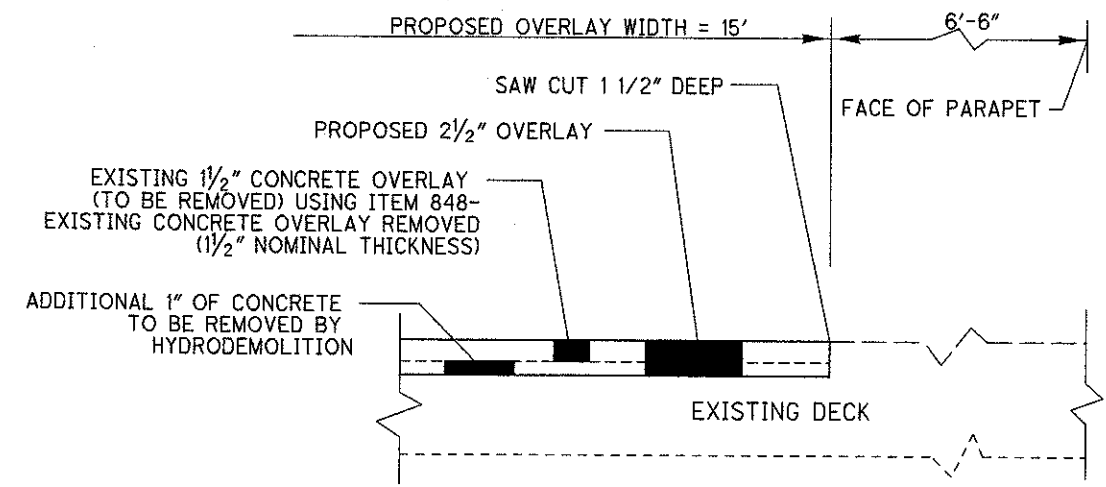
- NOTES:
- 1) THE EXISTING APPROACH GUARDRAIL IS NOT SHOWN.
 - 2) SEE STANDARD DRAWING MT-95.30 FOR DETAILS AND NOTES NOT SHOWN.

DESIGN FILES\PROJECTS\77311\STRUCT\LOR20742RMDT.DGN
WORK\STAT\DDG\LENS\ATE2\5/2007

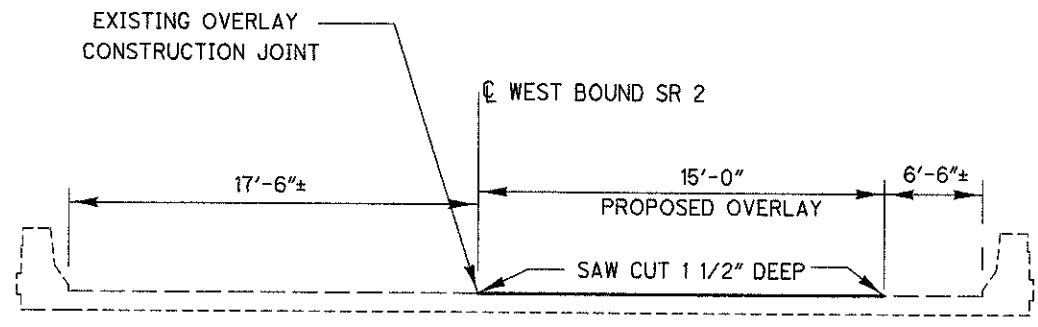
DESIGN AGENCY DISTRICT THREE OFFICE OF PRODUCTION
DATE 12/07 REVIEWED RDN STRUCTURE FILE NUMBER 4700309
DRAWN DCM REVISED
DESIGNED DCM CHECKED DJV
MAINTENANCE OF TRAFFIC LOR-2-0742R OVER S.R. 58
D03-BH-FY2008 (B)
2 / 2
12 30



PLAN VIEW



OVERLAY DETAIL



SECTION A-A
(LEFT STRUCTURE ONLY)

ITEM	QUANTITY	UNIT	DESCRIPTION
646	.03	MILE	EDGE LINE, AS PER PLAN
646	.03	MILE	LANE LINE, AS PER PLAN
848	176	SQ YD	MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/2" THICK)
848	176	SQ YD	SURFACE PREPARATION USING HYDRODEMOLITION
848	5	CU YD	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN
848	5	SQ YD	HAND CHIPPING
848	LUMP		TEST SLAB
848	176	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (1 1/2" NOMINAL THICKNESS)
848	9	SQ YD	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY

NOTES:

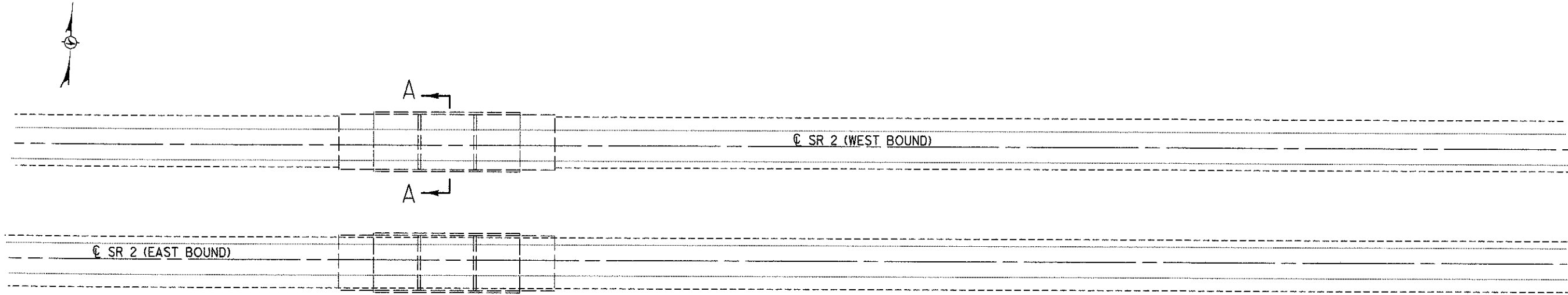
- 1) THE EXISTING APPROACH GUARDRAIL IS NOT SHOWN.
- 2) THE PROPOSED OVERLAY ELEVATION SHALL MATCH THE EXISTING OVERLAY ELEVATION.
- 3) SAW CUT EXISTING DECK 1 1/2" DEEP AS SHOWN IN SECTION A-A. COST INCLUDED IN ITEM 848- EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (1 1/2" NOMINAL THICKNESS). NEW OVERLAY SHALL BE PLACED BETWEEN THE SAW CUTS.
- 4) OVERLAY LENGTH SHALL BE THE LENGTH OF THE DECK.

QUANTITIES CARRIED TO GENERAL SUMMARY

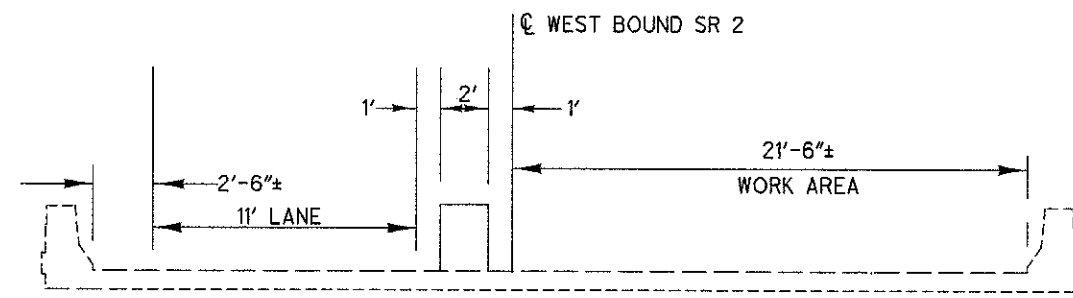
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WORKSTAT: DGNLEN\DATE: 2/5/2007

DESIGNED DCM	DRAWN DCM	REVIEWED RDN	DATE 12/07
CHECKED D.JV	REVISED	STRUCTURE FILE NUMBER 2204800	
DESIGN AGENCY DISTRICT THREE OFFICE OF PRODUCTION			
PLAN VIEW ERI-2-2581L OVER CHAPPEL CREEK			
D03-BH-FY2008 (B)			
1 / 2			
13 30			

DESIGN F:\PROJECTS\77311\STRUCT\ER122581MOT.DGN
 WORKSTAT\000\LEN\DATE\2/5/2007



PLAN VIEW

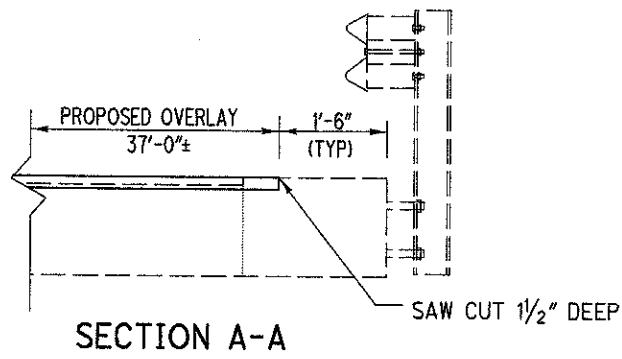
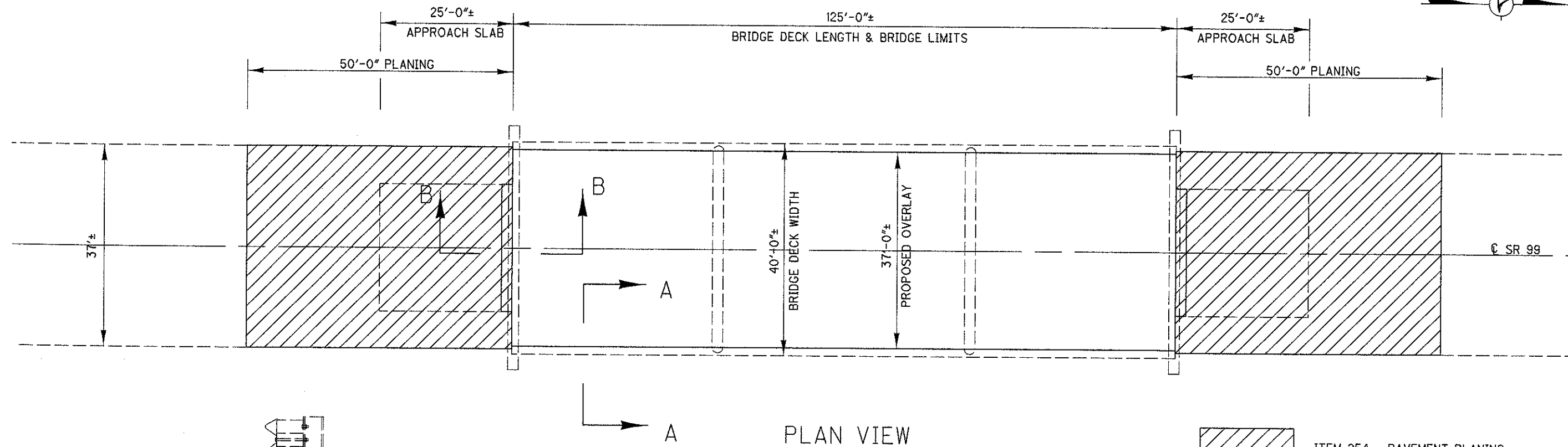


SECTION A-A
 (LEFT STRUCTURE ONLY, WEST BOUND)

- NOTES:
- 1) THE EXISTING APPROACH GUARDRAIL IS NOT SHOWN.
 - 2) SEE STANDARD DRAWING MT-95.30 FOR DETAILS AND NOTES NOT SHOWN.

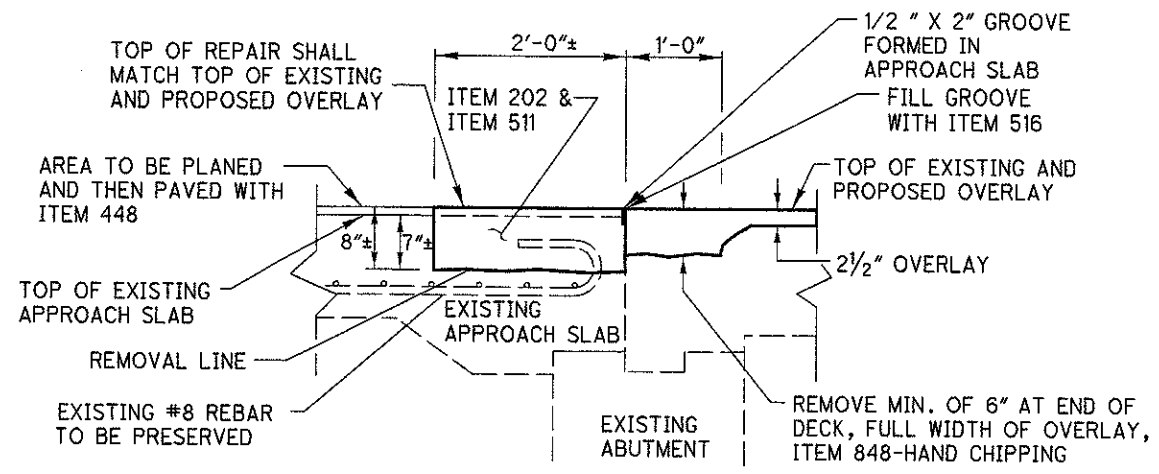
DESIGNED DCM		DESIGNED DCM	DESIGNED AGENCY DISTRICT THREE OFFICE OF PRODUCTION
CHECKED DJV		REVIEWED RDN	DATE 12/07
		STRUCTURE FILE NUMBER 2204800	
MAINTENANCE OF TRAFFIC ERI-2-2581L OVER CHAPPEL CREEK			
D03-BH-FY2008 (B)			
2 / 2			
14 30			

DESIGN FILE: I:\projects\77311\Struct\hur991028str1.dgn
 WORKSTATION:dmollens DATE:12/5/2007



PLAN VIEW

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1")



(APPROACH SLAB REPAIR LENGTH = 24'-0"± EACH END)

SECTION B-B

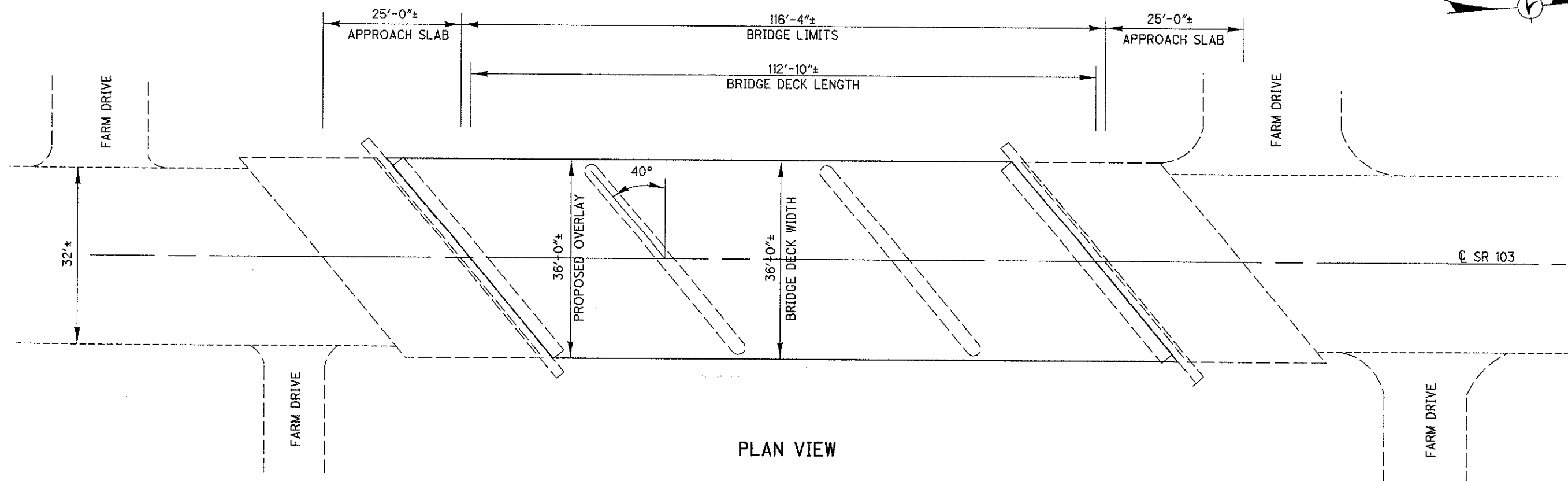
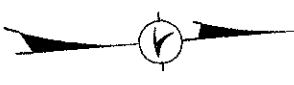
ITEM	QUANTITY	UNIT	DESCRIPTION
202	2	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
254	412	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE
407	33	GALLON	TACK COAT
448	12	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1 PG64-22
511	2	CU YD	CONCRETE MISC.: APPROACH SLAB REPAIR
516	48	FT	JOINT SEALER
646	.10	MILE	EDGE LINE, AS PER PLAN
646	.05	MILE	CENTER LINE, AS PER PLAN
848	514	SQ YD	MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/2" THICK)
848	514	SQ YD	SURFACE PREPARATION USING HYDRODEMOLITION
848	16	CU YD	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN
848	16	SQ YD	HAND CHIPPING
848	LUMP		TEST SLAB
848	1	CU YD	FULL-DEPTH REPAIR
848	514	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (1 1/2" NOMINAL THICKNESS)
848	26	SQ YD	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY

QUANTITIES CARRIED TO GENERAL SUMMARY

NOTES:

- 1) THE EXISTING GUARDRAIL IS NOT SHOWN.
- 2) THE PROPOSED OVERLAY ELEVATION SHALL MATCH THE EXISTING BRIDGE DECK ELEVATION.
- 3) SAW CUT EXISTING DECK 1/2" DEEP, 1'-6" FROM DECK EDGES, COST INCLUDED IN ITEM 848 - EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (1 1/2" NOMINAL THICKNESS). NEW OVERLAY SHALL BE PLACED BETWEEN THE SAW CUTS.
- 4) FOR TACK COAT APPLICATION RATE, SEE GENERAL NOTES SHEET.
- 5) REPAIR APPROACH SLAB, SEE ABOVE FOR DETAILS.

DESIGN AGENCY: DISTRICT THREE OFFICE OF PRODUCTION
 DATE: 12/07
 RDN: 3902404
 STRUCTURE FILE NUMBER: 3902404
 DRAWN: DCM
 CHECKED: DJV
 DESIGNED: DCM
 REVISION: DCM
 PLAN VIEW
 HUR-99-1028 OVER SLATE RUN
 D03-BH-FY2008 (B)
 1/1
 15/30



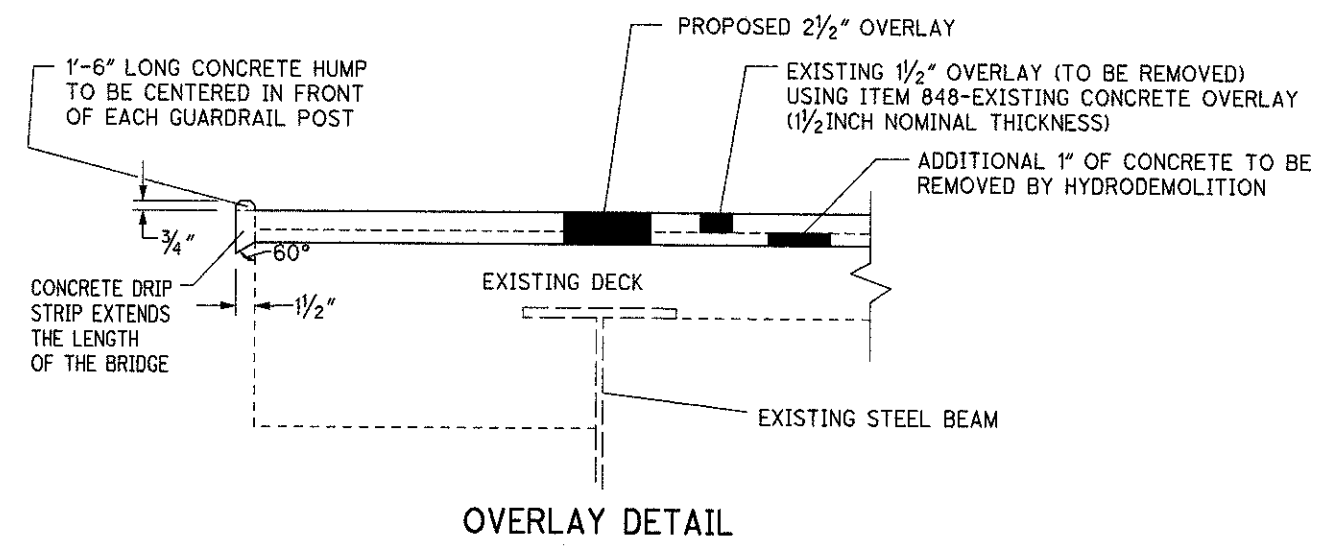
PLAN VIEW

NOTES:

- 1) THE EXISTING GUARDRAIL IS NOT SHOWN.
- 2) THE PROPOSED OVERLAY ELEVATION SHALL MATCH THE EXISTING OVERLAY ELEVATION.
- 3) ENDS OF OVERLAY SHALL BE BULK HEADED TO ALLOW FOR POLYMER EXPANSION JOINT.
- 4) INSTALL A POLYMER MODIFIED ASPHALT EXPANSION JOINT AT BOTH ABUTMENTS, AS PER DETAILS ON SHEET 2/3.

ITEM	QUANTITY	UNIT	DESCRIPTION
SPECIAL	94	FT	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM
646	.06	MILE	EDGE LINE, AS PER PLAN
646	.03	MILE	CENTER LINE, AS PER PLAN
848	452	SQ YD	MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/2" THICK)
848	452	SQ YD	SURFACE PREPARATION USING HYDRODEMOLITION
848	13	CU YD	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN
848	14	SQ YD	HAND CHIPPING
848	LUMP		TEST SLAB
848	1	CU YD	FULL-DEPTH REPAIR
848	452	SQ YD	EXISTING CONCRETE OVERLAY REMOVED (1 1/2" NOMINAL THICKNESS)
848	23	SQ YD	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY

QUANTITIES CARRIED TO GENERAL SUMMARY



OVERLAY DETAIL

DESIGN FILE: i:\projects\77311\Struct\hur1030160str1.dgn
 WORKSTATION: dmollens
 DATE: 12/5/2007

DESIGN AGENCY
 DISTRICT THREE
 OFFICE OF PRODUCTION

REVIEWED DATE
 RDN 12/07
 STRUCTURE FILE NUMBER
 3902528

DRAWN DCM
 REVISIONS
 DESIGNED DCM
 CHECKED DJV

PLAN VIEW
 HUR-103-0160 OVER TRIBUTARY OF MARSH RUN

D03-BH-FY2008 (B)

1 / 3
 16 / 30

GENERAL NOTES AND DETAILS FOR POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM

CALCULATED DCM
CHECKED DUJ

DATE REVISION
10-28-86
10-17-03
04-05-05

DESIGNED MAM
DRAWN MAM

ITEM SPECIAL - POLYMER-MODIFIED ASPHALT EXPANSION JOINT SYSTEM

THIS ITEM WILL BE USED TO SEAL THE EXPANSION/CONTRACTION JOINTS AS PER THESE DETAILS AND THE MANUFACTURER'S REQUIREMENTS USING A POLYMER-MODIFIED ASPHALT SYSTEM. THE PRIME CONTRACTOR WILL OBTAIN THE SERVICES OF ONE OF THE FOLLOWING APPROVED APPLICATORS WHO WILL FURNISH AND INSTALL THE NEW BRIDGE EXPANSION JOINT SYSTEM AFTER ALL PAVING ON THE AFFECTED BRIDGE(S) HAS BEEN COMPLETED.

PRODUCT NAME	SUPPLIER	ADDRESS	PHONE NO.
THORMA-JOINT	DYNAMIC SURFACE APPLICATIONS, LTD	373 VILLAGE RD. PENNSDALE, PA 17756	(570)546-6041
MATRIX 502	CRAFCO INC.	420 N. ROOSEVELT AVE. CHANDLER, AZ 85226	(602)528-8242
EXPANDEX JOINT SYSTEM	WATSON-BOWMAN ACME	95 PINEVIEW DR. AMHERST, NY 14228	(716)681-7566
APJ ASPHALTIC PLUG EXPANSION JOINT	WYOMING EQUIPMENT SALES	281 SIXTH STREET P.O. BOX 287 WEST WYOMING, PA 18644	(570)693-2810

MATERIALS:

BRIDGING PLATE:

MILD STEEL 1/8" OR 1/4" THICK PLATE, 8" WIDE OR 18 GAUGE ALUMINUM, 8" WIDE.

BINDER:

TYPE: POLYMER MODIFIED ASPHALT
SOFTENING POINT: 180 DEGREES F. MIN.
FLOW: 3 mm. MAX. AT 140 DEGREES F.
PENETRATION: 9 mm. MAX. AT 77 DEGREES F.
1 mm. MIN AT 0 DEGREES F.
ASTM D 3407
DUCTILITY: 40 cm. MIN. ASTM D 113
RESILIENCE: 60% MIN. AT 77 DEGREES F.
TENSILE ADHESION: 700% MIN.
SPECIFIC GRAVITY: 1.10 * 0.05
POURING TEMP: 350 - 390 DEGREES F.

AGGREGATE:

TYPE: CRUSHED, DOUBLE WASHED, AND DRIED GRANITE OR BASALT

GRADATION

THE GRADATION OF THE AGGREGATE VARIES BY MANUFACTURER AND WILL BE AS PER THE MANUFACTURER'S RECOMMENDATIONS FOR THE SYSTEM BEING USED ON THIS PROJECT.

BACKER ROD:

THE BACKER SHALL BE A CLOSED CELL FOAM EXPANSION JOINT FILLER CAPABLE OF WITHSTANDING THE PLACEMENT TEMPERATURE OF THE POLYMER MODIFIED ASPHALT.

NOTE: PRIOR TO PLACEMENT OF ANY PORTION OF THE JOINT SYSTEM, THE PROJECT ENGINEER MUST HAVE CERTIFIED TEST DATA MEETING ALL THE MINIMUM REQUIREMENTS OF ALL THE MATERIALS OF THE JOINT SYSTEM.

INSTALLATION PROCEDURES:

SAWING AND SURFACE PREPARATION:

AFTER ALL PAVING OPERATIONS ARE COMPLETE, THE OVERLAY IS TO BE TRANSVERSELY SAW CUT FULL DEPTH NO LESS THAN TWO INCHES DEEP (20" CENTERED OVER JOINT OPENING, UNLESS OTHERWISE NOTED). REMOVE ALL MATERIAL, INCLUDING WATER-PROOFING MATERIAL, BETWEEN SAW CUTS. THOROUGHLY CLEAN AND DRY EXPOSED CONCRETE, STEEL, AND CUT SURFACES USING COMPRESSED AIR AND A HOT COMPRESSED AIR (HCA) LANCE. THE LANCE MUST PRODUCE A FLAME RETARDED AIR STREAM TEMPERATURE OF 3000 DEGREES F. AT A VELOCITY OF 3,000 FEET PER

SECOND WITH 15 PSIG CHAMBER PRESSURE. IF THERE IS AN INTERRUPTION DUE TO WEATHER OR OTHER CAUSES, THE OPERATION WILL BE REPEATED WITH THE HCA LANCE IMMEDIATELY BEFORE THE BINDER COAT OPERATION. ALSO, 6 INCHES OF THE ROAD SURFACE ON EITHER SIDE OF THE JOINT WILL BE DRIED SO THAT A SUITABLE SURFACE FOR BITUMEN ADHESION IS OBTAINED.

BOND BREAKER:

SPREAD BINDER OVER SURFACE AREA WHERE THE METAL BRIDGING PLATE WILL BE PLACED. CENTER THE BRIDGING PLATE OVER THE EXISTING JOINT AND BED INTO THE HOT BINDER. BUTT JOINT THE BRIDGING PLATES TO ACCOMODATE THE ENTIRE JOINT LENGTH. SPIKE HOLES WILL BE DRILLED AT 1 FOOT INTERVALS ALONG THE LONGITUDINAL CENTERLINE OF THE PLATES. SECURE BRIDGING PLATE WITH NAILS OR SPIKES. SEAL BUTT JOINTS WITH HOT BINDER AND ALLOW BINDER TO SETUP BEFORE NEXT OPERATION. WHEN ALUMINUM BRIDGING PLATES ARE USED, ONLY THE BINDER IS REQUIRED TO SECURE THE INDIVIDUAL PLATES.

BINDER COAT:

SEAL ALL PREPARED, EXPOSED SURFACES OF THE JOINT WITH BINDER. POUR THE HOT BINDER OVER THE FLOOR AREA OF THE JOINT AND SPREAD TO COAT ALL EXPOSED SURFACES. THE BINDER WILL BE A MINIMUM OF 1/2" THICK ON THE BOTTOM OF THE JOINT CAVITY, WITH POOLS OF GREATER THICKNESS WHERE SURFACE IRREGULARITIES EXIST. THE BINDER APPLICATION TEMPERATURE WILL BE BETWEEN 350 AND 390 DEGREES F. THE BINDER WILL NOT BE ALLOWED TO BE HEATED ABOVE 410 DEGREES F. NOR ALLOWED TO EXCEED 390 DEGREES F. FOR MORE THAN 1 HOUR. A DOUBLE JACKETED OIL MELTER WILL BE USED TO HEAT THE BINDER. THE MELTER WILL BE EQUIPPED WITH A CONTINUOUS AGITATION SYSTEM, TEMPERATURE CONTROLS, AND A CALIBRATED THERMOMETER. ALSO A SYSTEM FOR ACCURATELY MEASURING THE WEIGHTS OF THE BINDER AND THE AGGREGATE WILL BE REQUIRED.

BUILD-UP OF JOINT LAYERS:

AGGREGATE PREPARATION:

HEAT THE AGGREGATE TO A TEMPERATURE OF 275 TO 325 DEGREES F., WITH A SUITABLE ROTATING DRUM WITH ATTACHED HEAT SOURCE OR A HOT COMPRESSED AIR LANCE, TO REMOVE DUST AND MOISTURE.

AGGREGATE PROPORTION AND LAYER THICKNESS:

MIX THE AGGREGATE WITH THE BINDER SUCH THAT THE MINIMUM AGGREGATE CONTENT BY WEIGHT WILL BE 68%. THE HEATED AGGREGATE AND BINDER WILL BE COMBINED IN LAYERS, UNLESS PATENTED INSTALLATION REQUIRES DIFFERENTLY, NOT LESS THAN 3/4 OF AN INCH NOR EXCEEDING 2-1/2 INCHES. THE THICKNESS OF EACH LAYER CAN BE VARIED WITHIN THESE LIMITS, TO ACHIEVE THE REQUIRED JOINT THICKNESS (MIN. 2 INCHES). THE OBJECTIVE IS TO COAT EACH STONE AND FILL THE VOIDS WHILE AVOIDING AN EXCESS OF BINDER. THIS WILL ACHIEVE THE MAXIMUM CONTENT OF STONE CONSISTENT WITH ALL STONES BEING COATED WITH BINDER. RAKE THE MIXTURE TO MIX AND LEVEL.

THE TOP LAYER THICKNESS WILL VARY BETWEEN 1/2 INCH AND ONE (1) INCH. IN PREPARING THE TOP LAYER, THE RATIO OF AGGREGATE TO BINDER WILL BE APPROXIMATELY 6:1 BY WEIGHT. OVERFILL THE TOP LAYER AND COMPACT TO THE LEVEL OF THE ADJACENT SURFACES USING A ROLLER OR VIBRATORY PLATE COMPACTOR. IMMEDIATELY AFTER COMPLETION OF THE COMPACTION, POUR SUFFICIENT BINDER OVER THE JOINT TO FILL THE SURFACE VOIDS AND COAT THE SURFACE STONE. DUST THE FINISHED JOINT WITH A FINE, DRY AGGREGATE TO PREVENT TACKINESS.

MAINTENANCE OF TRAFFIC:

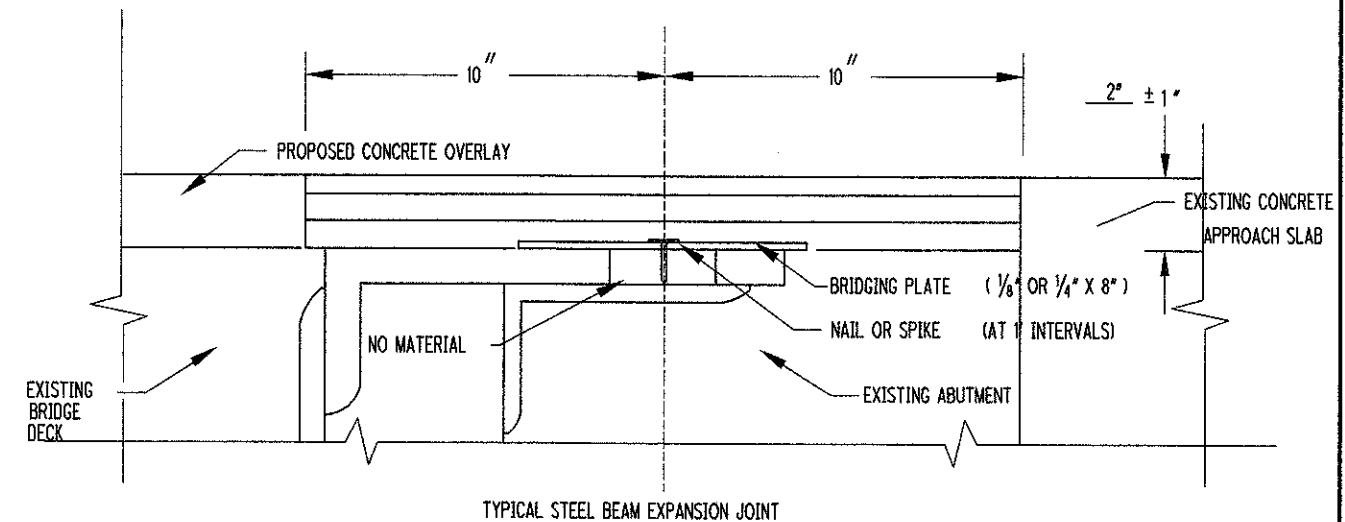
IF NECESSARY TO FACILITATE TRAFFIC MAINTENANCE, THE JOINT WILL BE INSTALLED IN TWO (2) HALF-WIDTH PHASES. DURING PHASE 1 APPROXIMATELY HALF OF THE TOTAL JOINT WILL BE INSTALLED. DURING PHASE 2, A MINIMUM OF TWO (2) INCHES OF THE PHASE 1 JOINT WILL BE REMOVED, AT OR NEAR THE CENTERLINE, WITH THE REMAINDER OF THE JOINT INSTALLED. IN ALL CASES, OPERATIONS WILL BE SCHEDULED SO THAT ALL LANES CAN BE OPEN TO TRAFFIC DURING ALL NON-WORKING HOURS.

TESTING:

CERTIFICATION WILL BE SUPPLIED FOR EACH PROJECT SHOWING BINDER COMPLIANCE WITH REQUIRED PROPERTIES. A ONE QUART SAMPLE OF BINDER WILL BE RETRIEVED FROM EACH BRIDGE FOR FURTHER TESTING BY THE O.D.O.T OFFICE OF MATERIALS MANAGEMENT.

METHOD OF MEASUREMENT AND BASIS OF PAYMENT:

THE DEPARTMENT WILL MEASURE THE JOINT BY THE NUMBER OF FEET AND WILL PAY FOR ACCEPTED QUANTITIES INCLUDING THE REMOVAL OF THE EXISTING POLYMER MODIFIED ASPHALT EXPANSION JOINT AT THE CONTRACT PRICE AS ITEM SPECIAL, POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM.



HUR-103-0160 SFN 3902528			
ITEM	DESCRIPTION	UNIT	QUANTITY
SPECIAL	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	FT	94

QUANTITY CARRIED TO SHEET NO. 1/3

POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM
HUR-103-0160 OVER TRIBUTARY OF MARSH RUN

D03-BH-FY2008 (B)

2 / 3

17
30

SIGNAL TIMING

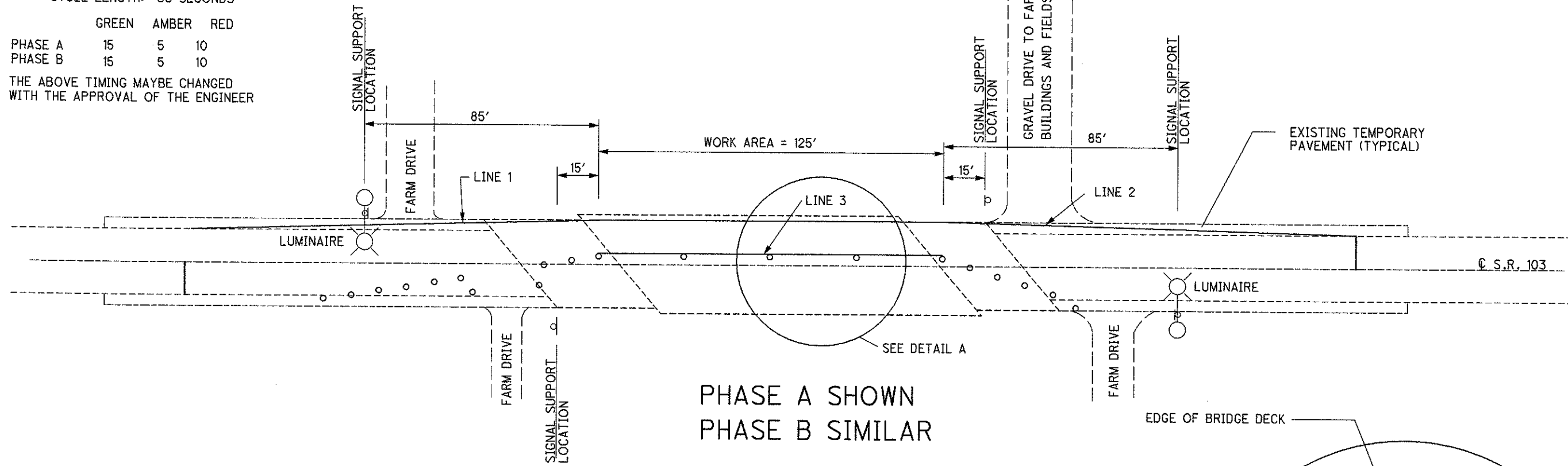
A TWO PHASE CONTROLLER WITH CABINET CAPABLE OF BEING SET WITH THE FOLLOWING SPLITS SHALL BE FURNISHED

CYCLE LENGTH: 60 SECONDS

	GREEN	AMBER	RED
PHASE A	15	5	10
PHASE B	15	5	10

THE ABOVE TIMING MAYBE CHANGED WITH THE APPROVAL OF THE ENGINEER

FOR DETAILS NOT SHOWN SEE STANDARD DRAWINGS
MT-96.10, MT-96.20, MT-96.25, MT-101.20



PHASE A SHOWN
PHASE B SIMILAR

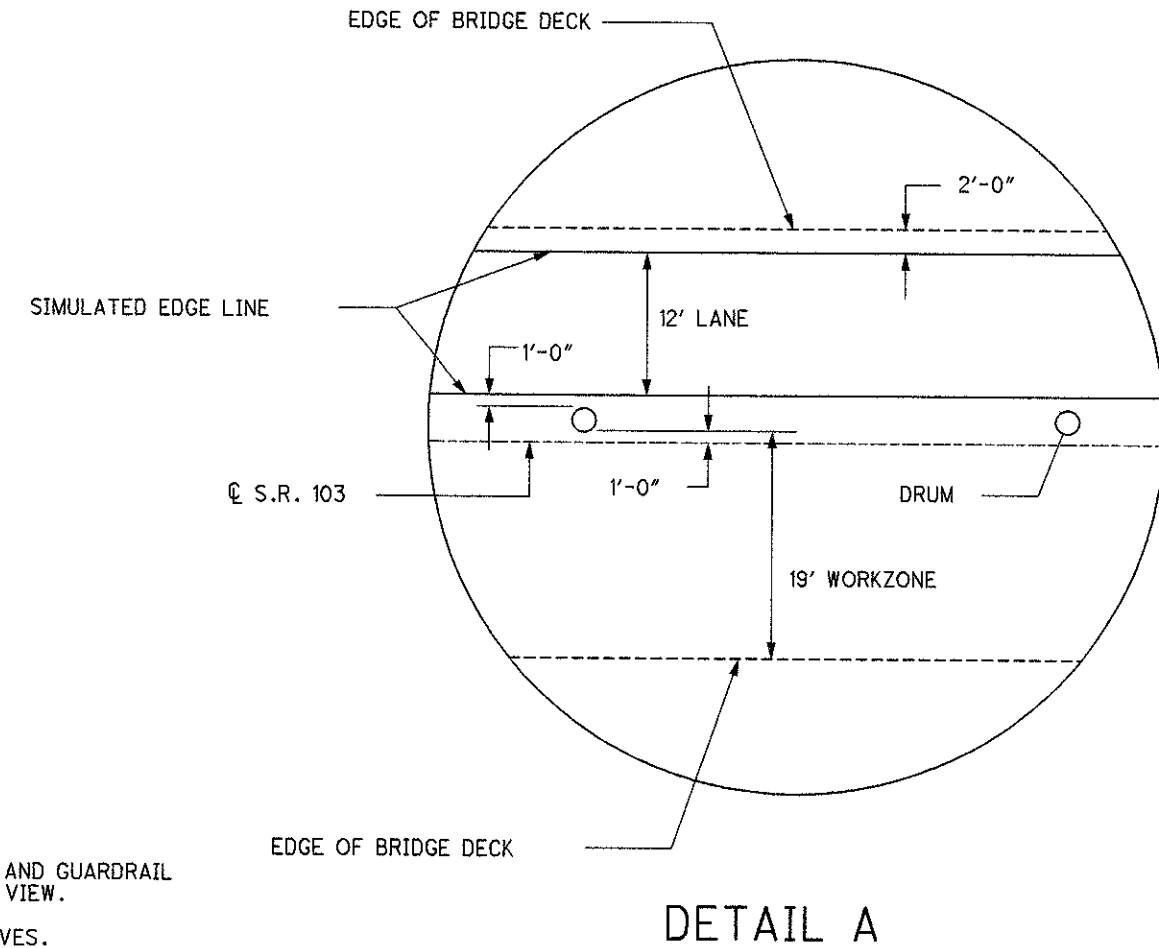
WORK ZONE RAISED PAVEMENT MARKERS (TYPE A)				
	SPACING	QTY. (WHITE)	QTY. (YELLOW)	
PHASE A	LINE 1= 275'	5'-0"	56	56
	LINE 2= 150'	5'-0"	30	
	LINE 3= 125'	5'-0"	26	26
PHASE B	LINE 1= 275'	5'-0"	56	56
	LINE 2= 150'	5'-0"	30	
	LINE 3= 125'	5'-0"	26	26
	TOTAL		224	164

ITEM	QUANTITY	UNIT	DESCRIPTION
614	388	EACH	WORK ZONE RAISED PAVEMENT MARKER
614	11	EACH	BARRIER REFLECTOR, TYPE A2
614	.06	MILE	WORK ZONE CENTER LINE, CLASS 1 (SOLID DOUBLE)
614	.04	MILE	WORK ZONE EDGE LINE, CLASS 1 (WHITE)
614	24	FT.	WORK ZONE STOP LINE, CLASS 1

ALL QUANTITIES CARRIED TO GENERAL SUMMARY

NOTES:

- 1) THE EXISTING BRIDGE RAILING AND GUARDRAIL ARE NOT SHOWN IN THE PLAN VIEW.
- 2) MAINTAIN ACCESS TO ALL DRIVES.



DETAIL A

DESIGN FILE: I:\projects\773118\Struct\HUR1030160MOT.dgn
WORKSTATION: dmellens DATE: 12/5/2007

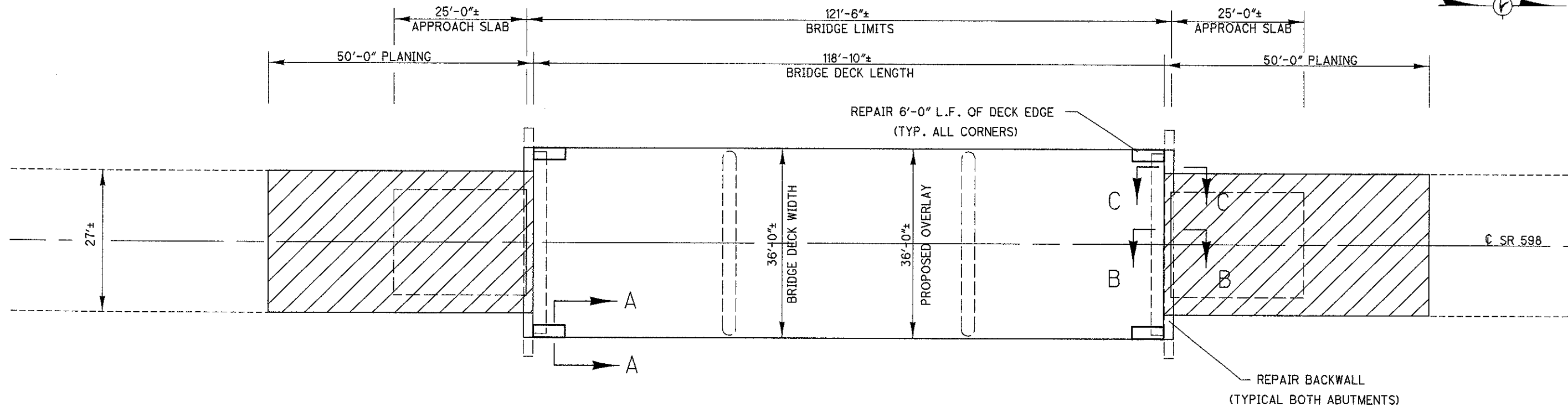
DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

DATE 12/07
REVIEWED RDN
DRAWN DCM
DESIGNED DCM
CHECKED DJV
STRUCTURAL FILE NUMBER 3902528

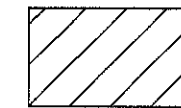
MAINTENANCE OF TRAFFIC
HUR-103-0160
OVER TRIBUTARY OF MARSH RUN

D03-BH-FY2008 (B)

DESIGN FILE: I:\projects\77311\Struct\hur5980337stri.dgn
 WORKSTATION:dmollens DATE:12/5/2007



PLAN VIEW



ITEM 254 - PAVEMENT PLANING,
 ASPHALT CONCRETE (1 1/2")

ITEM	QUANTITY	UNIT	DESCRIPTION
202	5	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
202	50	FT	BRIDGE RAILING REMOVED FOR REUSE
254	300	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE
407	24	GALLON	TACK COAT
448	13	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
511	3	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (RECONSTRUCTION)
511	2	CU YD	CLASS C CONCRETE, ABUTMENT, AS PER PLAN (REPAIR)
517	50	FT	RAILING (DEEP BEAM RAILING WITH STEEL TUBULAR BACKUP AND TYPE 2 STEEL POSTS AND ANCHOR BOLTS), AS PER PLAN
646	.10	MILE	EDGE LINE, AS PER PLAN
646	.05	MILE	CENTER LINE, AS PER PLAN
848	476	SQ YD	MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 3/4" THICK)
848	476	SQ YD	SURFACE PREPARATION USING HYDRODEMOLITION
848	14	CU YD	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN
848	15	SQ YD	HAND CHIPPING
848	LUMP		TEST SLAB
848	1	CU YD	FULL-DEPTH REPAIR
848	476	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, (1 3/4" NOMINAL THICKNESS)
848	24	SQ YD	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY

QUANTITIES CARRIED TO GENERAL SUMMARY

NOTES:

- 1) THE EXISTING GUARDRAIL IS NOT SHOWN..
- 2) REPLACE END 6'-0"± OF DECK EDGE AT ALL CORNERS PRIOR TO PLACING OVERLAY. SEE SHEET 3/3 FOR SECTION A-A
- 3) REPAIR TOP 6" OF BACKWALL, SEE SECTION B-B AND C-C ON SHEET 2/3.
- 4) FOR TACK COAT APPLICATION RATE, SEE GENERAL NOTES SHEET.
- 5) SEE SHEET 3/3 FOR OVERLAY DETAILS.

DESIGN AGENCY
 DISTRICT THREE
 OFFICE OF PRODUCTION

REVIEWED DATE
 RDN 12/07
 STRUCTURE FILE NUMBER
 3904385

DRAWN
 DCM
 REVISED

DESIGNED
 DCM
 CHECKED
 DJV

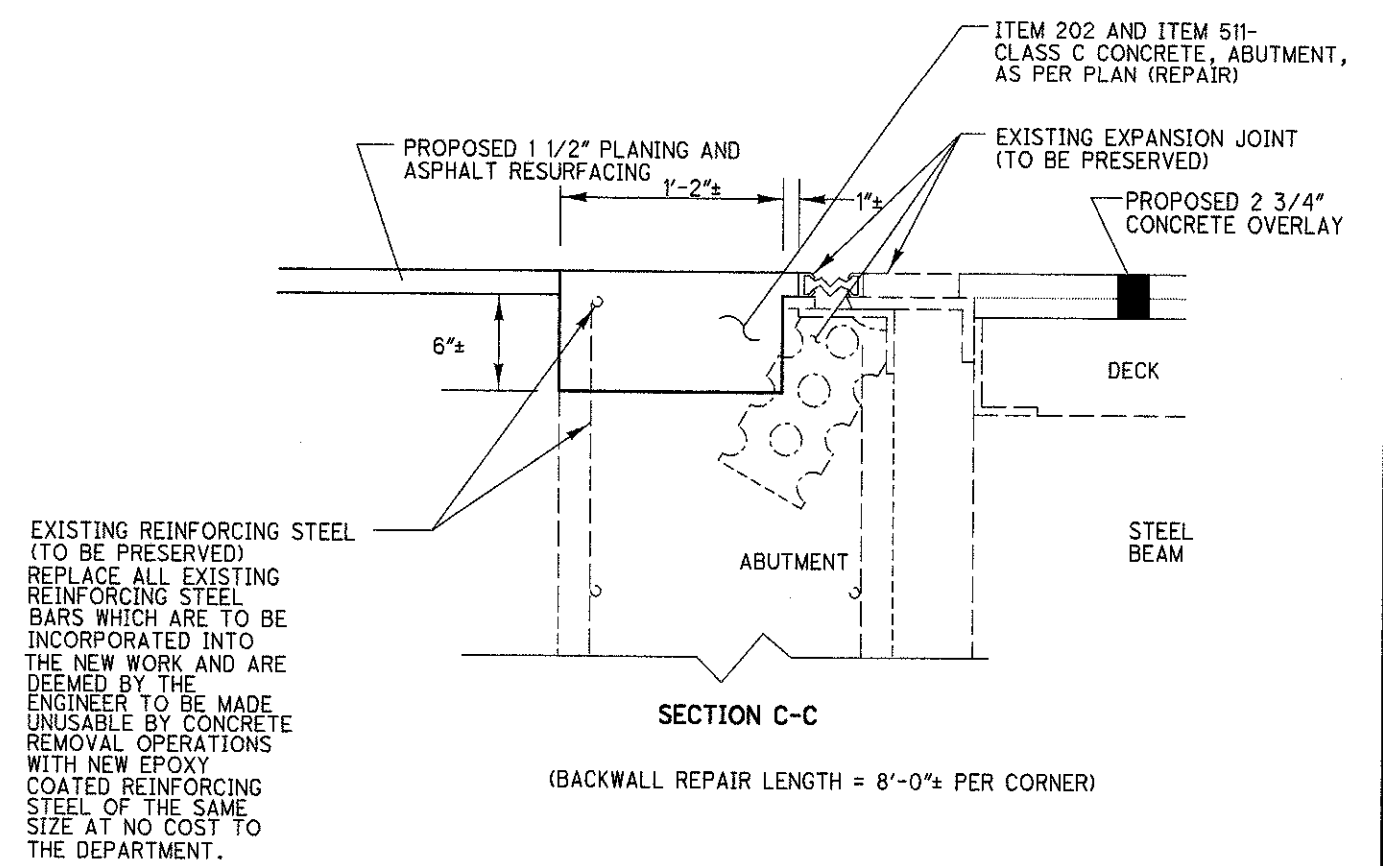
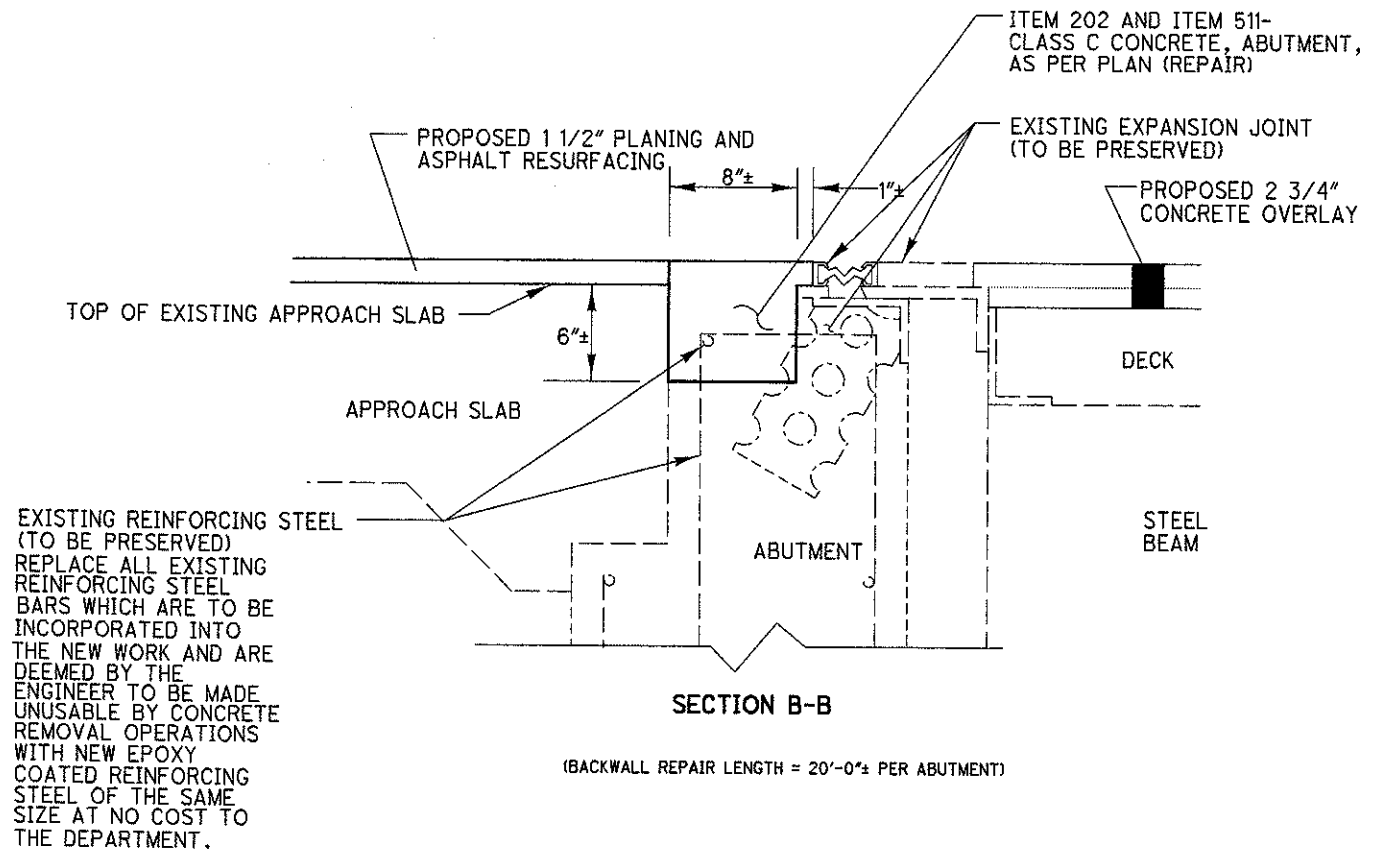
PLAN VIEW
 HUR-598-0337 OVER MARSH RUN

D03-BH-FY2008 (B)

1 / 3

19
 30

DESIGN FILE: I:\gproject\7731185\struct\hur5980337s1r1.dgn
 WORKSTATION: dno:lens DATE: 12/5/2007



ITEM	QUANTITY	UNIT	DESCRIPTION
202	2	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
511	2	CU YD	CLASS C CONCRETE, ABUTMENT, AS PER PLAN (REPAIR)

ALL QUANTITIES CARRIED TO SHEET 1/3.

BACKWALL REPAIR DETAILS
 HUR-598-0337
 OVER MARSH RUN

D03-BH-FY2008 (B)

DESIGN AGENCY: **DISTRICT THREE**
 OFFICE OF PRODUCTION

DATE: 12/07
 RDN: 3904385
 STRUCTURAL FILE NUMBER

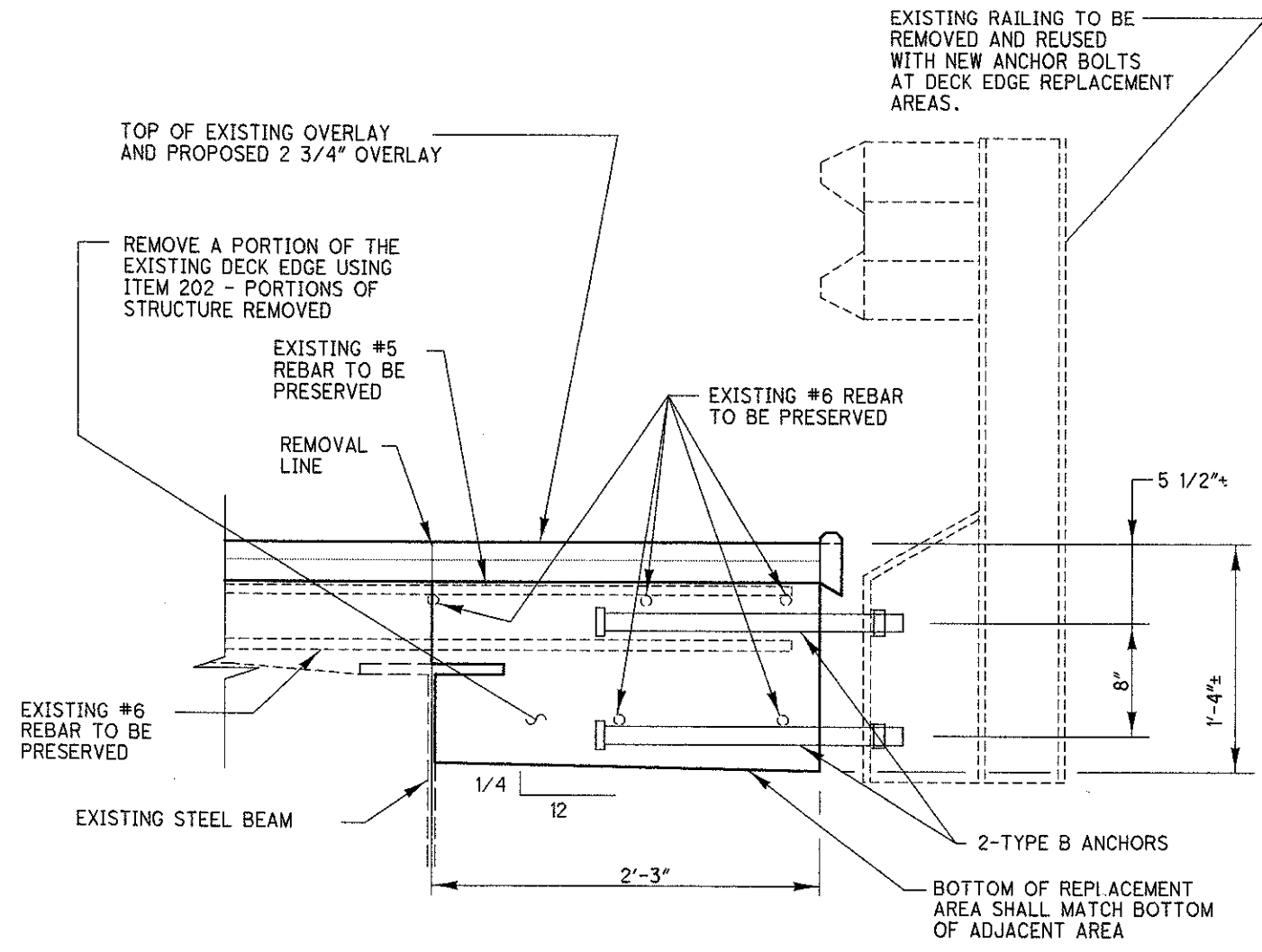
DESIGNED: DCM
 CHECKED: DJV

DRAWN: DCM
 REVISION:

2 / 3

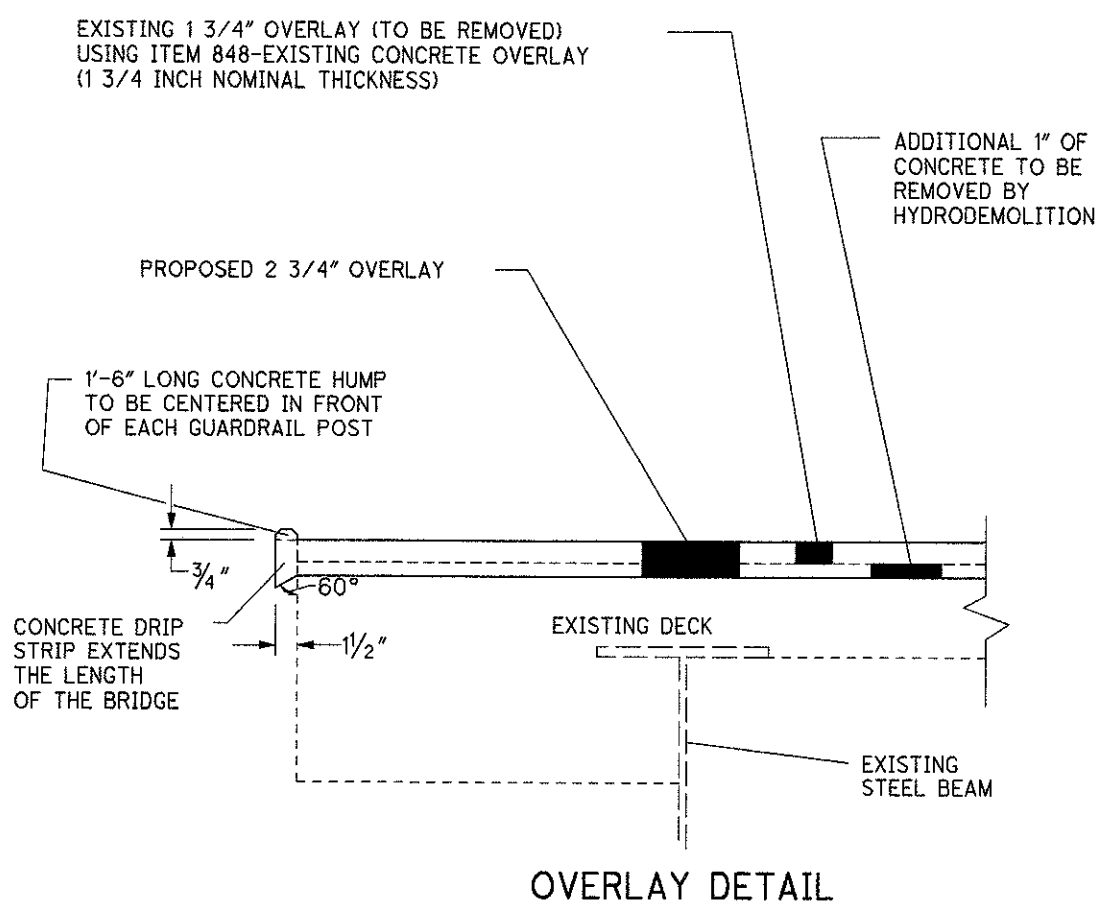
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DESIGN FILE: i:\projects\7731\Struct\hur5980337str1.dgn
 WORKSTATION: dmj/lens DATE: 12/5/2007



SECTION A-A

LENGTH OF DECK EDGE REPAIR = 6'-0" AT EACH CORNER



OVERLAY DETAIL

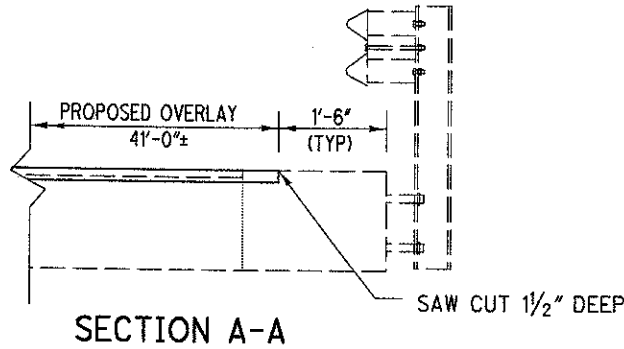
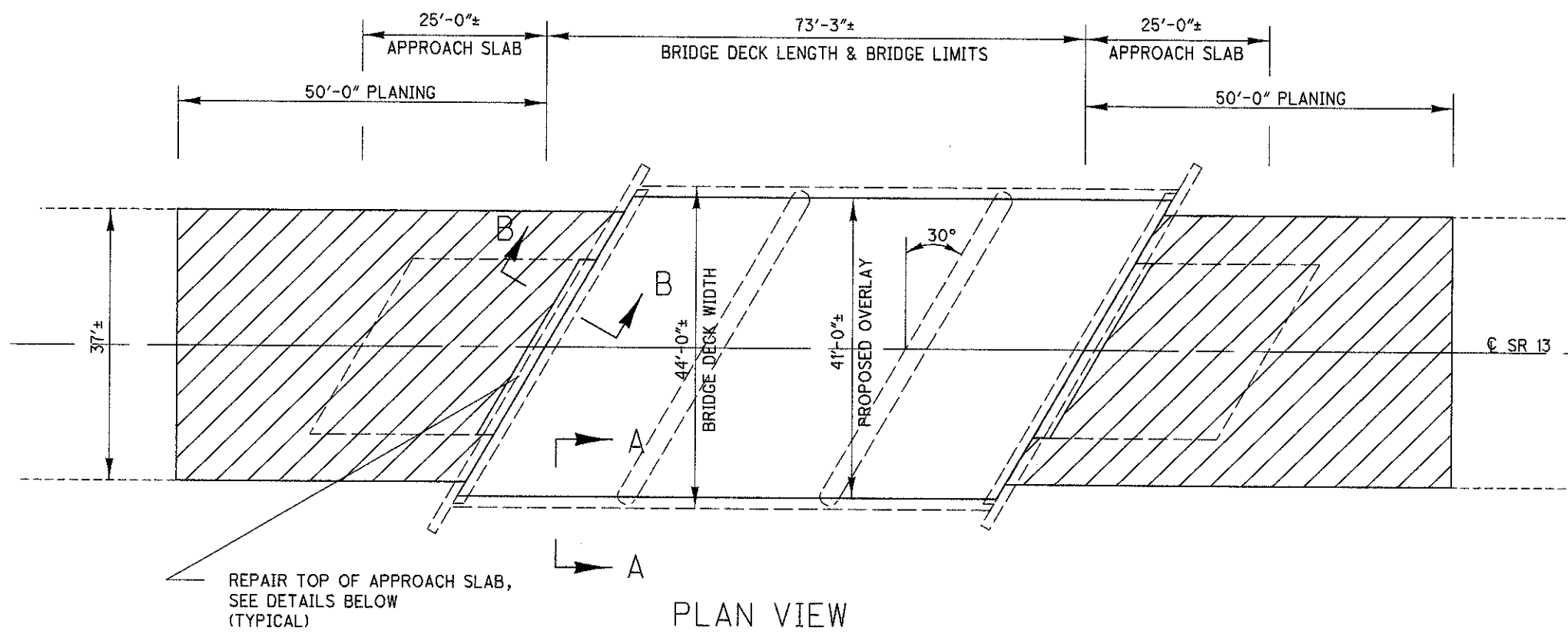
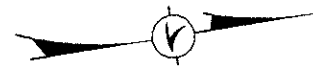
ITEM	QUANTITY	UNIT	DESCRIPTION
202	3	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
202	50	FT	BRIDGE RAILING REMOVED FOR REUSE
511	3	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (RECONSTRUCTION)
517	50	FT	RAILING (DEEP BEAM RAIL WITH STEEL TUBULAR BACKUP AND TYPE 2 STEEL POSTS AND ANCHOR BOLTS), AS PER PLAN

ALL QUANTITIES CARRIED TO SHEET 1/3.

NOTES:

- 1) ALL EXISTING REINFORCING STEEL IS TO BE PRESERVED.
- 2) REMOVE AND REUSE EXISTING BRIDGE RAIL WITH NEW ANCHOR BOLTS AT AREA TO BE REPAIRED.
- 3) FOR DETAILS NOT SHOWN, SEE STD. DRW. DBR-2-73.
- 4) REPAIR AREA SHALL MATCH EXISTING DECK DIMENSIONS.

DESIGN AGENCY: DISTRICT THREE OFFICE OF PRODUCTION
 DATE: 12/07
 REVIEWED: RDN
 DRAWN: DCM
 DESIGNED: DCM
 CHECKED: DJV
 STRUCTURAL FILE NUMBER: 390-1385
 DECK EDGE REPAIR & OVERLAY DETAIL
 HUR-598-0337
 OVER MARSH RUN
 D03-BH-FY2008 (B)
 3 / 3
 21 / 30



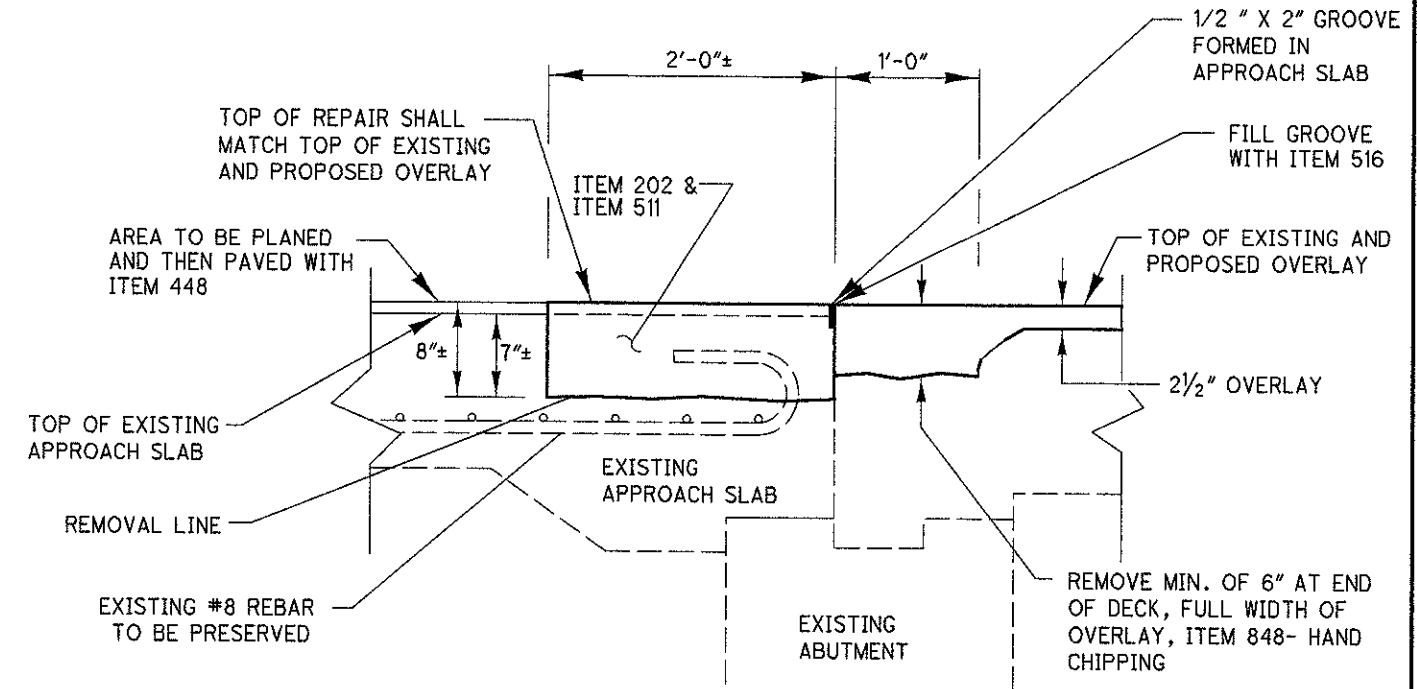
REPAIR TOP OF APPROACH SLAB, SEE DETAILS BELOW (TYPICAL)

PLAN VIEW

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1')

ITEM	QUANTITY	UNIT	DESCRIPTION
202	3	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
254	412	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE
407	33	GALLON	TACK COAT
448	12	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
511	3	CU YD	CONCRETE MISC.: APPROACH SLAB REPAIR
516	56	FT	JOINT SEALER
646	.08	MILE	EDGE LINE, AS PER PLAN
646	.04	MILE	CENTER LINE, AS PER PLAN
848	334	SQ YD	MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/2" THICK)
848	334	SQ YD	SURFACE PREPARATION USING HYDRODEMOLITION
848	11	CU YD	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN
848	10	SQ YD	HAND CHIPPING
848	LUMP		TEST SLAB
848	1	CU YD	FULL-DEPTH REPAIR
848	334	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (1 1/2" NOMINAL THICKNESS)
848	17	SQ YD	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY

QUANTITIES CARRIED TO GENERAL SUMMARY



(APPROACH SLAB REPAIR LENGTH = 27'-9"± EACH END)

SECTION B-B

NOTES:

- 1) THE EXISTING GUARDRAIL IS NOT SHOWN.
- 2) THE PROPOSED OVERLAY ELEVATION SHALL MATCH THE EXISTING BRIDGE DECK ELEVATION.
- 3) SAW CUT EXISTING DECK 1 1/2" DEEP, 1'-6" FROM DECK EDGES, COST INCLUDED IN ITEM 848 - EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (1 1/2" NOMINAL THICKNESS). NEW OVERLAY SHALL BE PLACED BETWEEN THE SAW CUTS.
- 4) FOR TACK COAT APPLICATION RATE, SEE GENERAL NOTES SHEET.
- 5) REPAIR APPROACH SLAB, SEE ABOVE FOR DETAILS.

DESIGN FILE: I:\projects\77311\Struct\ric132360str1.dgn
WORKSTATION:rmollens DATE:12/5/2007

DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

DESIGNED	DCM	CHECKED	DJV
DRAWN	DCM	REVISED	
REVIEWED	RDN	DATE	12/07
STRUCTURE FILE NUMBER	7000812		

PLAN VIEW
RIC-13-2360 OVER FRIENDS CREEK

D03-BH-FY2008 (B)

SIGNAL TIMING

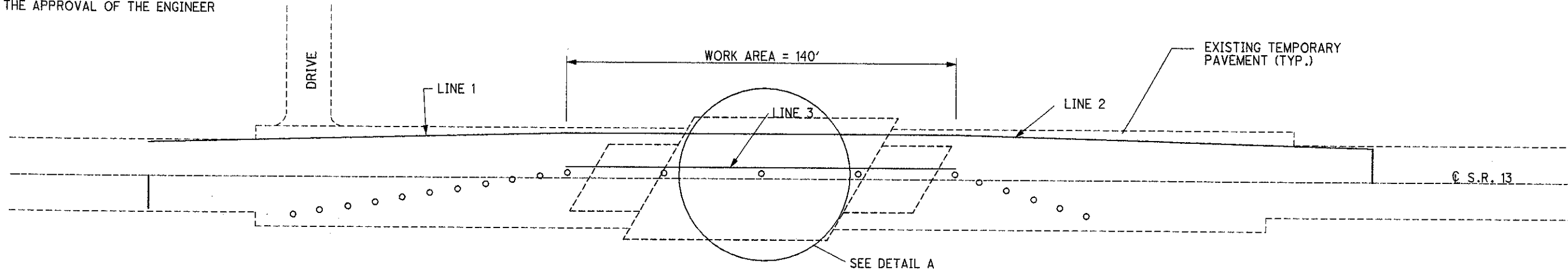
A TWO PHASE CONTROLLER WITH CABINET
CAPABLE OF BEING SET WITH THE
FOLLOWING SPLITS SHALL BE FURNISHED

CYCLE LENGTH: 80 SECONDS

	GREEN	AMBER	RED
PHASE A	25	5	10
PHASE B	25	5	10

THE ABOVE TIMING MAYBE CHANGED
WITH THE APPROVAL OF THE ENGINEER

FOR DETAILS NOT SHOWN SEE STANDARD DRAWINGS
MT-96.10, MT-96.20, MT-96.25, MT-101.20

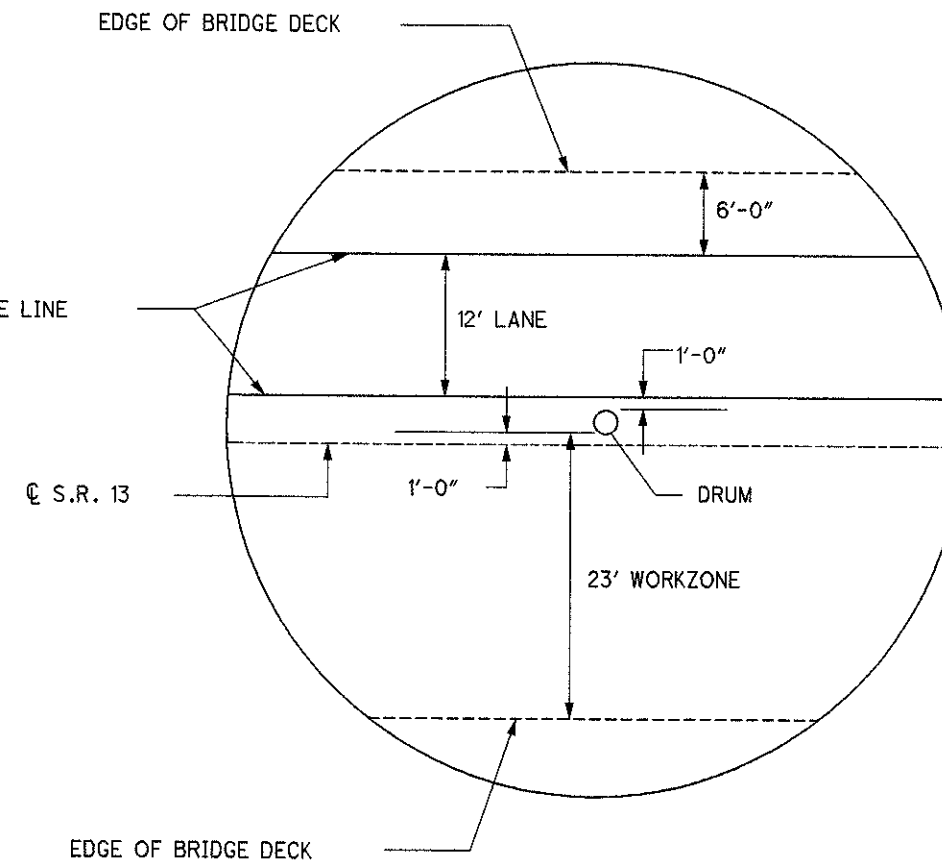


PHASE A SHOWN
PHASE B SIMILAR

WORK ZONE RAISED PAVEMENT MARKERS (TYPE A)				
		SPACING	QTY. (WHITE)	QTY. (YELLOW)
PHASE A	LINE 1= 290'	5'-0"	59	59
	LINE 2= 150'	5'-0"	30	
	LINE 3= 140'	5'-0"	29	29
PHASE B	LINE 1= 290'	5'-0"	59	59
	LINE 2= 150'	5'-0"	30	
	LINE 3= 140'	5'-0"	29	29
	TOTAL		236	176

ITEM	QUANTITY	UNIT	DESCRIPTION
614	412	EACH	WORK ZONE RAISED PAVEMENT MARKER
614	14	EACH	BARRIER REFLECTOR, TYPE A2
614	.06	MILE	WORK ZONE CENTER LINE, CLASS I (SOLID DOUBLE)
614	.04	MILE	WORK ZONE EDGE LINE, CLASS I (WHITE)
614	24	FT.	WORK ZONE STOP LINE, CLASS I

ALL QUANTITIES CARRIED TO GENERAL SUMMARY



DETAIL A

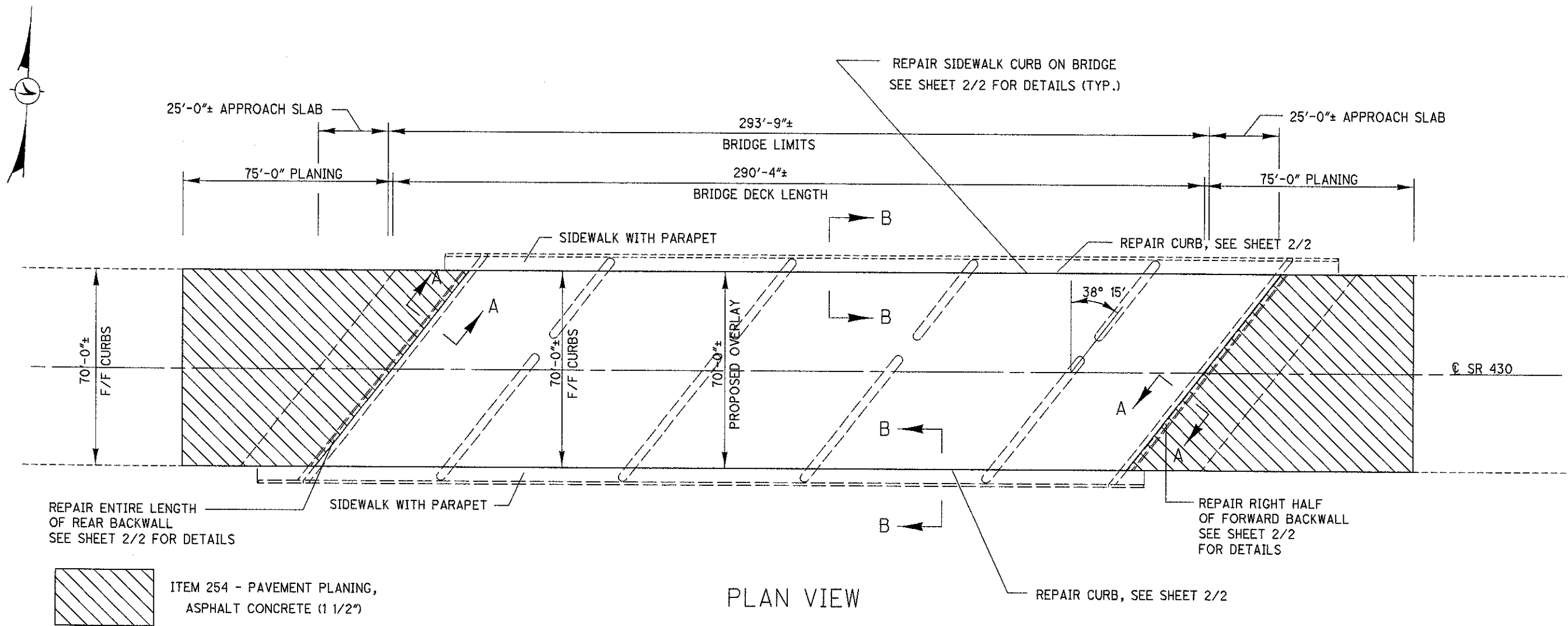
NOTES:

- 1) THE EXISTING BRIDGE RAILING AND GUARDRAIL ARE NOT SHOWN IN THE PLAN VIEW.

DESIGN FILE: I:\projects\7731\Structure\RIC132360MOT.dgn
WORKSTATION: dmo\lens DATE: 12/5/2007

DESIGN AGENCY: DISTRICT THREE OFFICE OF PRODUCTION
 DATE: 12/07
 REVIEWED: RDN
 STRUCTURAL FILE NUMBER: 7000812
 DRAWN: DCM
 DESIGNED: DCM
 CHECKED: DJV
 MAINTENANCE OF TRAFFIC
 RIC-13-2360
 OVER FRIENDS CREEK
 D03-BH-FY2008 (B)
 2 / 2
 23
 30

DESIGN FILE: I:\projects\77311\Struct\ric4300290str1.dgn
 WORKSTATION:dmollens DATE:12/5/2007



PLAN VIEW

ITEM 254 - PAVEMENT PLANING,
 ASPHALT CONCRETE (1 1/2")

ITEM	QUANTITY	UNIT	DESCRIPTION
202	24	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
254	1167	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE
407	94	GALLON	TACK COAT
448	49	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
511	24	CU YD	CLASS C CONCRETE, ABUTMENT, AS PER PLAN (REPAIR)
646	.18	MILE	EDGE LINE, AS PER PLAN
646	.18	MILE	LANE LINE, AS PER PLAN
646	.18	MILE	CENTER LINE, AS PER PLAN
848	2259	SQ YD	MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 3/4" THICK)
848	2259	SQ YD	SURFACE PREPARATION USING HYDRODEMOLITION
848	63	CU YD	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN
848	68	SQ YD	HAND CHIPPING
848	LUMP		TEST SLAB
848	1	CU YD	FULL-DEPTH REPAIR
848	2259	SQ YD	EXISTING CONCRETE OVERLAY REMOVED (1 3/4" NOMINAL THICKNESS)
848	113	SQ YD	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY

QUANTITIES CARRIED TO GENERAL SUMMARY

NOTES:

- 1) THE EXISTING GUARDRAIL IS NOT SHOWN.
- 2) THE PROPOSED OVERLAY ELEVATION SHALL MATCH THE EXISTING OVERLAY ELEVATION.
- 3) REPAIR TOP OF REAR BACKWALL AND A PORTION OF THE FORWARD BACKWALL, SEE SHEET 2/2 FOR DETAILS.
- 4) REPAIR CURB, SEE SHEET 2/2 FOR DETAILS.
- 5) FOR TACK COAT APPLICATION RATE, SEE GENERAL NOTES SHEET.

DESIGN AGENCY
 DISTRICT THREE
 OFFICE OF PRODUCTION

DATE 12/07
 REVIEWED RDN
 STRUCTURE FILE NUMBER 7006128
 DRAWN DCM
 DESIGNED DCM
 CHECKED DJV

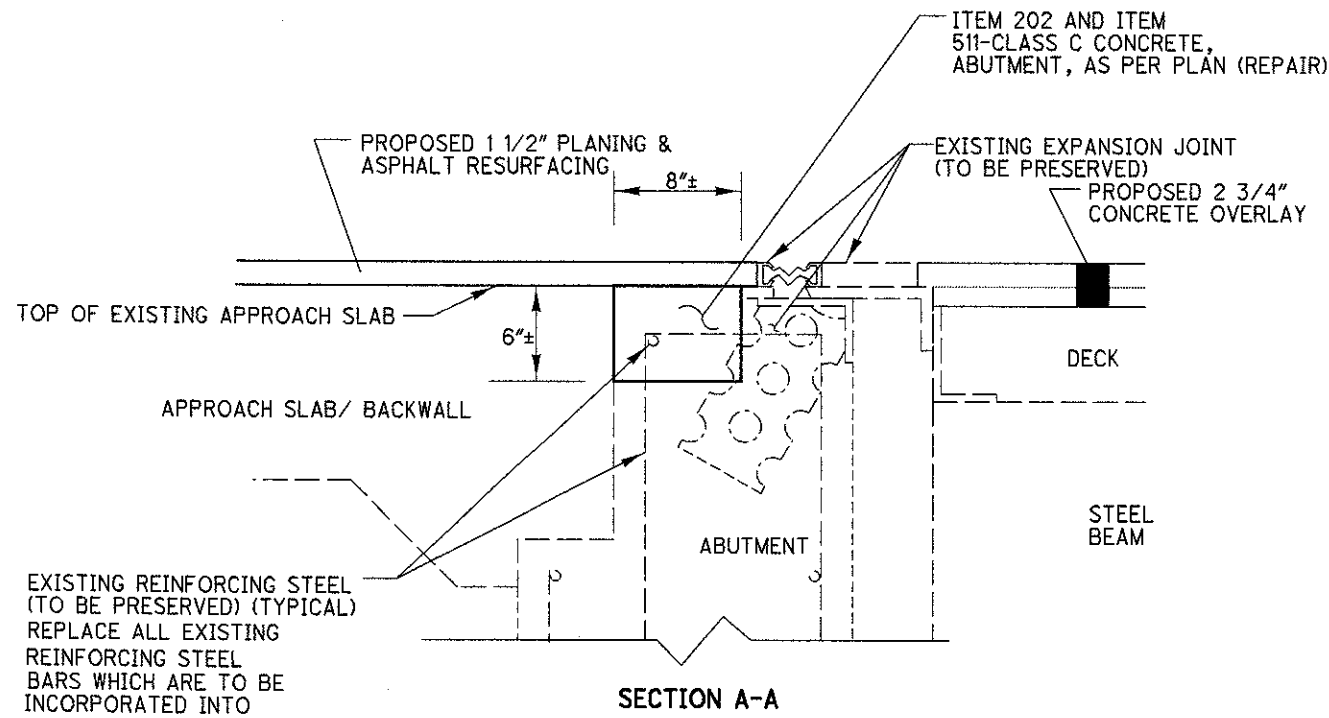
PLAN VIEW
 RIC-430-0290 OVER TOUBY'S RUN AND BIKE PATH

D03-BH-FY2008 (B)

1 / 2

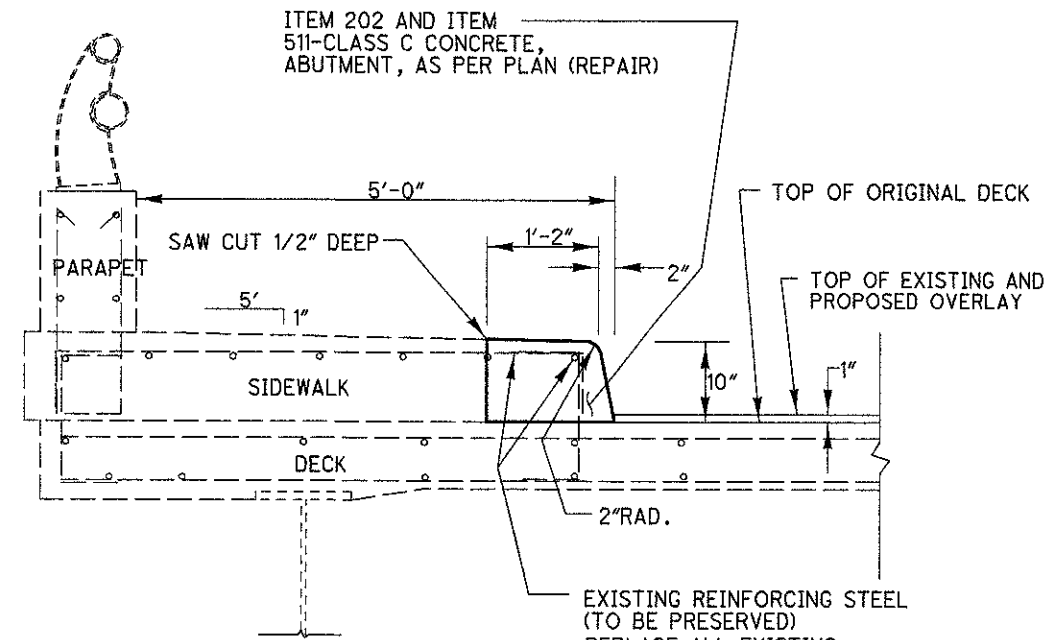
24
 30

DESIGN FILE: I:\projects\77311\Struct\ric4300290str1.dgn
 WORKSTATION:dmillens DATE:12/5/2007



EXISTING REINFORCING STEEL (TO BE PRESERVED) (TYPICAL)
 REPLACE ALL EXISTING REINFORCING STEEL BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW EPOXY COATED REINFORCING STEEL OF THE SAME SIZE AT NO COST TO THE DEPARTMENT.

(REAR ABUTMENT BACKWALL REPAIR LENGTH = 89'-2"±)
 (FORWARD ABUTMENT BACKWALL REPAIR LENGTH = 44'-7"±)



SECTION B-B
 (CURB REPAIR LENGTH = 290'-4"± PER SIDE)

EXISTING REINFORCING STEEL (TO BE PRESERVED)
 REPLACE ALL EXISTING REINFORCING STEEL BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW EPOXY COATED REINFORCING STEEL OF THE SAME SIZE AT NO COST TO THE DEPARTMENT.

ITEM	QUANTITY	UNIT	DESCRIPTION
202	24	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
511	24	CU YD	CLASS C CONCRETE, ABUTMENT, AS PER PLAN (REPAIR)

QUANTITIES CARRIED TO SHEET 1/2

NOTES:

- 1) THE CURB REPAIR SHALL BE COMPLETED PRIOR TO THE NEW OVERLAY BEING INSTALLED

DESIGN AGENCY
 DISTRICT THREE
 OFFICE OF PRODUCTION

DATE 12/07
 REVIEWED RDN
 STRUCTURE FILE NUMBER 7006128

DRAWN DCM
 REVISION

DESIGNED DCM
 CHECKED DJV

BACKWALL AND CURB REPAIR DETAILS
 RIC-430-0290 OVER TOUBY'S RUN AND BIKE PATH

D03-BH-FY2008 (B)

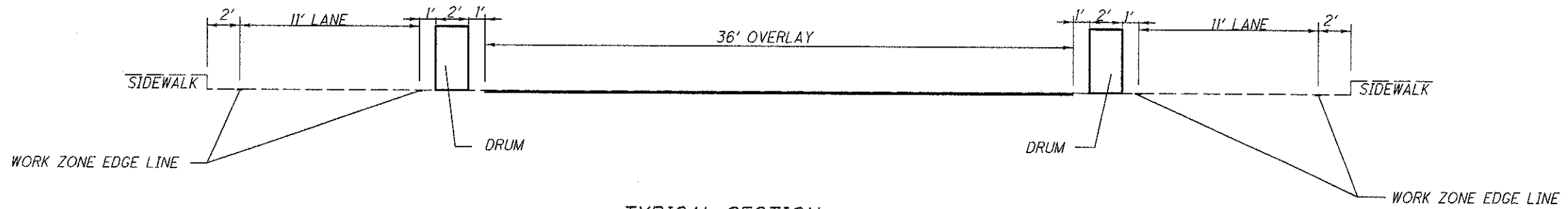
2 / 2

25
 30

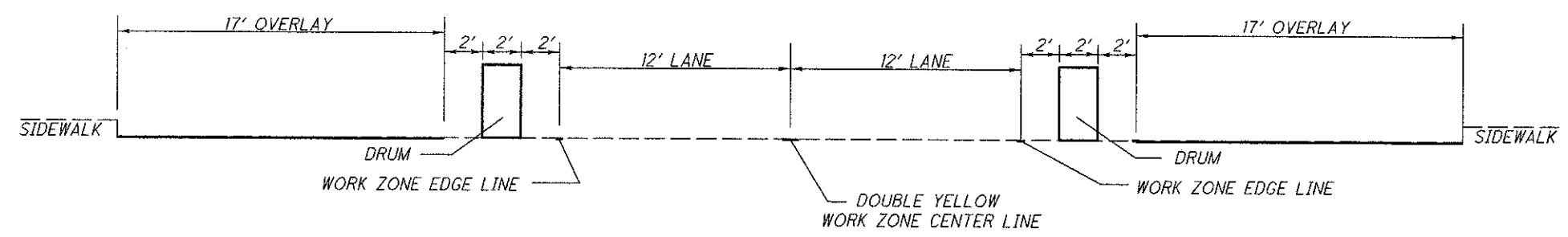
CALCULATED
 DCM
 CHECKED
 DJV

MAINTENANCE OF TRAFFIC (TYPICAL SECTION)
 RIC-430-0290 OVER TOUBY'S RUN AND BIKE PATH

D03-BH-FY2008(B)



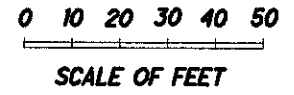
TYPICAL SECTION
 PHASE A INSIDE AND CENTERLANE CLOSED



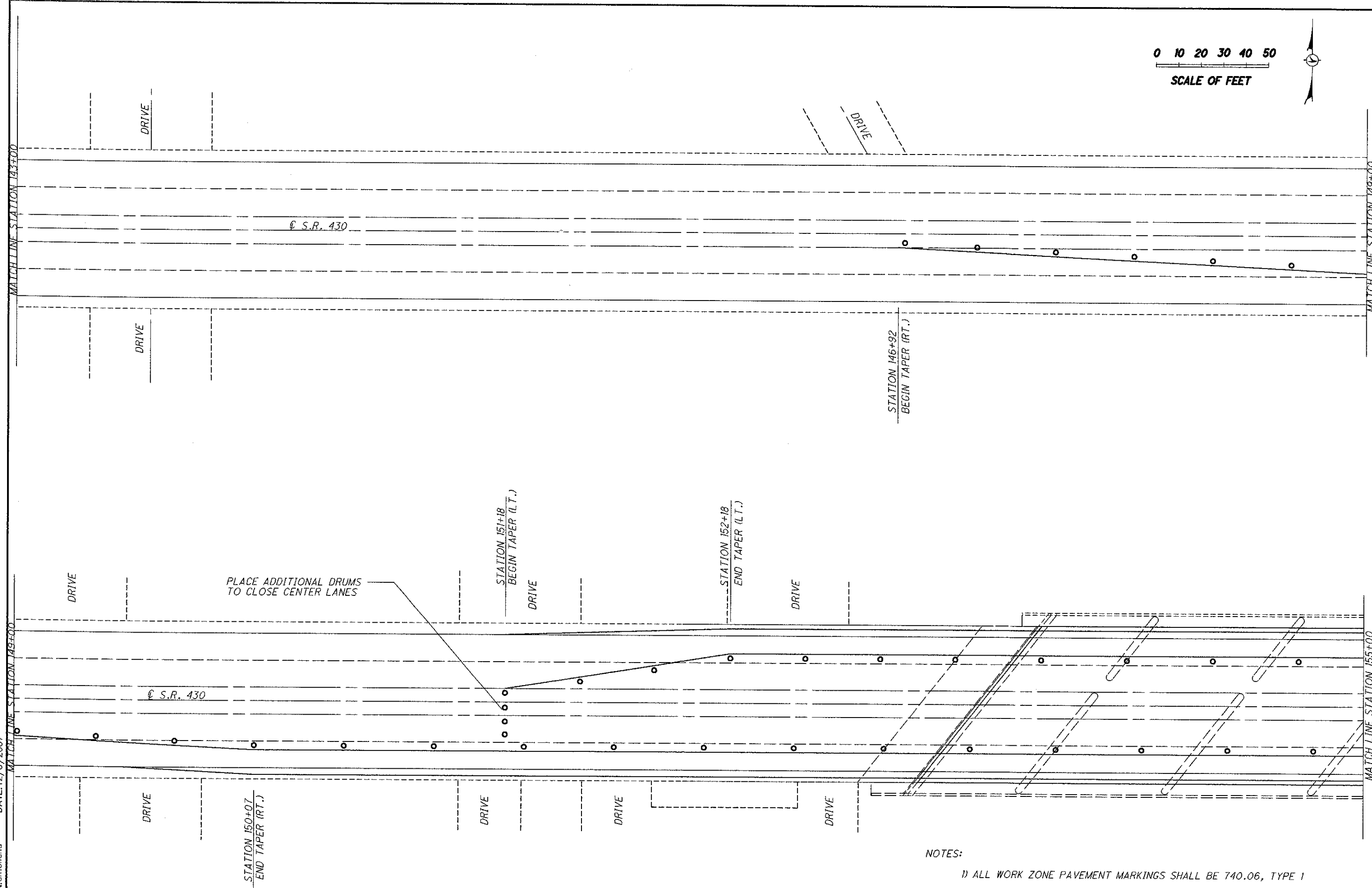
TYPICAL SECTION
 PHASE B OUTSIDE LANES CLOSED

DESIGN FILE: \projects\7731\Struc\RIC4300290\OT.dgn
 WORKSTATION: mholmes DATE: 12/9/2007

DESIGN FILE: I:\projects\77311\Struct\RIC4300290MOT.dgn
 WORKSTATION: dmollens
 DATE: 12/6/2007



CALCULATED
DCM
CHECKED
DJV



PLAN VIEW

- NOTES:
- 1) ALL WORK ZONE PAVEMENT MARKINGS SHALL BE 740.06, TYPE 1
 - 2) SEE STANDARD DRAWING MT-95.31, MT-95.32 AND MT-95.60 FOR DETAILS AND NOTES NOT SHOWN.
 - 3) CENTERLINE S.R. 430 AND CENTERLINE GRASMERE AVE. = STATION 160+04

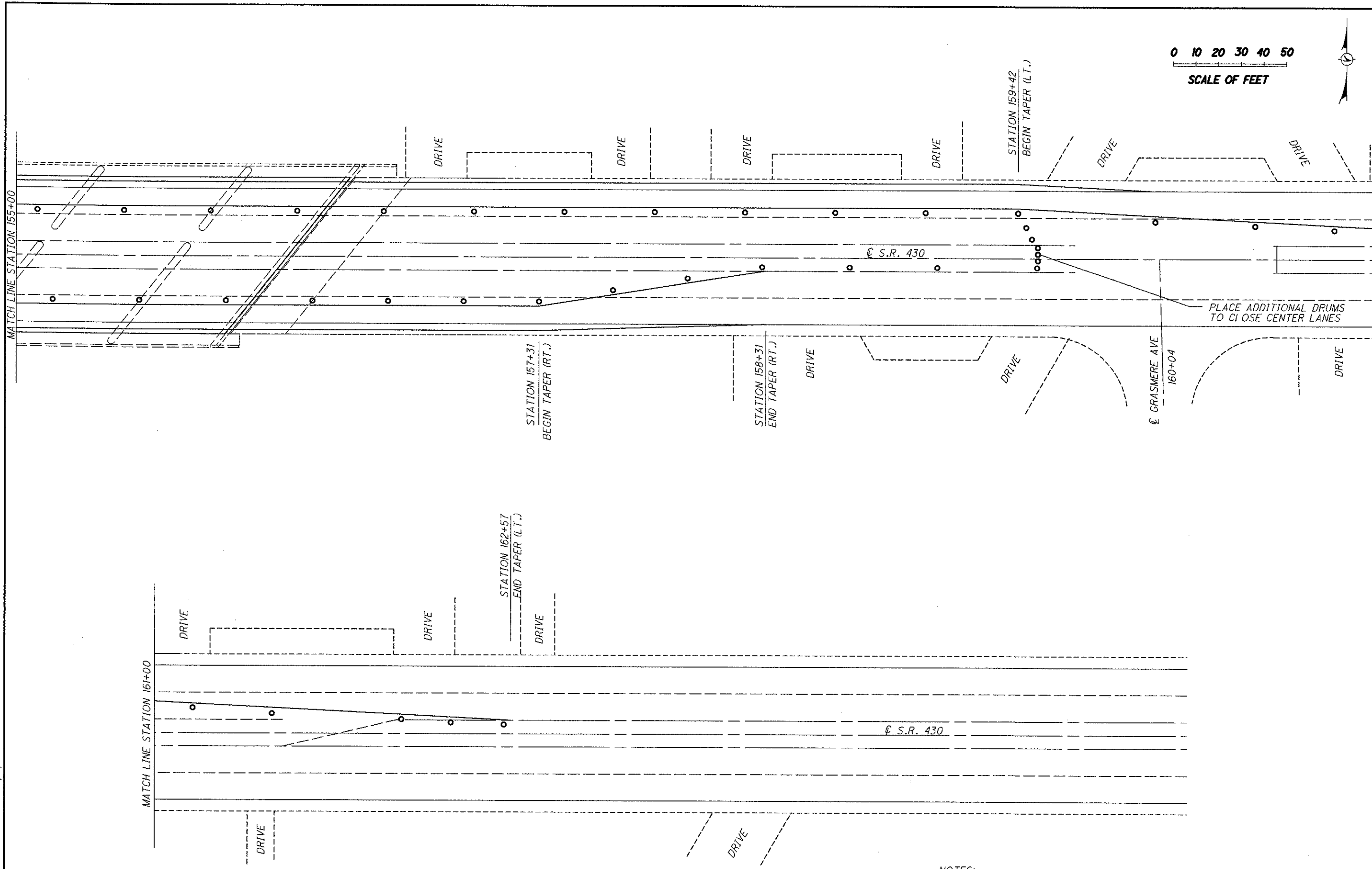
MATCH LINE STATION 149+00

MATCH LINE STATION 155+00

MAINTENANCE OF TRAFFIC (PHASE A)
 RIC-430-0290 OVER TOUBY'S RUN AND BIKE PATH

D03-BH-FY2008(B)

DESIGN FILE: I:\projects\77311\Struct\RIC4300290MOT.dgn
 WORKSTATION:dmollens DATE:12/6/2007



PLAN VIEW

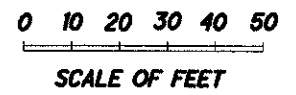
NOTES:

- 1) ALL WORK ZONE PAVEMENT MARKINGS SHALL BE 740.06, TYPE 1
- 2) SEE STANDARD DRAWING MT-95.31, MT-95.32 AND MT-95.60 FOR DETAILS AND NOTES NOT SHOWN.
- 3) CENTERLINE S.R. 430 AND CENTERLINE GRASMERE AVE.= STATION 160+04

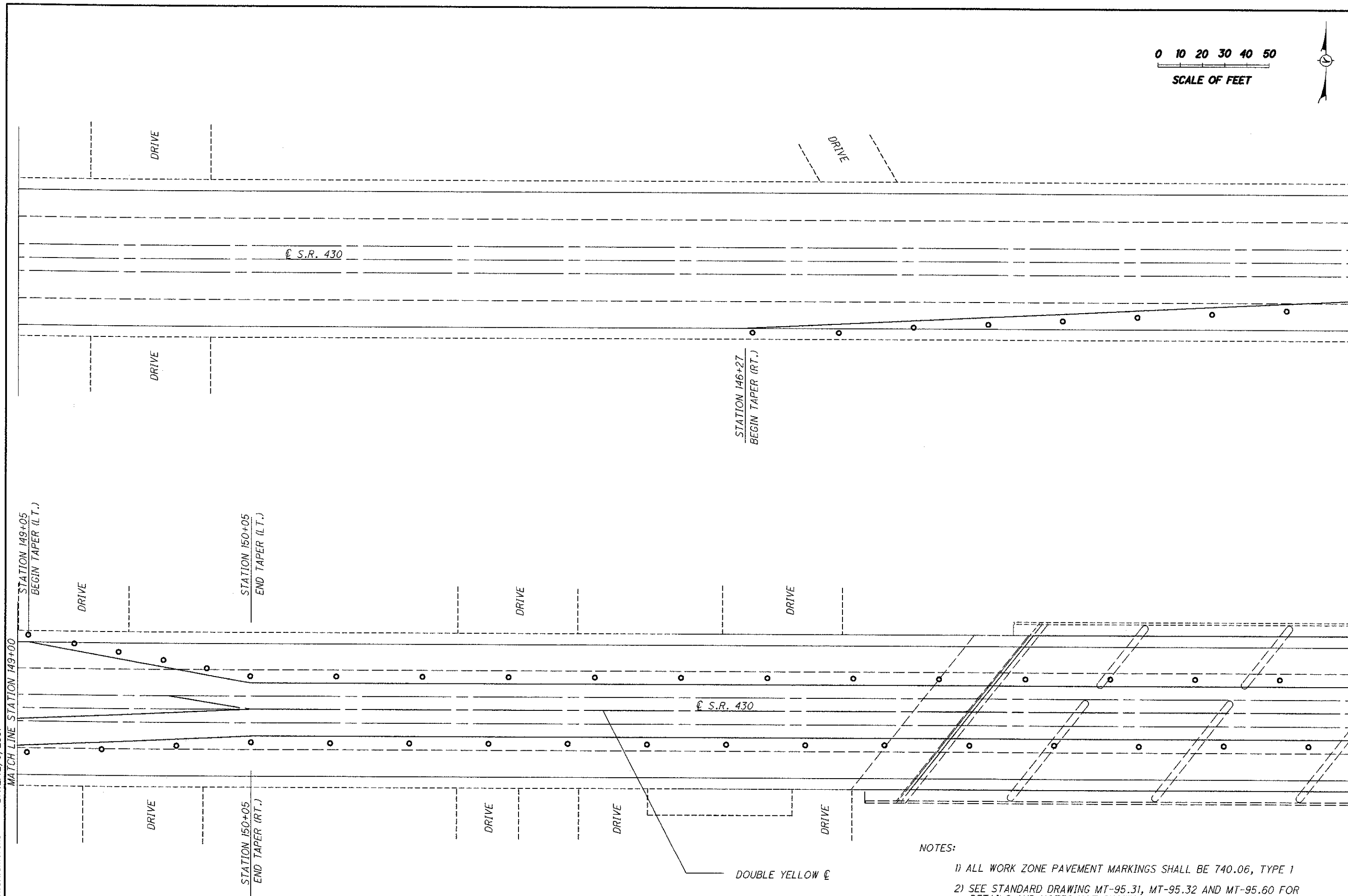
MAINTENANCE OF TRAFFIC (PHASE A)
 RIC-430-0290 OVER TOUBY'S RUN AND BIKE PATH

D03-BH-FY2008(B)

CALCULATED	DCM
CHECKED	DJV



CALCULATED	DCM
CHECKED	DJV



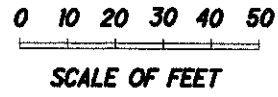
PLAN VIEW

NOTES:

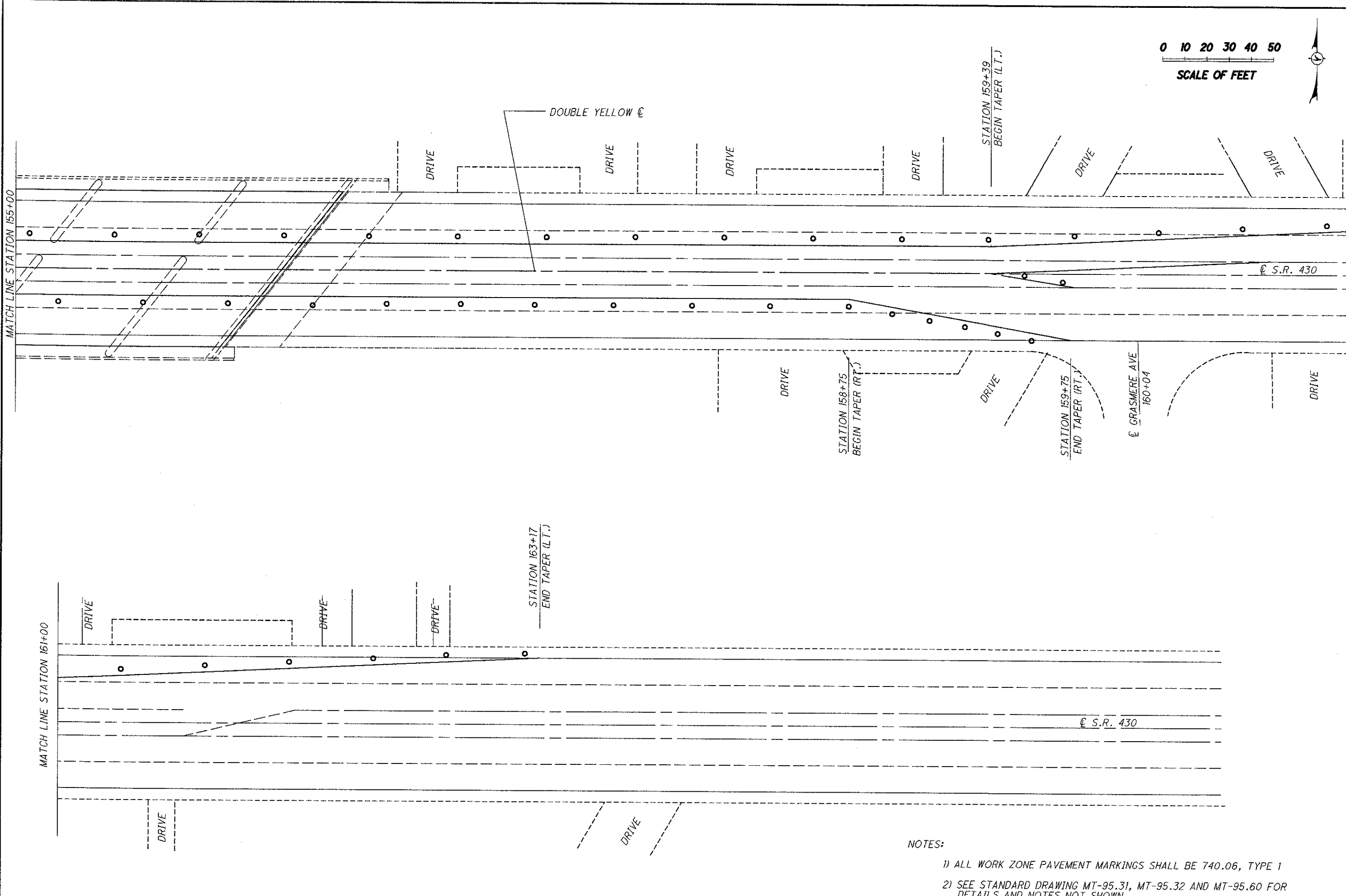
- 1) ALL WORK ZONE PAVEMENT MARKINGS SHALL BE 740.06, TYPE 1
- 2) SEE STANDARD DRAWING MT-95.31, MT-95.32 AND MT-95.60 FOR DETAILS AND NOTES NOT SHOWN.
- 3) CENTERLINE S.R. 430 AND CENTERLINE GRASMERE AVE. = STATION 160+04

MAINTENANCE OF TRAFFIC (PHASE B)
 RIC-430-0290 OVER TOUBY'S RUN AND BIKE PATH

D03-BH-FY2008(B)



CALCULATED	DCM	CHECKED	DJV



PLAN VIEW

NOTES:

- 1) ALL WORK ZONE PAVEMENT MARKINGS SHALL BE 740.06, TYPE 1
- 2) SEE STANDARD DRAWING MT-95.31, MT-95.32 AND MT-95.60 FOR DETAILS AND NOTES NOT SHOWN.
- 3) CENTERLINE S.R. 430 AND CENTERLINE GRASMERE AVE.= STATION 160+04

MAINTENANCE OF TRAFFIC (PHASE B)
 RIC-430-0290 OVER TOUBY'S RUN AND BIKE PATH

D03-BH-FY2008(B)