	BEGIN PROJECT LOR-2-3.86 BEGIN PROJECT LOR-2-3.86 BEND PROJECT LOR-2-7.97 BEND PROJECT BEND PROJECT BEN
	LOCATION MAP LATITUDE: 40°55'38"N LONGITUDE: 81°59'14"
	SCALE IN MILES
3:08:33 PM ksalay	PORTION TO BE IMPROVED
5/18/2020	DESIGN EXCEPTIONS NONE REQUIRED
heet	

TITLE SHEET SCHEMATIC PLAN & DESIGN DESIGNATION TYPICAL SECTIONS GENERAL NOTES GUARDRAIL NOTES MAINTENANCE OF TRAFFIC NOTES GENERAL SUMMARY PAVEMENT & SHOULDER DATA PAVEMENT TRANSITION DETAILS PAVEMENT REPAIR SUB-SUMMARY GUARDRAIL SUB-SUMMARY

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

LOR-2-3.86

CITY OF AMHERST

BROWNHELM TOWNSHIP

LORAIN COUNTY

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	ENGINEERS SEAL:		
		STANDARD CONSTRUCTION DRAWINGS SUPPLEMENT	
UNDERGROUND UTILITIES Contact Two Working Days			17/20 17/20
Before You Dig	KARLA R.	BP-5.1 1/18/19 MGS-3.1 1/19/18MT-98.10 1/17/20 TC-52.10 10/18/13 808 1/1	/18/19
	BOHMER ★	MGS-4.2 7/19/13WT-98.20 4/19/19 TC-61.30 7/19/19 832 10/	20/12 /19/18
CHI0811.org	E-76834		1 7/20 21/17
Before You Dig	KARLA R. BOHMER E-76834	DM-4.4 1/15/16 MT-98.29 1/17/20 TC-71.10 1/19/18 921 4/2 MT-99.20 4/19/19 TC-72.20 7/20/18 921 4/2	20/1
OHIO811, 8-1-1, or 1-800-362-2764 (Non-members must be called directly)	MILSSIONAL ENGINI	MT-101.60 1/17/20 TC-82.10 7/19/19 SPECIAL	_
(Non-members must be called directly)		MT-104.10 10/16/15 PROVISION	NS
	SIGNED: Koula R. Bohmer	J MT-105.10 1/17/20	
	DATE: 5/26/20		

Contract Proposal available @ www.contracts.dot.state.oh.us

LOR - SR-SR 2-03.86 200445 PID - 77537 Dist 3 8/27/2020

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THIS AND PAV	OJECT DESCRIPTION S PROJECT WILL INCLUDE PAVEMENT REPAIRS, PLANING PAVING WITH ASPHALT CONCRETE, GUARDRAIL REPAIRS, EMENT MARKINGS AND STRUCTURE MAINTENANCE.	FEDERAL PROJECT NO.	E040771							
PRO	JECT EARTH DISTURBED AREA: N/A ACRES (MAINTENANCE PROJECT)	_								
	ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A ACRES (MAINTENANCE PROJECT) NOTICE OF INTENT EARTH DISTURBED AREA: N/A ACRES (MAINTENANCE PROJECT)									
TH OHI SUP	19 SPECIFICATIONS E STANDARD SPECIFICATIONS OF THE STATE OF O, DEPARTMENT OF TRANSPORTATION, INCLUDING PLEMENTAL SPECIFICATIONS LISTED IN THE NS AND CHANGES LISTED IN THE PROPOSAL SHALL	CONSTRUCTION PROJECT NO.								
GOV I HE THE THE	EREBY APPROVE THESE PLANS AND DECLARE THAT MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT DVISIONS FOR THE MAINTENANCE AND SAFETY OF	CONSTRUCT	RN							
TRA EST APF DA1 APF	PROVED DIRECTOR, DEPARTMENT OF	RAILROAD INVOLVEMENT	NORFOLK SOUTHER							
AL WS (20) /19 /12 /18 (20) /17 /12 /17 /12	PLANS PREPARED BY: Ohio Department of Transportation District Three Engineering		LOR-2-3.86							
5		E	1 37							

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

CARLE

CARLE WIDE OPEN WEST 105 BLAZE INDUSTRIAL PKWY BEREA, OH 44017 866.496.9669

CITY CITY OF AMHERST 206 SOUTH MAIN AMHERST, OHIO 44001 440-984-4380

COMMUNICATION CENTURYLINK 175 ASHLAND ROAD, P.O. BOX 3555 MANSFIELD, OH 44907 419.755.7956

COMMUNICATION LEVEL 3 COMMUNICATIONS 106 SOUTH ARLINGTON STREET AKRON, OH 44306 740.275.1133

ELECTRIC OHIO EDISON 1717 ASHLAND ROAD MANSFIELD, OH 44905 419.521.6213

GAS KNOX ENERGY 11872 WORTHINGTON RD PATASKALA. OH 43062 740.927.6731

TRAFFIC ODOT DISTRICT THREE 906 CLARK AVENUE ASHLAND. OH 44805 419.207.7045

5520 WHIPPLE AVENUE NW NORTH CANTON, OH 44720 330.494.9200 CITY OF LORAIN

CHARTER COMMUNICATIONS

200 W. ERIE AVENUE LORAIN, OH 44052 440.204.2003

COMMUNICATION EVERSTREAM SOLUTIONS 800 W ST CLAIR, 2ND FLOOR CLEVELAND, OH 44113 216.581.7972

COMMUNICATION VERIZON BUSINESS 120 RAVINE STREET AKRON, OH 44303 330.253.8267

COLUMBIA GAS OF OHIO 1021 N MAIN STREET MANSFIELD, OH 44903 419.528.1137

GAS TC ENERGY 589 N STATE ROAD MEDINA, OH 44256 330.721.4163

WATER NORTHERN OHIO RURAL WATER P.O. BOX 96 COLLINS. OH 44826 419.668.7213

THE AFOREMENTIONED UTILITY COMPANIES AND AGENCIES HAVE VARIOUS FACILITIES IN THE AREA THAT WILL REMAIN IN PLACE DURING CONSTRUCTION.

EXTREME CAUTION SHOULD BE EXERCISED IN AREAS WITH UTILITIES. SECTIONS 105.07 AND 107.16 OF THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIALS SPECIFICATIONS REQUIRE, AMONG OTHER THINGS, THAT THE CONTRACTOR COOPERATE WITH ALL UTILITIES LOCATED WITHIN THE LIMITS OF THIS CONSTRUCTION PROJECT AND TAKE RESPONSIBILITY FOR THE PROTECTION OF THE UTILITY PROPERTY AND SERVICES.

EXISTING PLANS

EXISTING PLANS ENTITLED LOR-254-0.00 B (LOR-2-3.31-7.97) (1964) MAY BE INSPECTED IN THE ODOT DISTRICT 3 OFFICE IN ASHI AND.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

ROUTINE MAINTENANCE

BETWEEN THE TIME THAT BIDS ARE TAKEN AND THE START OF CONSTRUCTION. THE MAINTAINING AGENCY MAY ENTER UPON THE PROJECT AND PERFORM ROUTINE MAINTENANCE SUCH AS CRACK SEALING, PATCHING, AND BERM AND SHOULDER REPAIR. THE EFFECTS, IF ANY, OF THE PERFORMANCE OF ROUTINE MAINTENANCE SHALL BE CONSIDERED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE PLAN AND THE RESULTING CONDITIONS SHALL NOT BE CONSIDERED AS DIFFERING MATERIALLY FROM THOSE EXISTING AT THE TIME BIDS WERE TAKEN.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. (PREVIOUS CONSTRUCTION PLANS SHOWING THE ORIGINAL ALIGNMENT AND PROFILE, ARE AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT 3 OFFICE). PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

ITEM 209 - LINEAR GRADING

THE CONTRACTOR IS REQUIRED TO PERFORM LINEAR GRADING ON THE GRADED SHOULDER. IT IS ANTICIPATED THAT THERE ARE AREAS WHERE THE GRADED SHOULDER IS AT A HIGHER ELEVATION THAN THE ADJACENT PROPOSED PAVEMENT. A 10:1 SLOPE SHALL BE ESTABLISHED, OR AS DIRECTED BY THE ENGINEER, WHEN PERFORMING ITEM 209 LINEAR GRADING. THE INTENT IS TO PROVIDE AN UNOBSTRUCTED AND POSITIVE FLOW OF STORM WATER FROM THE PAVEMENT TO THE DITCH. THE LINEAR GRADING SHALL BE PERFORMED AFTER THE INTERMEDIATE COURSE HAS BEEN COMPLETED AND BEFORE THE SURFACE COURSE IS PLACED. ALL LABOR AND EQUIPMENT NECESSARY TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER MILE FOR ITEM 209 - LINEAR GRADING.

<u>ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) ITEM 253 - PAVEMENT REPAIR</u>

THESE ITEMS OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING ASPHALT CONCRETE PAVEMENT IN AREAS OF EXISTING PAVEMENT FAILURE. CORING HAS BEEN PERFORMED TO HELP DETERMINE THE COMPONENTS THAT MAY BE ENCOUNTERED DURING THIS ITEM OF WORK. THE PAVEMENT CORING INFORMATION IS SHOWN ON THIS SHEET.

PAVEMENT REPAIR SHALL BE PERFORMED BEFORE PAVEMENT PLANING AND PLACEMENT OF THE INTERMEDIATE AND SURFACE COURSES. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH AN AVERAGE DEPTH OF 6" FOR ESTIMATING PURPOSES.

THE CONTRACTOR SHALL BE CAPABLE OF PERFORMING PAVEMENT REPAIRS 4 FEET WIDE FOR TRANSVERSE REPAIRS AND 2 FEET WIDE FOR LONGITUDINAL REPAIRS

REPLACEMENT MATERIAL SHALL BE ITEM 301 AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) IS TO BE A MAXIMUM OF 6" DEEP AND ITEM 253 PAVEMENT REPAIR IS FOR DEPTHS GREATER THAN 6". PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) OR ITEM 253 - PAVEMENT REPAIR.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE): SEE SHEET 19 FOR ESTIMATED QUANTITIES AND LOCATIONS. THE FINAL LOCATION AND SIZE OF THE REPAIRS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER. IN ADDITION TO THE QUANTITIES PROVIDED ON SHEET 19, THE FOLLOWING ADDITIONAL ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER: USED ADDITIONAL DEPENDENT DEPUND ACOUNT A CONDECTED AND ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (LONGITUDINAL): 325 CY ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (TRANSVERSE): 100 CY

ITEM 253 - PAVEMENT REPAIR:

THE FOLLOWING RETAINED QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER: ITEM 253 - PAVEMENT REPAIR: 100 CY

PAVEMENT CORI

COUNTY	ROUTE	SLM	ASPHAL T	CONCRE TE	BRICK	LOCATION	DIRECTION	YEAR CORED
LOR	2	4.0	9.0	8.0	0.0	LT. WHEEL PATH	EB	2019
LOR	2	4.0	7.5	9.0	0.0	RT. WHEEL PATH	EB	2019
LOR	2	4.0	13.0	0.0	0.0	SHOULDER	EB	2019
LOR	2	4.6	8.0	8.5	0.0	CENTER OF LANE	EB	2019
LOR	2	4.6	9.0	9.0	0.0	RT. WHEEL PATH	EB	2019
LOR	2	4.6	12.0	0.0	0.0	SHOULDER	EB	2019
LOR	2	5.0	8.0	9.0	0.0	CENTER OF LANE	EB	2019
LOR	2	5.0	10.0	6.0	0.0	RT. WHEEL PATH	EB	2019
LOR	2	5.0	10.0	0.0	0.0	SHOULDER	EB	2019
LOR	2	5.7	7.0	9.0	0.0	CENTER OF LANE	EB	2019
LOR	2	5.7	7.0	9.0	0.0	RT. WHEEL PATH	EB	2019
LOR	2	5.7	13.0	0.0	0.0	SHOULDER	EB	2019
LOR	2	6.0	7.5	8.0	0.0	CENTER OF LANE	EB	2019
LOR	2	6.0	6.0	8.0	0.0	RT. WHEEL PATH	EB	2019
LOR	2	6.0	13.0	0.0	0.0	SHOULDER	EB	2019
LOR	2	6.5	8.0	10.5	0.0	CENTER OF LANE	EB	2019
LOR	2	6.5	8.0	10.0	0.0	RT. WHEEL PATH	EB	2019
LOR	2	6.5	15.0	0.0	0.0	SHOULDER	EB	2019
LOR	2	7.1	7.0	8.5	0.0	CENTER OF LANE	EB	2019
LOR	2	7.1	6.5	9.0	0.0	RT. WHEEL PATH	EB	2019
LOR	2	7.1	9.0	0.0	0.0	SHOULDER	EB	2019
LOR	2	8.0	5.0	8.5	0.0	CENTER OF LANE	EB	2019
LOR	2	8.0	5.0	9.0	0.0	RT. WHEEL PATH	EB	2019
LOR	2	8.0	6.0	2.5	0.0	SHOULDER	EB	2019

CONCRETE SHALL BE PLACED IN THE REPAIR AREA THE SAME DAY THAT THE EXISTING PAVEMENT IS REMOVED FROM THE REPAIR AREA.

SEAL THE PERIMETER SURFACE OF THE REPAIRED AREAS BY APPLYING A 2 TO 4 INCH WIDE STRIP OF APPROVED 705.04 MATERIAL OR 702.01 APPROVED PG BINDER.

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

SEE SHEET 19 FOR ESTIMATED QUANTITIES AND LOCATIONS. THE FINAL LOCATION AND SIZE OF THE REPAIRS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER. IN ADDITION TO THE QUANTITIES PROVIDED ON SHEET 19, THE FOLLOWING ADDITIONAL ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN (OPTION A): 160 SÝ

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM. AS PER PLAN (OPTION B): 160 SY

ITEM 255 - FULL DEPTH PAVEMENT SAWING: 600 SY

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ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT. AS PER PLAN

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, AS PER PLAN IS TO BE USED FOR FULL DEPTH RIGID PAVEMENT REPAIRS. PAVEMENT REPAIRS SHALL BE PERFORMED BEFORE PAVEMENT PLANING AND PLACEMENT OF THE INTERMEDIATE AND SURFACE COURSES. CLASS OC MS (OPTION A) OR CLASS RRCM (OPTION B) WILL BE ALLOWED FOR THE REPAIRS.

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ITEM 614 - WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A PREQUALIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE TRAINED IN ACCORDANCE WITH CMS 614.03, SHALL HAVE SUCCESSFULLY COMPLETED ODOT ADMINISTERED WTS TESTING (AND RE-TESTING WHEN APPLICABLE) AND BE LISTED ON THE ODOT PREQUALIFIED WTS ROSTER. PREQUALIFICATION EXPIRES EVERY 5 YEARS. RE-TESTING SHALL BE SUCCESSFULLY REPEATED EVERY 5 YEARS TO REMAIN PREQUALIFIED.

THE NAME OF THE PREQUALIFIED WTS AND RELATED 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7), THE CONTRACTOR MAY DESIGNATE AN ALTERNATE (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY; HOWEVER THE PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AL ALL THEOR ANY AND FORMATE (SECONDARY) WTS CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRANS. ARTENATE (SECONDART) WIS IS SOBLECT TO THE SAME TRAINING, PREQUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR ENGINEER'S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.

THE WTS POSITION HAS THE PRIMARY RESPONSIBILITY OF IMPLEMENTING THE TRAFFIC MANAGEMENT PLAN (TMP), MONITORING THE SAFETY AND MOBILITY OF THE ENTIRE WORK ZONE, AND CORRECTING TEMPORARY TRAFFIC CONTROL (TTC) DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE WTS, AND ALTERNATE WTS WHEN ON DUTY, SHALL HAVE SUFFICIENT AUTHORITY TO EFFECTIVELY CARRY OUT THE IDENTIFIED WTS RESPONSIBILITIES AND DUTIES. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS.

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2. BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF, AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES.

3. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.

4. BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.

5. BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL.

6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS ARE ON THE PROJECT.

7. COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF NOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING.

8. BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03.

9. ON A CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.

10. ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER.

11. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:

A. INITIAL TTC SETUP (DAY AND NIGHT REVIEW).

A. INITIAL TTC SETUP (DAY AND NIGHT REVIEW). B. DAILY TTC SETUP AND REMOVAL. C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP. D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK ZONE. E. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT. F. ALL OTHER EMERGENCY TTC NEEDS.

ITEM 614 - WORKSITE TRAFFIC SUPERVISOR (CONTINUED)

12. COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (CA-D-8) AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORKDAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. INCLUDE A CHECKLIST OF ALL TIC MAINTENANCE TIEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. ANY DEFICIENCIES OBSERVED SHALL BE NOTED, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION'S INSPECTION FORMS WEBSITE.

13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

THE DEPARTMENT WILL DEDUCT:

A. THE PRORATED DAILY AMOUNT OF ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY IN WHICH THE WTS FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. THE PRORATED DAILY AMOUNT WILL BE EQUAL TO THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC DIVIDED BY THE DIFFERENCE BETWEEN THE ORIGINAL COMPLETION DATE AND THE FIRST DAY OF WORK, IN CALENDAR DAYS.

B. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A TTC ISSUE IS IDENTIFIED IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIMEFRAME PER THE ENGINEER. DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION C.

C. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A LANE OR RAMP IS BLOCKED (FULLY OR PARTIALLY) WITHOUT ITC, AS DETERMINED BY THE ENGINEER. THIS DEDUCTION SHALL BE IN ADDITIÓN TO ANY OTHER DISINCENTIVES ESTABLISHED FOR UNAUTHORIZED LANE USE.

FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR. THE HIGHEST DEDUCTION AMOUNT WILL APPLY.

IF THREE OR MORE TOTAL DAYS RESULT IN TTC ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS. THREE DEMOVALS SHALL CAUSE STATEWIDE DISCUMPTED TO FOR ANY REMOVALS SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY PREVIOUSLY PREQUALIFIED WTS.

PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

<u>INTERIM COMPLETION DATE (FOR FULL DEPTH RIGID REPAIRS EAST OF OAK POINT RD)</u>

THE CONTRACTOR SHALL PERFORM ALL FULL-DEPTH CONCRETE JOINT REPAIRS EAST OF THE OAK POINT/LAKE RD INTERCHANGE PRIOR TO NOVEMBER 23, 2020. THIS DATE SHALL CONSTITUTE AN INTERIM COMPLETION DATE ON THE PROJECT. IF ALL FULL-DEPTH CONCRETE JOINT REPAIRS EAST OF OAK POINT/LAKE RD ARE NOT COMPLETED BY NOVEMBER 23, 2020, A DISINCENTIVE OF \$1,000 PER DAY SHALL BE ASSESSED FOR EACH DAY AFTER NOVEMBER 23, 2020 THAT FULL-DEPTH CONCRETE JOINT REPAIRS ARE NOT COMPLETE. BECAUSE THE CONCRETE JOINT REPAIRS ARE NOT COMPLETE. BECAUSE THE CONCRETE JOINT REPAIRS BEQUIRE CURE TIME TO ACHIEVE STRENCTH PRIOR TO OPENING THE REQUIRE CURE TIME TO ACHIEVE STRENGTH PRIOR TO OPENING THE REPAIRS TO TRAFFIC, THE LANE CLOSURE SCHEDULE BELOW CAN BE USED FOR CONCRETE JOINT REPAIR WORK PERFORMED IN 2020 ONLY.

I OCATION	DIRECTION	ALLOWABLE LANE	CLOSURE TIMES
LOCATION	DIRECTION	WEEKNIGHT	WEEKEND
	FASTBOUND	4 PM - 7 AM	4 PM FRIDAY -
OAK POINT TO SR 58	EASTDOUND	4 FIM - T AIM	7 AM MONDAY
UAK FUINT TU SH 50	WESTBOUND	7 PM - 3 PM	7 PM FRIDAY -
	WESTBOUND	1 FIVI - 3 FIVI	3 PM MONDAY
	FASTBOUND	6 PM - 6 AM	6 PM FRIDAY -
SR 58 TO MIDDLE RIDGE	EASTBOUND	O FIM - O AM	6 AM MONDAY
SR SO TO WIDDLE RIDGE	WESTBOUND	7 PM - 2 PM	7 PM FRIDAY -
	WESTBOUND	i rivi - 2 PM	2 PM MONDAY

HOURLY DISINCENTIVES FOR LANE CLOSURE VIOLATIONS OF \$235 PER MINUTE SHALL BE ASSESSED FOR EACH MINUTE ALL LANES ARE NOT OPEN TO TRAFFIC. THE ABOVE SCHEDULE ALSO APPLIES TO RAMP CLOSURE AND DETOUR TIMES FOR CONCRETE JOINT REPAIR WORK. JOINT REPAIRS MAY BE PERFORMED USING QC MS (OPTION A) OR RRCM (OPTION B) CONCRETE, BUT IN EITHER CASE, ADEQUATE STRENGTH AND/OR CURE TIME SHALL BE ACHIEVED PER THE REQUIREMENTS OF THE CMS PRIOR TO OPENING A CLOSED LANE TO TRAFFIC.

APPROVED MAIN

PORTIONS OF THE BY THE MOT EXCEP WORK ZONES POLIC (123-001(SP)).

APPROVED MOT EX ALLOWABLE LANE C COMPLETION DATE RD) PLAN NOTE ON

A MAINTENANCE OF CALENDAR DAYS PR EXCEPTION. THIS N TRAFFIC MANAGER SUPERVISOR (WTS) TRAFFIC CONTROL

IN ADDITION TO AN IN ADDITION TO AN CONTRACTOR SHALL DAYS IN ADVANCE O EXCEPTION(S) REFE SEND EMAIL NOTIFI STATEWIDE TMC. D BUSINESS DAYS IN MOT EXCEPTION(S) APPROVAL DATED OTHER CORRESPON

ANY CHANGES TO T EXCEPTION(S) LISTE APPLICABLE ODOT THAT SUCH CHANGE. THROUGH THE DISTR OF 30 CALENDAR D. THE DISTRICT AGRE SEEK APPROVAL FR IN THE EVENT THE CLOSURES ARE STIL THIS NOTE PRIOR

WORK ZONE QUE

IF THE CONTRACTO FULL DEPTH RIGID SHALL FURNISH, IN. DETECTION WARNIN SPECIFICATION 896

IT IS EXPECTED TH. BASED ON PLANNED PLACEMENT, OPERA DEVICES BY THE CO

THE FOLLOWING TR. MESSAGE SIGNS (PC

GREATER THAN OR CAUTION MODE

BETWEEN 50 MPH A

BELOW OR EQUAL

FOUR CORNER FLAS ASTERISK IN EACH

XX SHALL BE ROUN OCCUPANCY MAY BE CONDITIONS AND S THRESHOLDS TO BE TO BE USED.

THE FOLLOWING ES GENERAL SUMMARY

ITEM 896 - PORTAL 10 SIGN MONTHS (A

> ITEM 896 - PORTAL 4 SIGN MONTHS (AS

ITENANCE OF TRAFFIC (MOT) POLICY EXCEPTION	ALCULATED KRB CHECKED
MOT PLANS AS DESCRIBED BELOW HAVE BEEN APPROVED TION COMMITTEE (MOTEC) PER TRAFFIC MANAGEMENT IN Y (21-008(P)) AND STANDARD PROCEDURE	CALCULAT KRB CHECKEC
CEPTION(S) INCLUDE: LOSURE TIMES AS DETAILED IN THE INTERIM (FOR FULL DEPTH RIGID REPAIRS EAST OF OAK POINT THIS SHEET.	
TRAFFIC MEETING SHALL BE HELD A MINIMUM OF 7 IOR TO IMPLEMENTATION OF EACH APPROVED MOT WEETING SHALL INCLUDE THE DISTRICT WORK ZONE AS WELL AS THE CONTRACTOR, WORKSITE TRAFFIC AND ANY SUBCONTRACTORS INVOLVED WITH TEMPORARY	
Y NOTIFICATIONS REQUIRED IN OTHER NOTES, THE NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS FIMPLEMENTATION OF THE APPROVED MOT RENCED ABOVE SO THAT THE PROJECT ENGINEER CAN CATION TO THE OFFICE OF ROADWAY ENGINEERING, WZTM AND SPECIAL HAULING PERMITS AT LEAST 2 ADVANCE OF THE IMPLEMENTATION OF THE APPROVED REFERENCED ABOVE. REFERENCE "EXCEPTION REQUEST B&/27/2020 FOR PID 77537" IN THE NOTIFICATION AND DENCE.	C NOTES
HE MOT THAT IMPACT THE PREVIOUSLY APPROVED MOT ED ABOVE SHALL BE APPROVED IN WRITING BY THE CENTRAL OFFICE COMMITTEE (MOTEC). IN THE EVENT S ARE PROPOSED, THE REQUEST SHALL BE COORDINATED RICT WORK ZONE TRAFFIC MANAGER (DWZTM) A MINIMUM AYS PRIOR TO THE DESIRED IMPLEMENTATION DATE. IF TES WITH THE PROPOSED CHANGES THE DWZTM SHALL OM THE APPLICABLE ODOT CENTRAL OFFICE COMMITTEE. PROPOSED CHANGES ARE APPROVED IN WRITING, THE L SUBJECT TO NOTIFICATION REQUIREMENTS WITHIN TO IMPLEMENTATION.	OF TRAFFI
EUE DETECTION WARNING SYSTEM	С
R ELECTS TO USE CLASS QC MS (OPTION A) FOR THE REPAIRS WITH A WEEKEND CLOSURE, THE CONTRACTOR STALL, AND MAINTAIN AN APPROVED WORK ZONE QUEUE G SYSTEM (WZQDWS) AS PER SUPPLEMENTAL AT THE LOCATIONS OF THE WZQDWS DEVICES WILL VARY OR UNPLANNED PHASE AND TRAFFIC PATTERN CHANGES. TION, MAINTENANCE AND ALL ACTIVATION OF THE DNTRACTOR SHALL BE DIRECTED BY THE ENGINEER. AFFIC SENSOR THRESHOLDS AND PORTABLE CHANGEABLE MS) MESSAGES SHALL BE USED: EQUAL TO 50 MPH - USE FOUR CORNER FLASHING ND 25 MPH - TRAFFIC AHEAD XX MPH / SLOW DOWN TO 25 MPH - TRAFFIC AHEAD XX MPH / PREPARE TO STOP SHING CAUTION MODE SHALL CONSIST OF THE USE OF ONE CORNER OF THE PCMS DISPLAY (4 TOTAL ASTERISKS).	MAINTENAN
DED UP TO THE NEAREST MULTIPLE OF 5 MPH MINUS I. E DIRECTED TO BE USED BASED ON CERTAIN TRAFFIC ECMARIOS. ODOT WILL DIRECT THE CONTRACTOR OF THE USED FOR THOSE AREAS WHERE OCCUPANCY IS DIRECTED	
TIMATED QUANTITIES HAVE BEEN CARRIED TO THE FOR PAVEMENT OPTION A: QC MS FULL DEPTH REPAIRS:	
BLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS II SSUMING 5 SENSORS PER DIRECTION FOR 1 MONTH)	36
SUMING S SENSONS FER DIRECTION FOR FMONTH BLE CHANGEABLE MESSAGE SIGN SUMING 2 PCMS SIGNS PER DIRECTION FOR 1 MONTH)	LOR-2-3.8
	12

	UNIT	GRAND	ITEM	ITEM		PART.							NUM.	SHEET				St-								
	UNIT	TOTAL	EXT	IIEW	03/SAF/0 T	02/NHS/B R	01/NHS/P V	32	31	30	20	19	17	16	12	11	10	8	7							
UARDRAIL REMOVED	FT	12,556	38000	202			12,556				12,556															
UARDRAIL REMOVED, BAR		1,531	38300	202			1,531				1,531															
NCHOR ASSEMBLY REMOVE	EACH	16	42010	202			16				16															
NCHOR ASSEMBLY REMOVE		20	42040	202			20				20															
RIDGE TERMINAL ASSEMBL	EACH	21	47000	202			21				21															
IPACT ATTENUATOR REMO	EACH	11	47800	202			11				11															
MBANKMENT, AS PER PLAI ESHAPING UNDER GUARDRA		220 154.95	20001 15001	203 209			220 154.95				220 154.95															
INEAR GRADING		134.95	60500	209 209			18.87				134.33		9.39	9.48												
UARDRAIL, TYPE MGS		12,556	15050	606			12,556				12,556		0.00	0.10												
UARDRAIL, BARRIER DESI	FT	1,531	15550	606			1,531				1,531															
NCHOR ASSEMBLY, MGS T		16	26150	606			16				16															
NCHOR ASSEMBLY, MGS T		20	26550	606			20				20															
<u>GS BRIDGE TERMINAL ASS</u> GS BRIDGE TERMINAL ASS		14 7	35002 35102	606 606			14 7				14 7															
IPACT ATTENUATOR, TYP	EACU	10	60012	606			10				10															
MPACT ATTENUATOR, TYP MPACT ATTENUATOR, TYP	EACH EACH	10 1	60012 60028	606 606			10 1				10 1															
				~~~																						
ROSION CONTROL	ЕАСН	1,000	30000	832			1,000																			
ATCH BASIN ADJUSTED TO		18	98630	611			18											18								
ILET ADJUSTED TO GRADI		1	99150	611			1											1								
ANHOLE ADJUSTED TO GR	EACH	2	99654	611			2											2								
ARTIAL DEPTH PAVEMENT	CV	0.42	010.42	251			0.40					517							25							
ARTIAL DEPTH PAVEMENT ARTIAL DEPTH PAVEMENT	CY CY	842 350	01042 01042	251 251			842 350					250							825 100							
AVEMENT REPAIR		100	02000	253			100					200							,0 )0							
AVEMENT PLANING, ASPHA		200,836	01000	254			200,836							100,483					-							
AVEMENT PLANING, ASPHA	SY	6,041	01000	254			6,041						3,044	2,997												
AVEMENT PLANING, ASPHA	SY	4,994	01000	254			4,994						2,422	2,572												
ATCHING PLANED SURFACE	SY	1,059	01600	254			1,059						, 529	530												
ULL DEPTH PAVEMENT SA		6,240	20000	255			6,240					5,640							00							
ON-TRACKING TACK COAT RIME COAT, AS PER PLAN		27,548 8,859	20000 10001	407 408			27,548 8,859						13,759 4,410	13,789 4,449												
,	UAL	,		400										,												
NTI-SEGREGATION EQUIPM	СҮ	13,248	00100	442			13,248						6,618	6,630												
SPHALT CONCRETE INTER SPHALT CONCRETE SURFA	<u>СҮ</u> СҮ	10,303 8,820	10101 10300	442 442			10,303 8,820						5,146 4,404	5,157												
OMPACTED AGGREGATE		8,820 1,224	10300	44Z 617			8,820 1,224						4,404 610	4,416 614												
HOULDER PREPARATION	SY	22,129	20000	617			22,129						11,015	11,114												
UMBLE STRIPS, SHOULDEF		15.98	40600	618			15.98						7.99	7.99												
PAVEME																										
ULL DEPTH PAVEMENT REI	SY	1,664	10161	255			1,664					1,504			10				60							
ORTABLE NON-INTRUSIVE ORTABLE CHANGEABLE ME	SNMT	10 	00012 00020	896 896			10 4								10 											
PAVEME ULL DEPTH PAVEMENT REA	SY	1,664	10501	255			1,664					1,504							60							
РМ		709	00100	621			709		709																	
PM REFLECTOR		16 700	00300	621			<i>16</i>		16 709																	
AISED PAVEMENT MARKER ARRIER REFLECTOR, TYPE		709 201	54000 00110	621 626			709 201		103		201															
TOP LINE	FT	240	00500	644			201 240			240	201															
ROSSWALK LINE	FT	683	00600	644			683			683																
RANSVERSE/DIAGONAL LII	FT	1,250	00700	644			1,250			1,250																
ANE ARROW		21	01300	644	0.50		21			21																
ET REFLECTIVE EPOXY P, ET REFLECTIVE EPOXY P,	MILE MILE	0.56 0.28	12010 12110	807 807	0.56 0.28					0.56 0.28																
ET REFLECTIVE THERMOP		19.64	12110	807 807	19.64					19.64																

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DESCRIPTION	SEE SHEET NO.	CALCULATED KRB CHECKED ACM
ROADWAY		
R DESIGN		
TYPE T REMOVED		
NEMOVED		
D		
-	9	
, AS PER PLAN	9	
TYPE MGS		
E E (MASH 2016) E T		
BLY, TYPE 1		
BLY, TYPE 2		
		$\succ$
(BIDIRECTIONAL)		E
? (BIDIRECTIONAL) (65 MPH/24" WIDE)		IA
		GENERAL SUMMARY
EROSION CONTROL		Σ
		S
DRAINAGE		
RADE		۲L
E		3 4
PAVEMENT		
PAIR (ASPHALT CONCRETE BASE) (LONGITUDINAL)		ш
PAIR (ASPHALT CONCRETE BASE) (TRANSVERSE)		5
		•
CONCRETE (2")		
CONCRETE (TAPER 2" TO 3.25")		
CONCRETE (3.25")		
IG		
•		
	8	
T		
DIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN (PG 64-28)	8	
COURSE, 12.5 MM, TYPE A (447) (PG 70-22)		
SPHALT CONCRETE)		
ISFRALT CONCRETE)		
OPTION A: QC MS FULL DEPTH REPAIRS		
VAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN	7	
PAFFIC SENSOR, CLASS II		
AGE SIGN		
OPTION B: RRCM FULL DEPTH REPAIRS		36
VAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN	7	ω
		ဗ
TRAFFIC CONTROL		, N
		L O R - 2 - 3.86
MOVED		R
(BIDIRECTIONAL)		0
MENT MARKING, EDGE LINE, 6"		$\begin{pmatrix} 13 \end{pmatrix}$
MENT MARKING, LANE LINE, 6" STIC PAVEMENT MARKING, EDGE LINE, 6"		3.7
JIIG I AVENNENT NAANNING, EDGE LINE, O		

10	DESCRIPTI	RIPTION SH
10	DESCRIPTI	No
MA	ET REFLECTIVE THERMOPLASTIC PAVEMENT N	MENT MARKING, LANE LINE, 6"
	ET REFLECTIVE THERMOPLASTIC PAVEMENT N	
	ET REFLECTIVE THERMOPLASTIC PAVEMENT N	
	ROOVING FOR 6" RECESSED PAVEMENT MARKI	MARKING (ASPHALT)
	ROOVING FOR 6" RECESSED PAVEMENT MARKI	
	ROOVING FOR 12" RECESSED PAVEMENT MARK	
	ROOVING FOR 6" RECESSED PAVEMENT MARKI	
;NA	TRAFFIC SIGN DETECTOR LOOP. AS PER PLAN	C SIGNALS 3
	ETECTOR LOOF, AS TEN TEAN	
L OF	STRUCTURE REPAIR (Le	AIR (LOR-2-0459 L)
	PEMOVAL MISC.: JOINT SEALER	3
	AWING AND SEALING ASPHALT CONCRETE PAV	
	EALING OF CONCRETE SURFACES (EPOXY-URE	
	REATING CONCRETE BRIDGE DECKS WITH GRA	
CRE	EMOVAL OF EXISTING COATINGS FROM CONC	CONCRETE SURFACES
	EMOVAL OF EXISTING PAVEMENT MARKING	ING
	OINT SEALER	
DR	PATCHING CONCRETE BRIDGE DECK, TYPE B OF	EBORC 3
_ OF	STRUCTURE REPAIR (LO	
1/5	REMOVAL MISC .: JOINT SEALER	3
	AWING AND SEALING ASPHALT CONCRETE PAV	
	EALING OF CONCRETE SURFACES (EPOXY-URE REATING CONCRETE BRIDGE DECKS WITH GRA	
	EMOVAL OF EXISTING COATINGS FROM CONC	
,,,,_		
	PEMOVAL OF EXISTING PAVEMENT MARKING	ING
	OINT SEALER	5 5 65 6
)R	ATCHING CONCRETE BRIDGE DECK, TYPE B OF	E B OR C 3
0	STRUCTURE REPAIR (L	AIR (I OR-2-0646 I )
	PEMOVAL MISC.: JOINT SEALER	3
VEI	AWING AND SEALING ASPHALT CONCRETE PAV	E PAVEMENT JOINTS
	EALING OF CONCRETE SURFACES (EPOXY-URE	
4 <i>VI</i>	REATING CONCRETE BRIDGE DECKS WITH GRA	H GRAVITY FED RESIN
CRE	EMOVAL OF EXISTING COATINGS FROM CONC	CONCRETE SURFACES
		140
	PEMOVAL OF EXISTING PAVEMENT MARKING	NG
	OINT SEALER PATCHING CONCRETE STRUCTURE	
)R	ATCHING CONCRETE BRIDGE DECK, TYPE B OF	E B OR C 3
L OF	STRUCTURE REPAIR (LO	4IR (LOR-2-0646 R)
	URB REMOVED	
	PEMOVAL MISC.: JOINT SEALER	3
	AWING AND SEALING ASPHALT CONCRETE PAV	
	EALING OF CONCRETE SURFACES (EPOXY-URE	
4 <i>V I</i>	REATING CONCRETE BRIDGE DECKS WITH GRA	H GRAVITY FED RESIN
CRF	EMOVAL OF EXISTING COATINGS FROM CONC	CONCRETE SURFACES
	EMOVAL OF EXISTING PAVEMENT MARKING	
	OINT SEALER	
	ATCHING CONCRETE STRUCTURE	
)R	ATCHING CONCRETE BRIDGE DECK, TYPE B OF	E B OR C 3
	URB, TYPE 2-A	
LOI	STRUCTURE REPAIR (L	
	PEMOVAL MISC .: JOINT SEALER	3
	AWING AND SEALING ASPHALT CONCRETE PAV	
	EALING OF CONCRETE SURFACES (EPOXY-URE	
	REATING CONCRETE BRIDGE DECKS WITH GRA REMOVAL OF EXISTING COATINGS FROM CONCH	
,πĿ	EMOVAL OF EXISTING COATINGS FROM CONCE	LUNURE LE SURFALES
	EMOVAL OF EXISTING PAVEMENT MARKING	ING
	OINT SEALER PATCHING CONCRETE BRIDGE DECK, TYPE B OP	EBORC 3

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					LOR	-2 EASTB	OUND PAV	EMENT R	PEPAIRS										LOR	-2 WESTBO	OUND PAVI	EMENT R	PEPAIRS				
									251	251	255	255	255										251	251	255	255	255
SL	Μ	LANE	HIDIM	LENGTH	TAINIANI	TYPE OF REPAIR	DEPTH	NUMBER OF REPAIRS	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (LONGITUDINAL)	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (TRANSVERSE)	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS OC MS, AS PER PLAN (15"	CONCRETE! OF TOW A) FULL DEPTH PAVEMENT REMOVAL AND RIGID ? REPLACEMENT, CLASS RRCM, AS PER PLAN (15" CONCRETE) (OPTION B)	FULL DEPTH PAVEMENT SAWING	Si	_ <i>M</i>	LANE	HIDIM	LENGTH	INDIVIDUAL REPAIR AREA	TYPE OF REPAIR	DEPTH	NUMBER OF REPAIRS	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (LONGITUDINAL)	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (TRANSVERSE)	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS OC MS, AS PER PLAN (15" CONCRETE) (OPTION A) FULL DEPTH PAVEMENT	REMOVAL AND RIGID REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN (15" CONCRETE) (OPTION B)	FULL DEPTH PAVEMENT SAWING
BEGIN	END		FT	FT	SY		INCH		СҮ	CY	SY	SY	FT	BEGIN	END		FT	FT	SY		INCH		СҮ	СҮ	SY	SY	FT
3.86	4.00	LT, RT	24	6	16.00	TRANS	15	1			16	16	60	3.86	4.00	LT, RT	24	4	10.67	TRANS	6	4		7	+		
		LT, RT	24	4	10.67	TRANS	6	4		7						LANE LINE	2	50	11.11	LONG	6	2	4				
		LANE LINE	2	100	22.22	LONG	6	2	7																		
					10.00						0.0		700						10.00	704.00							
4.00	5.00	LT, RT	24	6	16.00	TRANS	-	6		07	96	96	360	4.00	5.00	LT, RT	24	6	16.00	TRANS	15	9			144	144	540
		LT, RT	24	4	10.67	TRANS	6	13	1	23						LT, RT	24	4	10.67	TRANS	6	8		14	+		
		RT RT	4	20 50	8.89	LONG	6	3	4							LANE LINE	2	50	11.11	LONG	6	5	9		+		
		RT SHOULDER	4	50 50	22.22 22.22	LONG LONG	6	5 2	19 7							LANE LINE RT	2	100 20	22.22 8.89	LONG LONG	6 6	<u> </u>	    		+		
		NT SHOULDEN	4	50	22.22	LONG	0	2	/							RT	12	20	26.67	LONG	6	2	9		+		
																LT	12	20	26.67	LONG	6	2	9		+		
																RT SHOULDER	4	50	22.22	LONG	6	5	19		+		
5.00	6.00	LT, RT	24	6	16.00	TRANS	15	15			240	240	900	5.00	6.00	LT, RT	24	+ +	16.00	TRANS	15	8	,0		128	128	480
		LT, RT	24	4	10.67	TRANS		21		37						LT, RT	24		10.67	TRANS	6	9		16			
		RT	4	50	22.22	LONG	6	8	30							LANE LINE	2	50	11.11	LONG	6	3	6				
		RT	12		26.67	LONG	6	1	4							RT	4	50	22.22	LONG	6	5	19				
		LT	4	50	22.22	LONG	6	3	11							RT SHOULDER	4	50	22.22	LONG	6	2					
		RT SHOULDER	4	50	22.22	LONG	6	2	7																		
6.00	7.00	LT, RT	24	6	16.00	TRANS		10			160	160	600	6.00	7.00	LT, RT	24	6	16.00	TRANS	15	14			224	224	840
		LT, RT	24	4	10.67	TRANS	6	19		34						LT, RT	24	4	10.67	TRANS	6	11		20			
		LANE LINE		20	4.44	LONG	6	3	2							LANE LINE	2		11.11	LONG	6	3	6				
		RT		20	8.89	LONG	6	5	7							RT		50		LONG	6	4	15				
		RT		20	26.67	LONG	6	2	9							RT	-	20		LONG	6	2	9				
		LT		20	8.89	LONG	6	2	3							LT		20	26.67	LONG	6	2	9		+		
				20	26.67	LONG	6	2	9							RT SHOULDER	4	50	22.22	LONG	6	4	15		+		
7.00	7 07	RT SHOULDER	4		22.22	LONG	6	4	15		240	240	000	7.00	7.07		21		16.00	TDANC	15	16			255	25.6	060
7.00	7.97	LT, RT LT, RT	24 24	6 4	16.00 10.67	TRANS TRANS		15 16		28	240	240	900	7.00	7.97	LT, RT LT, RT	24 24	6	16.00 10.67	TRANS TRANS	15 6	16 17		30	256	256	960
		LI, KI LANE LINE		100	22.22	LONG	6	8	30	20						LI, KI LANE LINE	24	50	11.11	LONG	6	4	7	50	+		
		RT	4	<u> </u>	22.22	LONG	6	6	22							LANE LINE	2	100	22.22	LONG	6	6	22		+		
		RT		20	26.67	LONG	6	2	9							RT	4		22.22	LONG	6	5	19		+		
		LT		20	26.67	LONG	6	2	9							RT		20	26.67	LONG	6	2	9		+		
		RT SHOULDER		50	22.22	LONG	6	4	15							LT		20	26.67	LONG	6	2	9		+		
																RT SHOULDER	4	50	22.22	LONG	6	2	7		+		
AK POI	NT ROAD	RAMP X							10					ΟΑΚ ΡΟΙ	NT ROAD	RAMP W							10				
AK POI	NT ROAD	RAMP Z							10					OAK POI	NT ROAD	RAMP Y							10				
	RAMP D								8	8				S. R. 58	RAMP C								8	8			
. R. 58	RAMP F								12	8				S. R. 58	RAMP E	- <u></u>							8	10			
		546		D SUB-	TOTAL				259	145	752	752	2,820						-TOTAL				258		752	752	2820

NOTE: QUANTITIES ARE FOR ESTIMATING PURPOSES ONLY. EXACT LOCATIONS AND QUANTITIES TO BE DETERMINED BY THE PROJECT ENGINEER.

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(19) (3.7)