

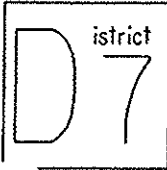
State Job No. 478267

Project No.

PID No. 77538

FED. No. NON-FEDERAL

PLAN PREPARED BY:



STATE OF OHIO

OHIO DEPARTMENT OF TRANSPORTATION

MER-49/703-4.03/0.27

LOCATION MAP

 Latitude: N 40° 25' 3"
 Longitude: W 84° 37' 45"

MAINTENANCE

TWO-LANE RESURFACING

 Project Earth Disturbed Area = 0.00 acres
 Estimated Contractor Earth Disturbed Area = N/A
 Notice of Intent Earth Disturbed Area = N/A

2008 SPECIFICATIONS

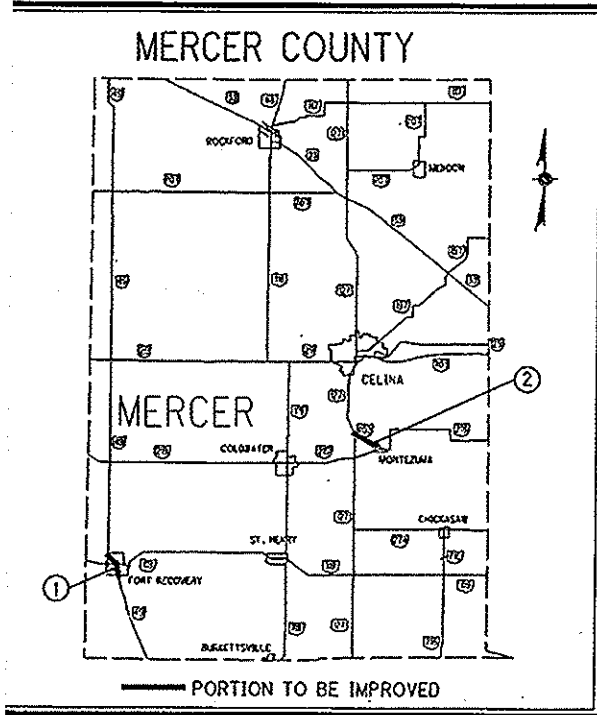
The Standard 2008 Specifications of the State of Ohio Department of Transportation, including changes and supplemental specifications listed in the plans and the proposal shall govern these improvements.

I hereby approve these plans and declare that the making of this improvement will not require the closing of the highway to traffic and that provisions for the maintenance and safety of traffic will be as set forth in the plans and estimates.

 11-4-09
 Date Approved

 Rex Dickey, P.E., P.S. / JRN
 District Deputy Director

 2-18-10
 Date Approved

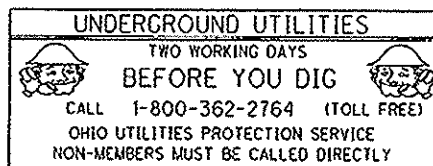
 John M. Malinowski
 Director, Department of Transportation


PROJECT DESCRIPTION: The work proposed for this project consists of Pavement Planing, Pavement Repair and resurfacing of the existing roadway with Asphalt Concrete.

- 1 MER-49-4.03, from South Corporation limit of Fort Recovery to Railroad Crossing.
- 2 MER-703-0.27, from West Corporation limit of Montezuma to United State Route 127.

ENGINEER'S SEAL


 Signed
 Date

 Philip N. Stormer
 11-04-2009


- 1 - Title Sheet
- 2 & 3 - Pavement Data
- 4 - Approach Typical
- 5 & 6 - General Notes
- 7 Thru 10 - Bridge Data
- 11 - Raised Pavement Markers
- 12 - General Summary

STANDARD DRAWINGS

BP-3.1	10-19-07	MT-99.20	1-16-09	TC-52.10	1-19-07	SUPPLEMENTAL SPECIFICATIONS	
DM-4.3	04-17-09			TC-52.20	1-19-07	800	1-15-10
DM-4.4	04-17-09	MT-105.10	1-16-09				
				TC-65.10	1-21-05	832	5-5-09
MT-97.10	04-17-09	TC-41.20	1-19-01	TC-65.11	1-21-05		
MT-97.11	04-17-09	TC-42.20	7-16-04				
				TC-71.10	1-16-09		

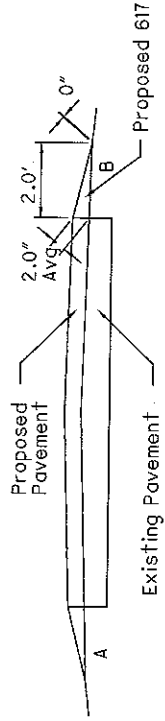
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MER-49/703-4.03/0.27 November 4, 2009 SS:ell

TYPICAL 1



TYPICAL 2



Item 407, Tack Coat, calculated at 0.10 gallon per square yard
 Apply 0.075 gallon per square yard for Intermediate Course
 Apply 0.025 gallon per square yard for Surface Course

TYPICAL - COMPACTED AGGREGATE

PAVEMENT DATA

PAVEMENT DATA														
ROUTE	LOG POINT TO LOG POINT SLM	LENGTH		PAVE- MENT WIDTH FEET	TYPICAL	PAVEMENT AREA SQ. YD.	PROPOSED PAVEMENT						617	254
		MILE	FEET				407	ASPHALT CONCRETE						
								TACK COAT @0.10 gal./ sq. yard GALLONS	448		CUBIC YARD			
									THICK INCH AVG.	CUBIC YARD		THICK INCH		
SR49	4.03 - 4.08	0.05	264	25.5	1	748	75	0.5	10	1.5	31	7	PAVEMENT PLANING AVERAGE 1.0"-2.0" SQ. YD.	
	4.08 - 4.15	0.07	370	37.0	1	1521	152	0.5	21	1.5	63	9	748	
	4.15 - 4.20	0.05	264	26.0	1	763	76	0.5	11	1.5	32	7	1521	
	4.20 - 4.34	0.14	739	33.0	2	2710	271	1.0	75	2.0	151		763	
	4.34 - 4.48	0.14	739	37.0	2	3038	304	1.0	84	2.0	169			
	4.48 - 4.49	0.01	53			(Skip SR 119)								
	4.49 - 4.54	0.05	264	39.0	2	1144	114	0.5	16	1.5	48		1144	
	4.54 - 4.62	0.08	422			(Suspend Resurfacing)								
	4.62 - 4.65	0.03	158	30.0	2	527	53	0.5	7	1.5	22		527	
	4.65 - 4.70	0.05	264	37.0	2	1085	109	0.5	15	1.5	45		1085	
	4.70 - 4.77	0.07	370	42.5	2	1747	175	0.5	24	1.5	73		1747	
	4.77 - 4.82	0.05	264	38.0	2	1115	112	0.5	16	1.5	47		1115	
	4.82 - 4.86	0.04	211	28.0	1	656	66	0.5	9	1.5	27	5	656	
	4.86 - 4.99	0.13	686	40.0	1	3049	305	0.5	42	1.5	127	17	2517	
	Intersections (22)					2778	278	0.5	39	1.5	116		2778	
	Drives & Mailboxes (19)					622	62	0.5	9	1.5	26		622	
	Total SR 49	0.96	5068			21503	2152		378		977	45	15223	
CALCULATED BY														

MERCER COUNTY

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PAVEMENT DATA

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WA WP WA

PAVEMENT DATA

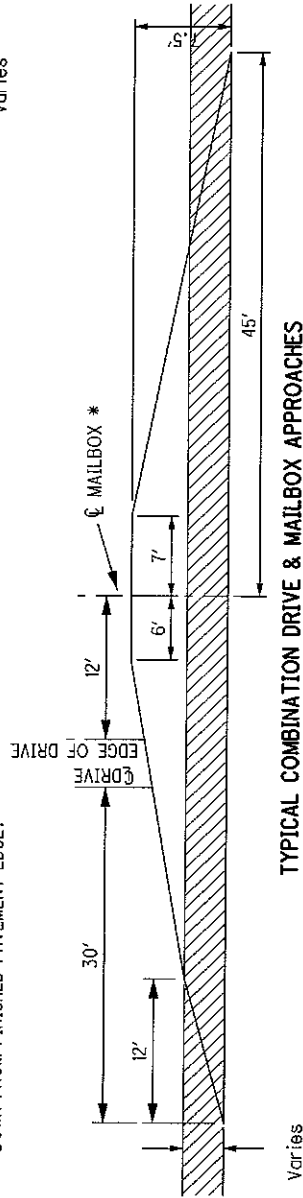
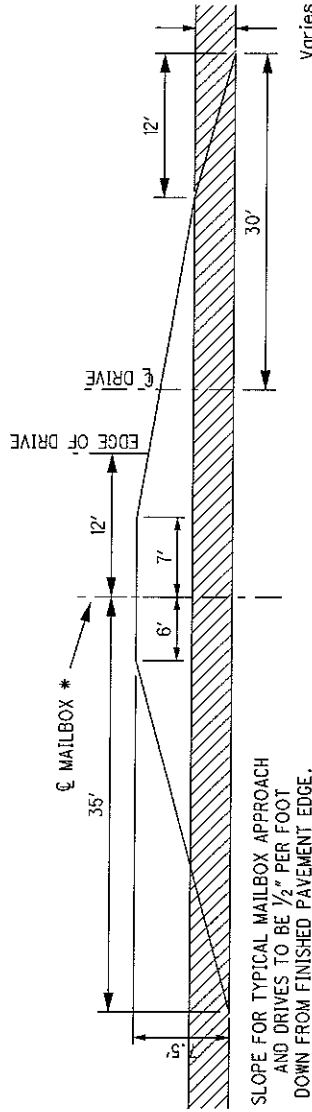
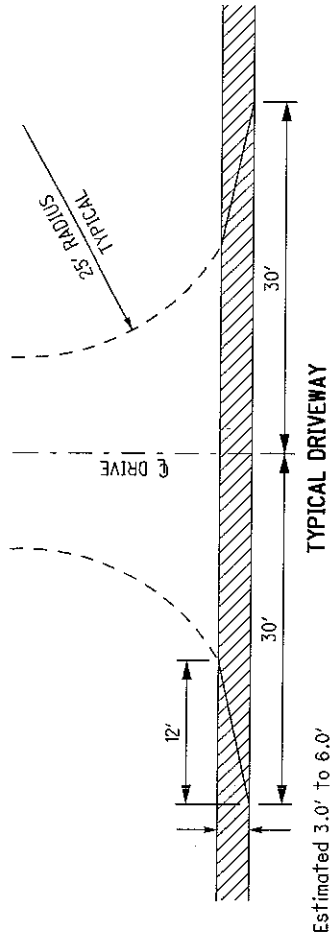
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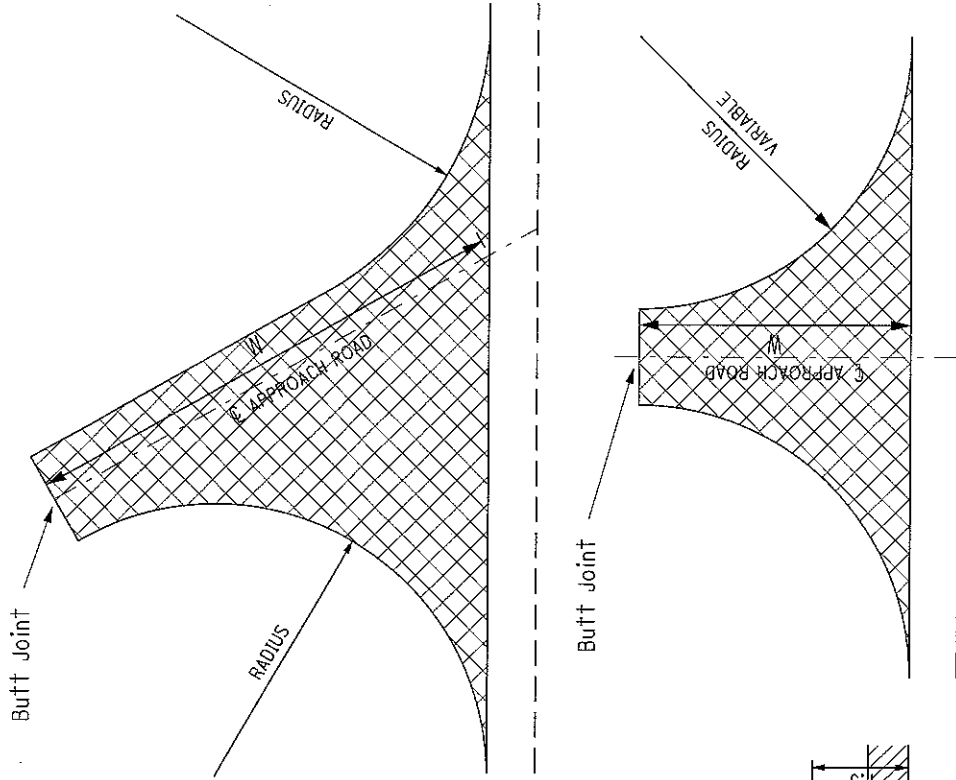
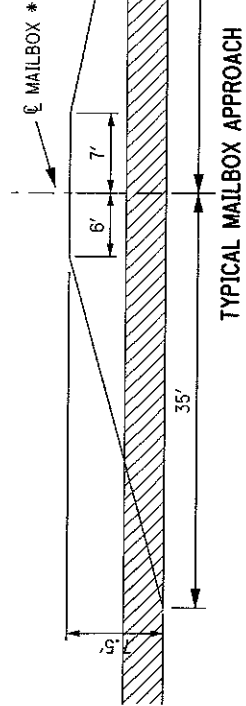
MER-49/703-4.03/0.27

PAVEMENT DATA

 $\frac{3}{12}$



* ADD 2 FEET FOR EACH ADDITIONAL MAILBOX



W = To Back of Radius or As Directed By the Engineer

OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT SEVEN

TYPICAL APPROACHES FOR ROADS,
DRIVES AND MAILBOXES

MERCER COUNTY
MER-49/703-4.03/0.27

APPROACH TYPICALS

GENERAL NOTES

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (US 49)

An estimated quantity of Item 254, Pavement Planing, Asphalt Concrete has been carried to the General Summary and included in the plans to be used as directed by the Engineer.

The approximate depth of pavement planing will vary from one inch (1.0") to two inches (2.0"). All planed cuttings shall become the property of the Contractor and shall be removed from the limits of the project.

There are twenty-two (22) intersections located within the pavement planing area and are included in Item 254 - Pavement Planing.

The approximate width of pavement planing will vary from twenty-five feet (25.0') to forty-two feet (42.0').

Estimated limits and depths of Pavement Planing, all areas to be marked by ODOT Forces.

SLM: 4.03 to 4.20, Mill 1.0"
4.49 to 4.54, Mill 2.0"
4.62 to 4.82, Mill 2.0"
4.82 to 4.90, Mill 1.0"
4.92 to 4.99, Mill 1.0"

There are approximately twenty-two (22) castings within the planing area. The Contractor shall be responsible for furnishing all labor and equipment necessary to maintain traffic around the castings and shall include the cost in the unit price bid for Item 614 - Maintaining Traffic.

Manholes = 10 each

Water Valves = 12 each

Any castings that require adjusting during construction will become the responsibility of the Contractor.

The Contractor shall begin placement of Item 448 - Asphalt Concrete Intermediate Course within twenty-four (24) hours after Item 254 - Pavement Planing, Asphalt Concrete is completed on a daily operation.

Item 254 - Pavement Planing, Asphalt Concrete = 15,755.0 square yards

ITEM 253, PAVEMENT REPAIR, AS PER PLAN

Pavement Repair shall be in accordance with Item 253 - Pavement Repair, with the following additions.

The pavement repair areas shall be roughly rectangular in shape and sawed or milled to a neat line. The depth of removal, as directed by the Engineer, shall be sufficient to remove all deteriorated pavement. The replacement material shall be Item 301 - Asphalt Concrete Base, PG 64-22.

The estimated pavement repair areas shall be six feet (6.0') in width and eight inches (8.0") in depth and shall be finished to accommodate the proposed overlay.

Item 253 - Pavement Repair, As Per Plan = 800.0 square yards

ITEM 608 - CURB RAMPS, AS PER PLAN

An estimated quantity of Item 608 - Curb Ramps, As Per Plan, has been included in the General Summary. The Truncated Domes are to be included in the cost of Item 608 - Curb Ramps, As Per Plan.

The Contractor shall be responsible for saw cuts in sidewalk and curb, removal of sidewalk and curb, replacement of sidewalk and curb, materials and restoration. The estimated quantity is one hundred and twenty-five (125) square feet of surface area per location. All equipment, labor and materials to perform this work shall be included in Item 608 - Curb Ramps, As Per Plan.

Item 608 - Curb Ramps, As Per Plan = 1750.0 square feet

ITEM 644 - PAVEMENT MARKINGS

The Contractor shall coordinate and corroborate the layout of all pavement markings with the Village of Fort Recovery.

UNDERGROUND UTILITIES

The underground utility companies with buried services within the project limits on State Route 49 and State Route 703 are as follows:

Village of Fort Recovery
211 South Main Street
P.O. Box 340
Fort Recovery, Ohio 45846-0340
Phone: 419-375-2530

Village of Montezuma
21 Canal Street
P.O. Box 84
Montezuma, Ohio 45866-0084
Phone: 419-268-5004

MERCER COUNTY
MER-49/703-4.03/0.27

CALCULATED BY

CHECKED BY

GENERAL NOTES

GENERAL NOTES

TRAFFIC

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

ALIGNMENT AND PROFILE

The work proposed by this project consists of pavement planing and resurfacing of the existing pavement. The alignment of the existing pavement will not be changed and the profile of the proposed surface will be similar to that of the existing pavement.

INTERMEDIATE COURSE

This material shall be placed in a separate operation where and as directed by the Engineer.

ITEM SPECIAL, MAILBOX REMOVED AND RESET

This work shall consist of removing and resetting existing mailbox supports. The Contractor shall take great care in removing and resetting mailbox supports to the correct distance from the edge of pavement as shown on the approach typical sheet or as directed by the Engineer.

The Contractor shall be responsible for repair or replacement for damaged or improper handling on their part as directed by the Engineer.

The Contractor shall be responsible for coordinating with the local postmaster regarding the timing of the movement of any mailbox to be removed and reset. Temporary installations shall be in accordance with 107.10.

Mailboxes removed and reset solely for the convenience of the contractor's operation of constructing the asphalt concrete approach in judgment of the Engineer shall not be paid for.

Payment shall be for final permanent installations only.

All labor, material and equipment needed to complete their work shall be included in item 690 - Special, Mailbox Removed and Reset.

ITEM 301 - ASPHALT CONCRETE BASE, PG 64-22, AS PER PLAN

The Contractor shall be responsible for excavating of material from all new existing stone driveways and mailbox approaches to a depth of four inches (4.0") below the existing pavement elevation. All driveway and mailbox approaches shall be constructed as per typical shown in the plans. Excavated material shall be used to backup the new pavement or removed from the project site as directed by the Project Engineer.

A quantity of Item 301 - Asphalt Concrete Base, PG 64-22, As Per Plan has been included in the General Summary to be used in those areas excavated for driveway and mailbox approaches.

All work, materials, labor, reconstruction (seeding and mulching) and equipment necessary to complete the above described work shall be incidental to the placement and included in the cost of Item 301 - Asphalt Concrete Base, PG 64-22, As Per Plan.

Item 301 - Asphalt Concrete Base, PG 64-22, As Per Plan
= 25.0 cubic yards

Estimated Approaches:

- 1 Mailbox Approaches
- 1 Combination Drive and Mailbox Approaches
- 2 Driveway Approaches

COORDINATION OF WORK

The Village of Fort Recovery has a reconstruction project to upgrade storm sewer, curb and gutter, and sidewalk within the Village. The awarded Contractor of this resurfacing project shall coordinate and collaborate with the Village of Fort Recovery on the completion of these projects. The awarded Contractor shall not begin work before August 1, 2010.

NOTIFICATION

The Contractor shall notify the Ohio Department of Transportation District Seven Construction Engineer two (2) weeks prior to beginning any work. Phone: (937) 497-6722.

MERCER COUNTY

MER-49/703-4.03/0.27

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GENERAL NOTES

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EXISTING STRUCTURE VERIFICATION

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

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PRE-BID EXAMINATION OF THE EXISTING STRUCTURES BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS, WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD. PLANS OF THE EXISTING STRUCTURES MAY BE EXAMINED AT THE DISTRICT SEVEN OFFICE IN SIDNEY, OHIO OR THE OFFICE OF STRUCTURAL ENGINEERING IN COLUMBUS, OHIO.

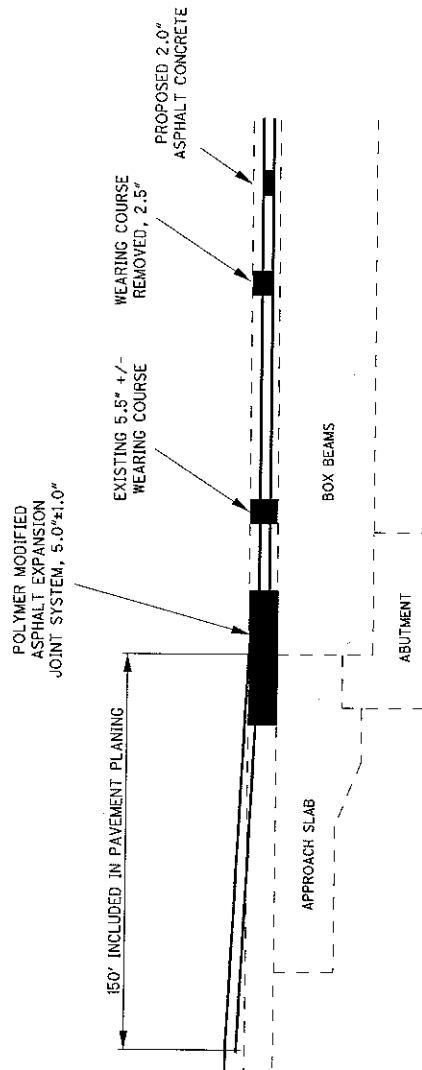
ITEM SPECIAL - POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM

SEE INSERT SHEETS. ALL ASPHALT DIMENSIONS ARE MEASURED AT THE EDGE OF THE STRUCTURE. THE ACTUAL DEPTH OF THE JOINT WILL BE THICKER AT THE CENTER OF THE ROADWAY. REMOVAL OF ANY EXISTING JOINT SEALER SHALL BE INCLUDED FOR PAYMENT IN THIS ITEM.

PROPOSED WORK - MER-49-4.90

BEGIN TAPER OF PAVEMENT PLANING 150' FROM EACH END OF BRIDGE FOR A SMOOTH TRANSITION. REMOVE 2.50" EXISTING ASPHALT WEARING COURSE FROM THE BRIDGE DECK. OVERLAY BRIDGE DECK WITH 2.00" ASPHALT CONCRETE. APPLY POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM 5.0" +/- THICK.

MER-49- 4.90



MERCER COUNTY
MER-49/703-4.03/0.27

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BRIDGE - PROPOSED WORK

ITEM SPECIAL - POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM

THIS ITEM WILL BE USED TO SEAL THE EXPANSION 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 APPROVED APPLICATORS/SUPPLIERS, AS LISTED ON THE WEBSITE BELOW, WHO WILL FURNISH MATERIAL AND/OR INSTALL THE NEW BRIDGE EXPANSION JOINT SYSTEM AFTER ALL PAVING ON THE AFFECTED BRIDGE(S) HAS BEEN COMPLETED. THE APPLICATOR SHALL BE AN APPROVED SUPPLIER AND/OR OBTAIN A LETTER OF CERTIFICATION FROM THE APPROVED SUPPLIER TO INSTALL. THE LETTER OF CERTIFICATION SHALL INCLUDE THE STATE PROJECT NUMBER AND PID NUMBER FOR THE PROJECT IT IS INTENDED.

http://www.dot.state.oh.us/Divisions/HighwayOps/Structures/standard/Bridges/Plan%20Insert%20sheets/POLY_04-15-05-V8.pdf

THE APPROVED APPLICATORS LISTED ON THE WEBSITE SHALL BE IN EFFECT FOR THIS PROJECT FOURTEEN (14) CALENDAR DAYS PRIOR TO THE BID LETTING DATE.

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. MAX 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 GRADUATION 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 ROD 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 SEALING PREPARATION

AFTER ALL PAVING OPERATIONS ARE COMPLETED, THE OVERLAY IS TO BE TRANSVERSELY SAW CUT FULL DEPTH NO LESS THAN 2" DEEP (20" CENTERED OVER JOINT OPENING, UNLESS OTHERWISE NOTED). REMOVE ALL MATERIAL, INCLUDING WATERPROOFING 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 3000 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.

SEALING OF EXPANSION JOINT: (PRESTRESSED BOX OR CONCRETE SLAB)

THE EXPANSION JOINT GAP IS TO BE SEALED AND A BRIDGING PLATE CENTERED ALONG IT. A VERY NARROW GAP WILL BE SEALED BY POURING HOT BINDER INTO THE GAP. GAPS OF 1/8" OR MORE WILL FIRST BE FILLED WITH AN APPROPRIATE SIZED BACKER ROD. THE BACKER ROD WILL BE INSTALLED SO THAT IT IS BETWEEN 1/8" AND 1-1/8" BELOW THE TOP OF THE EXISTING GAP. THE GAP WILL THEN BE FILLED WITH BINDER.

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 ACCOMMODATE 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 SET UP BEFORE THE NEXT OPERATION. WHEN ALUMINUM BRIDGING PLATES ARE USED, ONLY THE BINDER IS REQUIRED TO SECURE INDIVIDUAL PLATES.

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MERCER COUNTY

MER-49/703-4.03/0.27

GENERAL NOTES AND DETAILS FOR POLYMER MODIFIED
ASPHALT EXPANSION JOINT SYSTEM

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BINDER COAT:

SEAL ALL PREPARED, EXPOSED SURFACES OF THE JOINT WITH BINDER. POUR THE HOT BINDER OVER FLOOR AREA OF THE JOINT AND SPREAD TO COAT ALL EXPOSED SURFACES. THE BINDER WILL BE MINIMUM OF $\frac{1}{32}$ " 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 NOR ALLOWED TO EXCEED 390 DEGREES F. FOR MORE THAN ONE 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 $\frac{3}{4}$ 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 (MINIMUM 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 A BINDER. RAKE THE MIXTURE TO MIX AND LEVEL.

THE TOP LAYER THICKNESS WILL VARY BETWEEN $\frac{1}{2}$ INCH AND ONE 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:

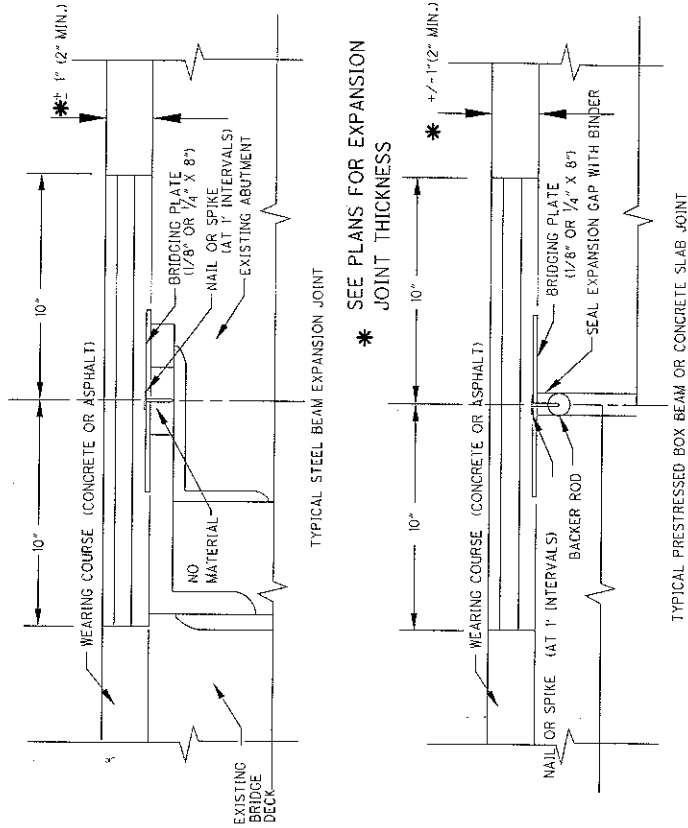
IF NECESSARY TO FACILITATE TRAFFIC MAINTENANCE, THE JOINT WILL BE INSTALLED IN TWO (2) HALF-WIDTH PHASES. DURING PHASE 1 APPROXIMATELY HALF OF THE TOTAL JOINT WILL BE INSTALLED. DURING PHASE 2, A MINIMUM OF 2 INCHES OF THE PHASE 1 JOINT WILL BE REMOVED, AT OR NEAR THE CENTERLINE, WITH THE REMAINDER OF 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 ODOT OFFICE OF MATERIALS MANAGEMENT.

METHOD OF MEASUREMENT AND BASIS OF PAYMENT:

THE DEPARTMENT WILL MEASURE THE JOINT BY THE NUMBER OF CUBIC YARDS AND WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE AS: ITEM SPECIAL, CUBIC YARD, POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM.



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GENERAL NOTES AND DETAILS FOR POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM

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