

**ITEM SPECIAL - ASPHALT REJUVENATING AGENT**

THE ASPHALT REJUVENATING AGENT SHALL BE COMPOSED OF A PETROLEUM RESIN OIL BASE UNIFORMLY EMULSIFIED WITH WATER. THE MATERIAL SHALL HAVE A SATISFACTORY RECORD OF SERVICE AS AN ASPHALT REJUVENATING AGENT AND IN-DEPTH SEALER; SUCH SATISFACTORY SERVICE BEING BASED ON THE CAPABILITY OF THE MATERIAL TO INCREASE DUCTILITY AND PENETRATION VALUE OF THE ASPHALT BINDER IN THE PAVEMENT SURFACE AND TO SEAL THE PAVEMENT IN DEPTH TO THE INTRUSION OF AIR AND WATER.

THE CONTRACTOR SHALL FURNISH THE MANUFACTURER'S CERTIFICATION THAT THE MATERIAL PROPOSED FOR USE IS IN COMPLIANCE WITH THE SPECIFICATION REQUIREMENTS AND INCLUDE COPIES OF SUPPORTING TESTS AND PREVIOUS USE DOCUMENTATION. THE PRODUCT "RECLAMITE", AS APPLIED BY PAVEMENT TECHNOLOGY, INC., 11260 BEREA ROAD, CLEVELAND, OHIO 44102 OR AN APPROVED EQUAL, IS ACCEPTABLE FOR THESE REQUIREMENTS.

THE ASPHALT REJUVENATING AGENT SHALL BE APPLIED BY DISTRIBUTOR AT THE TEMPERATURE RECOMMENDED BY THE MANUFACTURER AND AT THE PRESSURE REQUIRED FOR PROPER DISTRIBUTION. BEFORE SPREADING, THE ASPHALT REJUVENATING AGENT SHALL BE BLENDED WITH WATER AT THE STANDARD DILUTION RATIO OF 2:1. THE COMBINED MIXTURE OF ASPHALT REJUVENATING AGENT AND WATER SHALL BE SPREAD AT THE MAXIMUM RATE OF 0.08 GALLONS PER SQUARE YARD, AS APPROVED BY THE ENGINEER.

WHEN APPLICATION IS MADE UNDER TRAFFIC, A LIGHT COAT OF DRY, GRITTY SAND SHALL BE APPLIED TO THE SURFACE IN SUFFICIENT AMOUNT TO PROTECT THE TRAVELING PUBLIC. NO TREATED AREA SHOULD BE CONSIDERED COMPLETED UNTIL THAT AREA IS DETERMINED BY THE PROJECT ENGINEER TO BE SAFE FOR TRAVEL.

TESTING: PRIOR TO APPLICATION OF THE ASPHALT REJUVENATING AGENT TO THE ENTIRE PROJECT, THE CONTRACTOR SHALL APPLY TEST STRIPS OF SAID AGENT AS SPECIFIED ABOVE. THE CONTRACTOR SHALL APPLY THREE (3) TEST STRIPS ON AREAS OF PAVEMENT WHICH ARE REPRESENTATIVE SAMPLES OF THE PAVEMENT TO BE TREATED AS DIRECTED BY THE ENGINEER. THE TEST STRIPS SHALL BE TEN FEET (10') IN WIDTH AND APPROXIMATELY FIFTY FEET (50') IN LENGTH. THE APPLICATION RATE SHALL BE 0.05 GALLONS PER SQUARE YARD, RESPECTIVELY. THE ENGINEER MAY VARY THE APPLICATION RATES AS FIELD CONDITIONS MAY REQUIRE. NO WORK SHALL BE PERMITTED UNTIL THE ENGINEER AND THE PRODUCT TECHNICAL REPRESENTATIVE HAVE EVALUATED THE TEST AREAS AND DETERMINED THE REQUIRED RATE OF APPLICATION FOR THE PROJECT.

ESTIMATED APPLICATION RATE: 0.065 GALLONS / SY

TOTAL: 17132 SY AT 0.065 GAL/SY = 1120 GALLONS

THE REJUVENATING AGENT SHOULD BE ATTEMPTED TO BE PLACED, IF POSSIBLE, PRIOR TO THE PLACEMENT OF THE FINAL PAVEMENT MARKINGS.

APPLICATION OF COVER AGGREGATE: COVER AGGREGATE SHALL ONLY BE USED IN THE EVENT THE ASPHALT REJUVENATING AGENT DOES NOT CURE IN A REASONABLE AMOUNT OF TIME (PER MANUFACTURER'S RECOMMENDATION). IF ADEQUATE PENETRATION DOES NOT OCCUR LEAVING EXCESS MATERIAL ON THE SURFACE OF THE PAVEMENT, OR IF APPLICATION IS REQUIRED TO FACILITATE THE OPENING OF LANES TO TRAFFIC. IF SAND IS APPLIED, ANY ADDITIONAL COSTS FOR CLEAN UP INCLUDING BROOMING OR SWEEPING OF EXCESS AGGREGATE OFF THE PAVEMENT WILL BE INCIDENTAL TO THIS ITEM OF WORK.

**METHOD OF MEASUREMENT:**

THE DEPARTMENT WILL MEASURE ASPHALT REJUVENATING AGENT BY THE NUMBER OF GALLONS OF UNDILUTED MATERIAL APPLIED.

**ITEM SPECIAL - ASPHALT REJUVENATING AGENT (CONTINUED)**

**BASIS OF PAYMENT:**

THE COST OF COVER AGGREGATE AND WATER TO DILUTE AN ASPHALT REJUVENATING AGENT IS INCIDENTAL TO ITEM SPECIAL - ASPHALT REJUVENATING AGENT.

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICES AS FOLLOWS:

ITEM SPECIAL - ASPHALT REJUVENATING AGENT 1120 GAL  
ITEM SPECIAL - TESTING LUMP

**ITEM 608 - CURB RAMP, AS PER PLAN**

THIS ITEM OF WORK SHALL CONSIST OF THE WORK AS DESCRIBED IN OHIO DEPARTMENT OF TRANSPORTATION ITEM 608 - WALKS, CURB RAMPS, AND STEPS, EXCEPT HEREIN MODIFIED:

TRUNCATED DOME SPECIFICATIONS:  
INSTALL DETECTABLE WARNINGS (TRUNCATED DOMES) FOR A DISTANCE OF 24" FROM THE BACK OF CURB FOR THE ENTIRE WIDTH OF THE RAMP OPENING WHERE IT IS FLUSH WITH THE PAVEMENT.

THE PANELS SHALL BE CAST IRON METAL. THE PANELS SHALL BE ORDERED TO FIT RADIUS TIGHT. COLOR OF THE PANEL SHALL BE APPROVED BY THE ENGINEER PRIOR TO ORDERING.

PAYMENT FOR ITEM 608 - CURB RAMP, AS PER PLAN, FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE AT THE CONTRACT SQUARE FOOT BID PRICE AND SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT REQUIRED TO COMPLETE THIS ITEM OF WORK PER RAMP.

**ITEM 611 - MANHOLE ADJUSTED TO GRADE, AS PER PLAN (SANITARY)**

THIS ITEM OF WORK SHALL CONSISTS OF THE WORK AS DESCRIBED IN OHIO DEPARTMENT OF TRANSPORTATION ITEM 611 - PIPE CULVERTS, SEWERS, DRAINS, AND DRAINAGE STRUCTURES, EXCEPT HEREIN MODIFIED:

ALL SANITARY MANHOLES WITHIN THE PROJECTS LIMITS ARE OWNED BY MONTGOMERY COUNTY ENVIRONMENTAL SERVICES. CONTRACTOR SHALL BE AWARE THAT MANHOLE ADJUSTMENTS MAY NOT HAVE MORE THAN ONE RISER RING AT THE TOP OF THE MANHOLE NOR DOES THE COUNTY ALLOW STEEL RISER RINGS. CONTRACTOR SHALL ONLY USE CAST IRON RISERS WITH A LIP PROTRUDING INTO THE PAVEMENT TO HOLD IT IN. IF THIS IS NOT FEASIBLE, THE CONTRACTOR SHALL MAKE HARD ADJUSTMENTS BY INSTALLING GRADE RINGS UNDER THE MANHOLE FRAMES.

PAYMENT FOR ITEM 611 - MANHOLE ADJUSTED TO GRADE, AS PER PLAN, FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE AT THE CONTRACT EACH BID PRICE AND SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT REQUIRED TO COMPLETE THIS ITEM OF WORK.

**ITEM 611 - CATCH BASIN, NO. 3 AND NO. 3A (CLARITY NOTE)**  
THE STATION AND OFFSETS LISTED IN THE PLANS FOR THE NO. 3 AND NO. 3A CATCH BASINS ARE TO THE BACK OF CURB, RATHER THAN THE FLOW LINE (FACE OF CURB), AS SHOWN IN THE STANDARD DRAWING. NO MATERIAL OR CASTING SPECIFICATIONS ARE TO DIFFER.

**ITEM 607 - FENCE, MISC.: WOOD FENCE**

THIS ITEM OF WORK SHALL CONSIST OF THE WORK AS DESCRIBED IN THE OHIO DEPARTMENT OF TRANSPORTATION ITEM 607 - FENCE, EXCEPT HEREIN MODIFIED:

CONTRACTOR SHALL FOLLOW ALL MATERIALS, DIMENSIONS, SPECIFICATIONS, AND REQUIREMENTS OF ODOT STANDARD DRAWING RM-5.2 - BIKEWAY RAILING, CURRENT DRAWING.

PAYMENT FOR ITEM 607 - FENCE, MISC.: WOOD FENCE, FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE AT THE CONTRACT FOOT BID PRICE AND SHALL INCLUDE ALL LABOR, MATERIAL AND EQUIPMENT REQUIRED TO COMPLETE THIS ITEM OF WORK.

**ENVIRONMENTAL COMMITMENT NOTES**

**PROTECTION OF DRINKING WATER RESOURCES**

BEST CONSTRUCTION PRACTICES ARE TO BE IMPLEMENTED TO MINIMIZE WATER QUALITY IMPACTS. IDLE EQUIPMENT, PETROCHEMICALS, AND TOXIC/HAZARDOUS MATERIALS SHALL NOT BE UNDERTAKEN NEAR DRAINAGE WAYS, DITCHES OR STREAMS. A SPILL CONTAINMENT KIT IS TO BE MAINTAINED ON-SITE THROUGHOUT CONSTRUCTION ACTIVITIES. SPILLS OF FUELS, OILS, CHEMICALS, OR OTHER MATERIALS WHICH COULD POSE A THREAT TO GROUNDWATER SHALL BE CLEANED UP IMMEDIATELY. IF THE SPILL IS A REPORTABLE AMOUNT, THE LOCAL FIRE DEPARTMENT (911), LOCAL EMERGENCY COORDINATOR (937-901-5112) AND THE OEPA (1-800-282-9378) MUST BE CONTACTED WITHIN 30 MINUTES OF KNOWLEDGE OF THE RELEASE.

**PROTECTION OF BATS - CUTTING RESTRICTIONS**

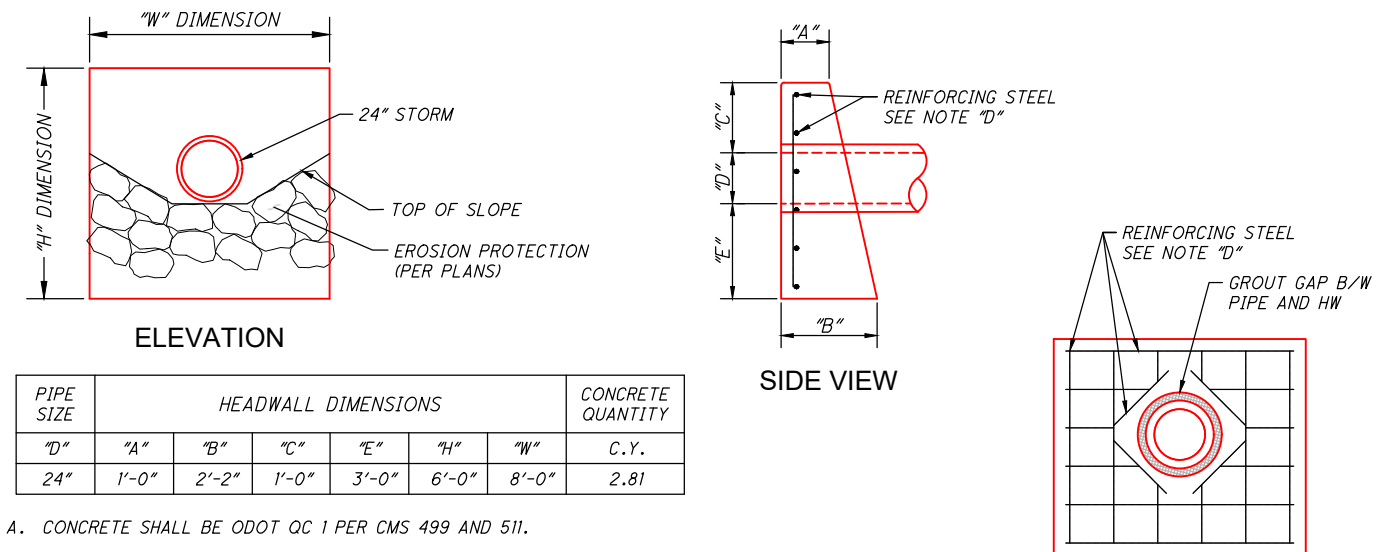
THE PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT. THE CONTRACTOR SHALL NOT REMOVE TREES UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THE CONTRACTOR SHALL DEMARCAT CLEARING LIMITS IN THE FIELD TO AVOID ANY UNAUTHORIZED TREE CLEARING. FOR THE PURPOSE OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

**UTILITY COORDINATION NOTE - POWER SERVICE CONNECTION FOR LIGHTING AND TRAFFIC SIGNAL**

THE CONTRACTOR, WITH INFORMATION FROM THE CITY, SHALL SUBMIT THE "NON-RESIDENTIAL ELECTRIC CONSTRUCTION APPLICATION" TO AES OHIO 6 MONTHS PRIOR TO ANTICIPATED POWER SERVICE CONNECTION. THE OHIO DEPARTMENT OF TRANSPORTATION PROJECT ENGINEER OR ENGINEERING REPRESENTATIVE SHALL HAVE THE APPLICATION ON FILE. IF NOT, THE CONTRACTOR SHALL REACH OUT TO AES OHIO FOR THE CURRENT APPLICATION AND PROCESS FOR SUBMITTAL.

THE WORK, ASSOCIATED FEES, IF ANY, AND COORDINATION TO COMPLETE THE APPLICATION SHALL BE INCIDENTAL TO ITEM 625 - POWER SERVICE, AS PER PLAN.

**FULL HEIGHT HEADWALL (HW-1.1) DETAIL (24" STORM CONDUIT)**



PIPE SIZE	HEADWALL DIMENSIONS						CONCRETE QUANTITY
	"A"	"B"	"C"	"E"	"H"	"W"	
24"	1'-0"	2'-2"	1'-0"	3'-0"	6'-0"	8'-0"	2.81

- A. CONCRETE SHALL BE ODOT QC 1 PER CMS 499 AND 511.
- B. DIMENSIONS AND QUANTITIES ARE SHOWN FOR CIRCULAR SECTIONS ONLY. THE PRECAST MANUFACTURER SHALL PROVIDE A MINIMUM OPENING 4" WIDER THAN PIPE O.D.
- C. REINFORCING STEEL SHALL BE EPOXY COATED, #5 BARS, WITH A MIN. COVER OF 3". EXTRA REBAR AROUND THE OPENING. THE ACTUAL NUMBER OF BARS REQUIRED SHALL BE BASED ON THE FOLLOWING BAR SPACING: 6" MIN./12" MAX. ALL REINFORCING STEEL SHALL BE EVENLY SPACED BOTH HORIZONTALLY AND VERTICALLY.
- D. CHAMFER ALL EXPOSED CORNERS 3/4".
- E. HEADWALLS MAY BE PRECAST CONCRETE CONSTRUCTED TO THE ABOVE REQUIREMENTS. GROUT AROUND PIPE AFTER INSTALLATION. REINFORCEMENT STEEL TO BE INCLUDED IN ITEM 605 BID QTY.

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GENERAL NOTES

MOT-WOODMAN DR RECONSTRUCTION

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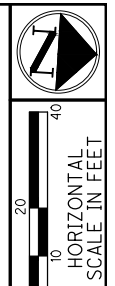
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NOTE: CONTRACTOR SHALL PLACE TEMPORARY INTERMEDIATE COURSE ASPHALT WITHIN THE COMPLETED SECTIONS OF PHASE 1A AT THE CROSS WALK LOCATIONS TO ELIMINATE THE 1.5%± DROP BETWEEN THE EXISTING ASPHALT AND THE PROPOSED ASPHALT. THE ADDITIONAL TEMPORARY ASPHALT RAMPS SHALL NOT EXCEED 7.56% TRAVEL PATH SLOPE TO MEET ADA REQUIREMENTS. PAYMENT FOR THE ADDITIONAL ASPHALT SHALL BE THE CUBIC YARD BID AMOUNT DESCRIBED ON SHEET 14.

THE CONTRACTOR SHALL SET THE TRAFFIC SIGNAL INTO FLASH (YELLOW) ON WOODMAN DRIVE FOR THE DURATION OF THIS PHASE. PAYMENT FOR THE ADDITIONAL WORK SHALL BE INCLUDED IN ITEM 614 - MAINTAINING TRAFFIC.

CONTRACTOR SHALL ONLY CLOSE THE INTERSECTION FOR A MAXIMUM OF 14 DAYS. THE CONTRACTOR HAS THE OPTION TO EITHER PERFORM BOTH INTERSECTION CLOSURES SIMULTANEOUSLY OR SEPARATELY. HOWEVER, NEITHER INTERSECTION SHALL BE CLOSED FOR MORE THAN 14 DAYS FROM START TO FINISH.

ODOT APPROVED PROPOSAL NOTE 129 SHALL GOVERN THIS PROJECT PHASE, PROVIDING CONSTRUCTION WINDOW FLEXIBILITY TO BE COMPLETED AT ANY POINT DURING PHASE 1, WHILE PROVIDING DISINCENTIVE FOR EXCEEDING 14 DAYS.

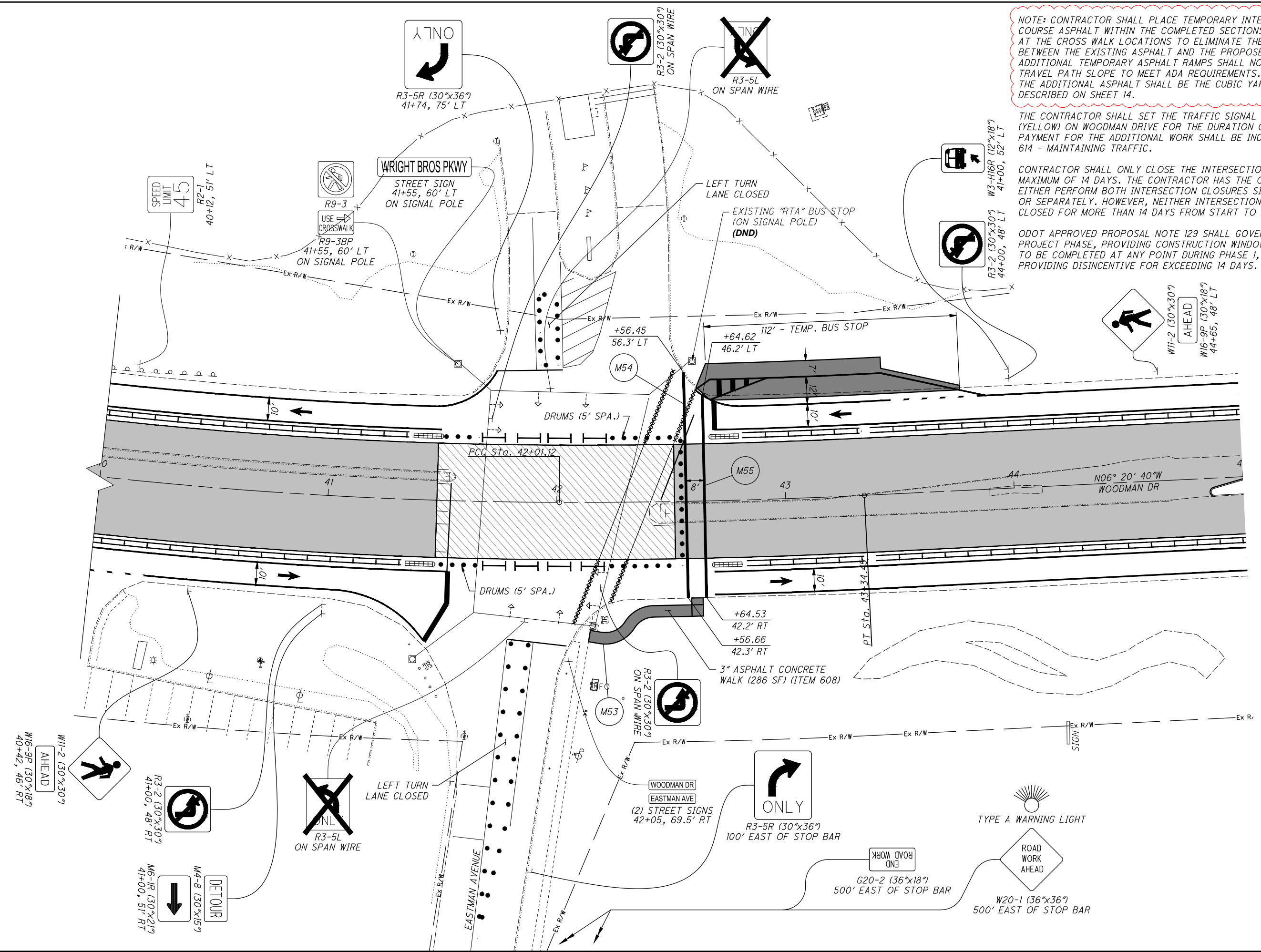


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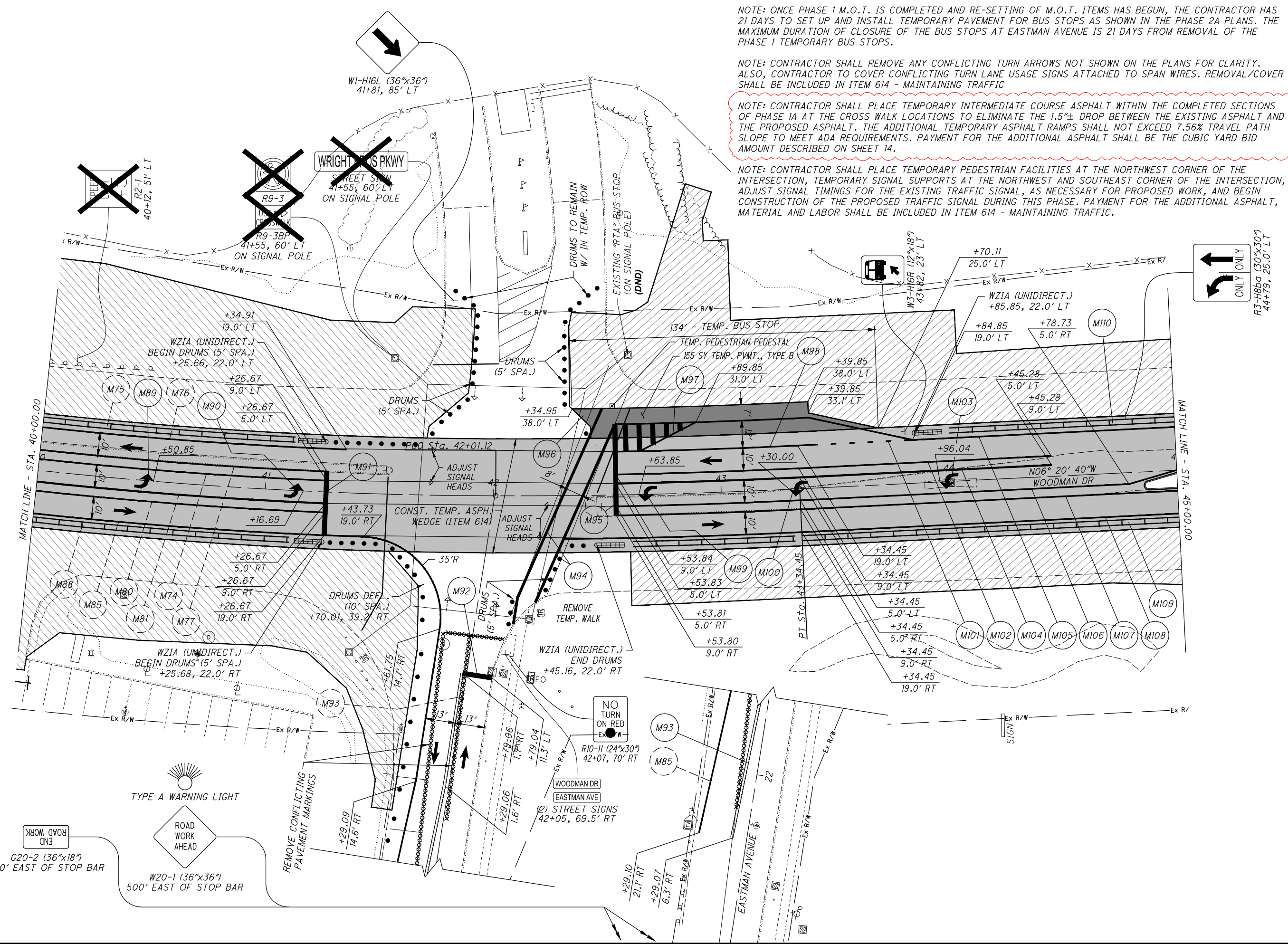
**MAINTENANCE OF TRAFFIC - PHASE 1B  
STA. 40+00 TO STA. 45+00**

**MOT-WOODMAN DR RECONSTRUCTION**

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156



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**MAINTENANCE OF TRAFFIC - PHASE 2A**  
**STA. 40+00 TO STA. 45+00**

**MOT-WOODMAN DR RECONSTRUCTION**

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0 10 20  
HORIZONTAL  
SCALE IN FEET

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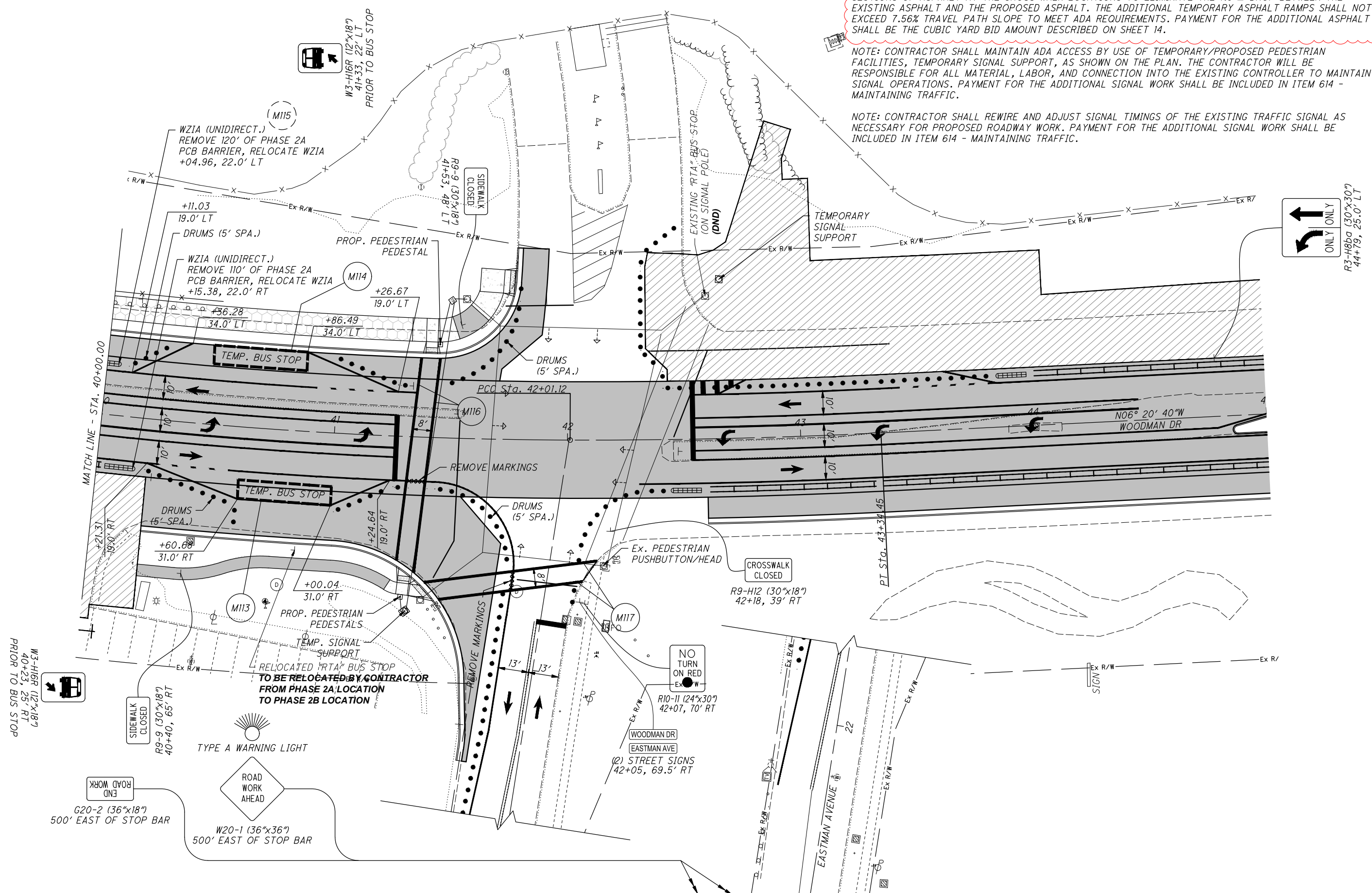
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NOTE: PRIOR TO CLOSING THE TEMPORARY BUS STOP LOCATION FROM PHASE 2A, THE CONTRACTOR SHALL INSTALL THE TEMPORARY BUS STOP LOCATION FOR PHASE 2B. THE BUS STOP MAY NOT BE CLOSED DURING TRANSITION BETWEEN THE TWO LOCATIONS.

NOTE: CONTRACTOR SHALL PLACE TEMPORARY INTERMEDIATE COURSE ASPHALT WITHIN THE COMPLETED SECTIONS OF ASPHALT AT THE CROSS WALK LOCATIONS TO ELIMINATE THE 1.5"± DROP BETWEEN THE EXISTING ASPHALT AND THE PROPOSED ASPHALT. THE ADDITIONAL TEMPORARY ASPHALT RAMPS SHALL NOT EXCEED 7.56% TRAVEL PATH SLOPE TO MEET ADA REQUIREMENTS. PAYMENT FOR THE ADDITIONAL ASPHALT SHALL BE THE CUBIC YARD BID AMOUNT DESCRIBED ON SHEET 14.

NOTE: CONTRACTOR SHALL MAINTAIN ADA ACCESS BY USE OF TEMPORARY/PROPOSED PEDESTRIAN FACILITIES, TEMPORARY SIGNAL SUPPORT, AS SHOWN ON THE PLAN. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL MATERIAL, LABOR, AND CONNECTION INTO THE EXISTING CONTROLLER TO MAINTAIN SIGNAL OPERATIONS. PAYMENT FOR THE ADDITIONAL SIGNAL WORK SHALL BE INCLUDED IN ITEM 614 - MAINTAINING TRAFFIC.

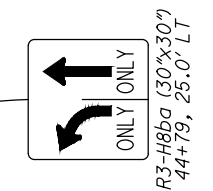
NOTE: CONTRACTOR SHALL REWIRE AND ADJUST SIGNAL TIMINGS OF THE EXISTING TRAFFIC SIGNAL AS NECESSARY FOR PROPOSED ROADWAY WORK. PAYMENT FOR THE ADDITIONAL SIGNAL WORK SHALL BE INCLUDED IN ITEM 614 - MAINTAINING TRAFFIC.



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**MAINTENANCE OF TRAFFIC - PHASE 2B**  
**STA. 40+00 TO STA. 45+00**

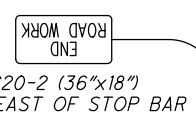
**MOT-WOODMAN DR RECONSTRUCTION**



R3-H8ba (30"x30")  
44+79, 25.0' LT



W20-1 (36"x36")  
500' EAST OF STOP BAR



G20-2 (36"x18")  
500' EAST OF STOP BAR