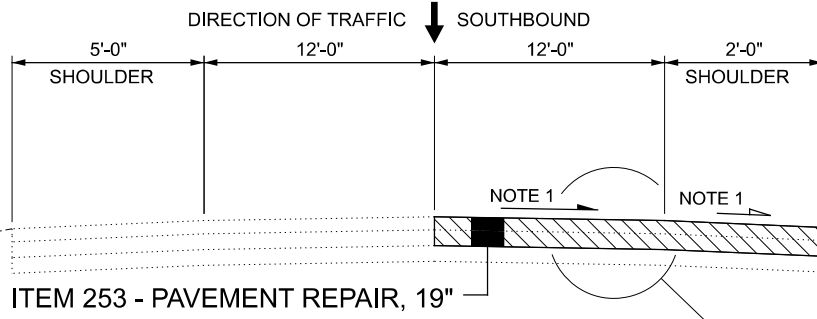
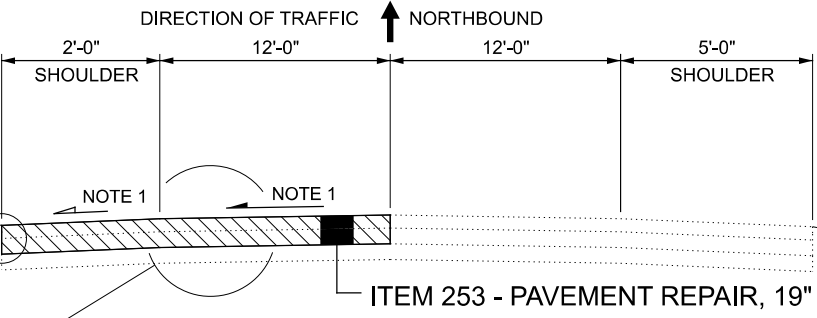


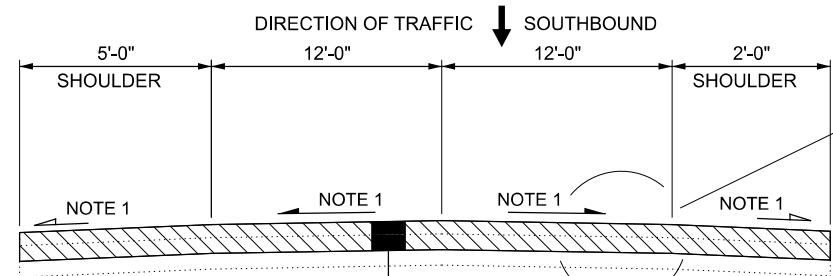
TYPICAL DETAILS (PAVEMENT)  
FULL DEPTH PAVEMENT REPAIR



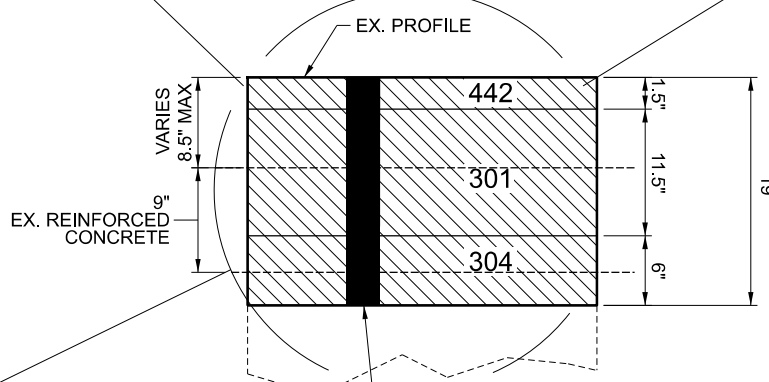
ITEM 253 - PAVEMENT REPAIR, 19"  
SECTION APPLIES TO THE FOLLOWING STATIONS:  
STA. 545+09.36 TO STA. 545+89.36



ITEM 253 - PAVEMENT REPAIR, 19"  
SECTION APPLIES TO THE FOLLOWING STATIONS:  
STA. 547+17.68 TO STA. 547+87.68



ITEM 253 - PAVEMENT REPAIR, 19"  
SECTION APPLIES TO THE FOLLOWING STATIONS:  
STA. 552+76.60 TO STA. 554+87.60



ITEM 253 - PAVEMENT REPAIR, 19"  
SEE GENERAL NOTES FOR QUANTITIES AND INFORMATION  
REGARDING ITEM 253 - PAVEMENT REPAIR, 19"

DESIGN AGENCY



DESIGNER

DKR

REVIEWER

GVD

PROJECT ID

110062

SHEET

TOTAL

5 55

**GENERAL:**

THE CONTRACTOR SHALL SUBMIT IN WRITING A SCHEDULE OF OPERATIONS TO THE ENGINEER (SEE 108.02) AND RECEIVE APPROVAL IN WRITING BEFORE WORK IS STARTED ON THIS PROJECT. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

**CONTRACTORS EQUIPMENT - OPERATION AND STORAGE:**

THE CONTRACTORS EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAFFIC WHERE PRACTICAL. EQUIPMENT SHALL HAVE AT LEAST ONE AMBER FLASHING LIGHT. WHEN PARKED ALONG THE HIGHWAY, THE EQUIPMENT SHALL BE LOCATED EITHER A MINIMUM OF THIRTY FEET FROM THE EDGE OF PAVEMENT OR SIX FEET BEHIND GUARDRAIL WITH A MINIMUM OF 125 FEET OF GUARDRAIL PRECEDING THE EQUIPMENT. ALL OTHER EQUIPMENT, INCLUDING PRIVATE VEHICLES, SHALL BE STORED AT AN APPROVED CONTRACTORS STORAGE AREA.

**CONTINGENCY QUANTITIES:**

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

**REMOVAL ITEMS:**

UNLESS OTHERWISE INSTRUCTED, ASPHALT AND ANY OTHER MISCELLANEOUS ITEMS (SUCH AS CONDUIT) DESIGNATED FOR REMOVAL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF. PAYMENT FOR THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE REMOVED ITEM.

**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.

**ALIGNMENT AND PROFILE:**

THE WORK INVOLVED IN THIS PROJECT IS TO PLANE PAVEMENT AT AN EQUAL DEPTH TO THE PROPOSED PAVEMENT WHILE MAINTAINING THE EXISTING CROSS-SLOPE (CROWN).

**UTILITIES:**

NO UTILITY IMPACT IS ANTICIPATED DUE TO THE SCOPE OF WORK. THE ODOT CONTRACTOR IS REQUIRED TO CONTACT OHIO811 A MINIMUM OF 48 HOURS EXCLUDING WEEKENDS AND HOLIDAYS TO PERMIT ALL UNDERGROUND UTILITIES AN OPPORTUNITY TO MARK THEIR LINES AND TO ENSURE ALL UTILITIES ARE MARKED PRIOR TO BEGINNING WORK. IT IS ALSO THE ODOT CONTRACTOR'S RESPONSIBILITY TO CONTACT ALL NON-MEMBERS OF OHIO811 DIRECTLY A MINIMUM OF 48 HOURS NOTICE EXCLUDING WEEKENDS AND HOLIDAYS PRIOR TO EXCAVATION OCCURRING AT ANY LOCATIONS TO PROVIDE THEM WITH THE SAME OPPORTUNITY.

**ITEM 203 - EXCAVATION, AS PER PLAN:**

QUANTITIES FOR ITEM 203 - EXCAVATION, AS PER PLAN HAS BEEN PROVIDED IN THE DRAINAGE PLAN TO REMOVE MEDIAN CROSSOVERS. THIS ITEM SHALL INCLUDE REMOVING ALL MATERIAL INCLUDING ASPHALT PAVEMENT (ANY CONCRETE PAVEMENT INCOUNTERED) WITHIN THE LIMITS SHOWN ON THE PLANS. THIS ITEM SHALL ASLO INCLUDE ANY WORK NECESSARY TO RESHAPE AND COMPACT THE AREA IN PREPARATION FOR THE PROPOSED EMBANKMENT.

**ITEM 203 - EMBANKMENT, AS PER PLAN:**

QUANTITIES FOR ITEM 203 - EMBANKMENT, AS PER PLAN HAS BEEN PROVIDED IN THE DRAINAGE PLAN TO RE-SHAPE THE MEDIAN DITCH FOLLOWING THE REMOVAL OF THE MEDIAN CROSSOVERS. THIS ITEM SHALL ASLO INCLUDE ANY WORK NECESSARY TO RESHAPE AND COMPACT THE AREA TO MATCH THE EXISTING DITCH AND SLOPE GRADES ON EITHER SIDE OF THE REMOVAL.

**MANHOLES AND OTHER CASTING STRUCTURES:**

THE CASTING TOPS OF MANHOLES, VALVE BOXES, AND OTHER STRUCTURES OWNED BY PUBLIC SERVICE CORPORATIONS MAY BE ADJUSTED TO GRADE BY THEIR RESPECTIVE OWNERS OR GIVE AUTHORIZATION TO ODOT TO ADJUST AS PART OF THIS CONTRACT. THIS WORK NEEDS TO BE COMPLETED PRIOR TO THE CONSTRUCTION OF THE SURFACE COURSE. THE CONTRACTOR SHALL NOTIFY SUCH PUBLIC SERVICE CORPORATIONS A MINIMUM OF 7 CALENDAR DAYS IN ADVANCE OF WORK OPERATIONS SO THAT WORK MAY BE PROPERLY SCHEDULED.

THE CASTING TOPS OF MANHOLES, VALVE BOXES, AND OTHER STRUCTURES REQUIRING ADJUSTMENT THAT ARE OWNED BY PRIVATE UTILITIES NEED TO BE ADJUSTED TO GRADE BY THEIR RESPECTIVE OWNERS. THE ODOT CONTRACTOR SHALL NOTIFY THE PRIVATE OWNER A MINIMUM OF 7 CALENDAR DAYS IN ADVANCE OF WORK OPERATIONS SO THE WORK MAY BE PROPERLY SCHEDULED.

IF ADJUSTMENTS HAVE NOT BEEN COMPLETED 14 CALENDAR DAYS AFTER NOTIFICATION, THE ODOT CONTRACTOR WILL NOTIFY THE ODOT PROJECT ENGINEER AND PROVIDE SPECIFIC STATION LOCATIONS AND OWNER INFORMATION. THE ODOT PROJECT ENGINEER WILL WORK WITH THE DISTRICT UTILITY COORDINATOR TO ISSUE AND OBSTRUCTION REMOVAL NOTICE WITHIN 5 DAYS OF RECEIPT WHICH WILL INFORM THE PRIVATE UTILITY TO ADJUST THE STRUCTURES AS NECESSARY OR ODOT WILL AUTHORIZE THE ODOT CONTRACTOR TO ADJUST AS NEEDED AND BILL THE OWNER OF THE FACILITY FOR THE ADJUSTMENT TO THE STRUCTURE.

SHOULD THE CONTRACTOR FAIL TO NOTIFY PUBLIC SERVICE CORPORATIONS OR PRIVATE UTILITIES OF EXISTING MANHOLES, VALVE BOXES, AND OTHER STRUCTURES THAT REQUIRE ADJUSTMENTS TO GRADE, AND COVER THESE WITH THE PROPOSED ASPHALT TREATMENT, THE CONTRACTOR WILL BE REQUIRED TO UNCOVER THE MANHOLES, VALVE BOXES, AND OTHER STRUCTURES AT THEIR OWN EXPENSE SO THAT THE NECESSARY ADJUSTMENTS CAN BE MADE. THE METHOD OF REMOVAL AND REPAIR OF THE ASPHALT SHALL MEET ALL REQUIREMENTS OF THE ODOT ENGINEER AND SHALL BE AT THE CONTRACTORS EXPENSE.

THESE ITEMS PROVIDED BELOW ARE CONTINGENCY QUANTITIES TO BE USED AS DIRECTED BY THE PROJECT ENGINEER AT VARIOUS LOCATIONS. THESE ITEMS SHALL INCLUDE THE COST OF ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE NECESSARY TO ADJUST CASTINGS TO GRADE TO THE PROPOSED ASPHALT ELEVATION AS DIRECTED.

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 611 - CATCH BASIN ADJUSTED TO GRADE = 4 EACH  
 ITEM 611 - MANHOLE ADJUSTED TO GRADE = 4 EACH  
 ITEM 638 - VALVE BOX ADJUSTED TO GRADE = 4 EACH

**ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 10.5" :**

ALL REPAIR AREAS DETAILED IN THE PLAN SHALL BE VERIFIED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. THE REPAIR AREAS SHALL CONSIST OF REMOVING 10.5 INCHES OF PAVEMENT AND PLACING 10.5 INCHES (2 LIFTS MIN.) OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22 AND THE AVERAGE WIDTH SHALL NOT BE LESS THAN 4 FEET. WORK SHALL BE PERFORMED PRIOR TO PLANING. NO MORE PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) SHALL BE STARTED AND PERFORMED THAN CAN BE COMPLETED IN THE SAME WORKING DAY.

FOR DETAILS REGARDING THIS ITEM, SEE SHEET 4.

IN ADDITION TO THE QUANTITIES PROVIDED ON SHEETS 17 - 18, THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 10.5" = 2584 SY

**ITEM 253 - PAVEMENT REPAIR , 19" :**

ALL REPAIR AREAS DETAILED IN THE PLAN SHALL BE VERIFIED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. THE REPAIRS SHALL CONSIST OF REMOVING 19" OF PAVEMENT, INCLUDING 9" REINFORCED CONCRETE, AND PLACING 11.5" OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, 1.5" ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM TYPE A (446) AND 6" OF ITEM 304 - AGGREGATE BASE.

THERE IS AN EXISTING ( BURIED ) CURB AND GUTTER THAT WILL BE REQUIRED TO BE REMOVED AS SHOWN ON THE DETAIL ON SHEET 5. THIS REMOVAL IS INCIDENTAL TO THE COST OF THESE REPAIRS. FULL DEPTH PAVEMENT SAWING WILL BE REQUIRED AND CONSIDERED INCIDENTAL TO THESE REPAIRS.

THIS REPAIR WORK SHALL BE LIMITED TO WEEKEND SINGLE LANE CLOSURES AS OUTLINED IN THE MAINTENANCE OF TRAFFIC PLAN.

FOR LOCATIONS AND DETAILS REGARDING THIS ITEM, SEE SHEET 5.

LOCATION	DIRECTION	STATION		SLM		LENGTH FT	WIDTH FT	19" REPAIR CY
		BEGIN	END	BEGIN	END			
US-23	SB	545+09.36	545+89.36	10.32	10.34	80	14	66
US-23	SB	552+76.60	554+87.60	10.47	10.51	211	31	384
US-23	NB	547+17.68	547+87.68	10.36	10.38	70	14	57
TOTAL								507

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 253 - PAVEMENT REPAIR , 19" = 507 CY

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

THE CONTRACTOR SHALL BE TOTALLY RESPONSIBLE FOR ANY AND ALL DAMAGE TO THE CONTRACTORS EQUIPMENT THAT MAY RESULT FROM THE PLANING OPERATION, INCLUDING DAMAGE CAUSED BY CASTINGS AND LOOP DETECTORS. THE DEPTH OF PLANING CLOSE TO THE CASTINGS SHALL BE AS DIRECTED; TO ACHIEVE A SMOOTH RIDING FINISHED PAVEMENT. GREAT CARE SHALL BE TAKEN TO PREVENT THE REMOVAL OF THE EXISTING PAVEMENT CROSS-SLOPE (CROWN) DURING THE PLANING OPERATIONS.

THE CONTRACTOR SHALL LIMIT THE PLANING OPERATION TO ONE LANE AT A TIME AS TO ENSURE THAT THE PROPOSED SURFACE AND INTERMEDIATE COURSE IS BUTTING UP TO EITHER

PROPOSED OR EXISTING ASPHALT. BECAUSE OF THIS REQUIREMENT, THE CONTRACTOR WILL BE REQUIRED TO COMPLETE ONE DIRECTION UP TO THE SURFACE COURSE BEFORE PLANING AND COMPLETING THE ADJACENT LANE. THIS REQUIREMENT WILL WAIVE THE LAPPING OF THE BASE LONGITUDINAL JOINT ON SCD BP-3.1. PLANED PAVEMENT SHALL NEVER BE EXPOSED TO TRAFFIC ON US-23 AND THE CONTRACTOR SHALL PERFORM THE ASPHALT INTERMEDIATE COURSE CONCURRENTLY AS TO NOT VIOLATE THE DROPOFF POLICY PER SCD MT-101.90. PLANED PAVEMENT SHALL BE PERMITTED FOR A MINIMUM OF 14 CONSECUTIVE DAYS ON SIDE ROADS AND MEDIAN CROSSOVERS ONLY IF THE CONDITION DOES NOT VIOLATE THE DROPOFF POLICY PER SCD MT-101.90. AT NO TIME OUTSIDE OF THE WORK SHIFT SHALL THE SHOULDERS BE LEFT AT A HIGHER ELEVATION THAN THE DRIVING LANES.

FAILURE TO MEET ANY OF THE ABOVE REQUIREMENTS WILL SUBJECT THE CONTRACTOR TO A DISINCENTIVE OF \$1000/DAY.

**ITEM 442 - ANTI-SEGREGATION EQUIPMENT:**

THE QUANTITY FOR THIS ITEM IS IN CUBIC YARDS AND IS EQUAL TO THE AMOUNT OF SURFACE COURSE ON THE MAINLINE DRIVING LANES OF US-23 (EXCLUDING SHOULDERS).

**ITEM 617 - COMPACTED AGGREGATE:**

THE TYPICAL SECTIONS SHOW A CONSISTANT BERMING WIDTH OF 1'. THIS WIDTH WILL INCREASE AT LOCATIONS BETWEEN THE EDGE OF PAVED SHOULDER AND EXISTING GUARDRAIL. THE CONTRACTOR SHALL WIDEN THE BERMING OPERATION TO MATCH EXISTING CONDITIONS AT THESE LOCATIONS. THESE WIDTHS WILL NOT EXCEED 6'.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR USE AT WIDE BERM SHOULDERS AT THE FACE OF GUARDRAIL AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 617 - COMPACTED AGGREGATE = 294 CY

**ITEM 617 - WATER:**

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY:  
 ITEM 617 - WATER = 5 MGAL

**ITEM 632 - REMOVAL OF STRAIN POLE FOUNDATION:**

THIS ITEM HAS BEEN PROVIDED IN THE PLAN TO REMOVE EXISTING RAISED CONCRETE FOUNDATION(S) WITHIN THE RIGHT OF WAY. REMOVAL SHALL BE A MINIMUM OF 1' BELOW GRADE AND SHALL INCLUDE ANY WORK NECESSARY TO FILL THE VOID(S), RESHAPE, AND COMPACT THE AREA TO MATCH THE EXISTING SURROUNDING AREA. SPECIFIC LOCATION(S) HAVE BEEN IDENTIFIED IN THE PLANS.

**ITEM 644 - THERMOPLASTIC PAVEMENT MARKING:**

THE LOCATIONS, SIZES AND SHAPES OF PROPOSED AUXILIARY PAVEMENT MARKINGS WILL BE THE SAME AS EXISTING ON THE MAJORITY OF THIS PROJECT. ANY DEVIATION FROM EXISTING WILL BE IDENTIFIED WITHIN THIS PLAN.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THESE EXISTING PAVEMENT MARKINGS BEFORE THE PAVEMENT PLANING AND RESURFACING OBLITERATES THEM. ANY PAVEMENT MARKING WHICH IS PLACED AT THE WRONG LOCATION SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

**ITEM 644 - SPEED MEASUREMENT MARKINGS, AS PER PLAN:**

SEE TYPICAL DETAIL SHEET FOR DETAILS AND NOTES REGARDING THIS ITEM.

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED TO INSTALL SPEED MEASUREMENT MARKINGS IN THE NORTHBOUND DIRECTION OF US-23 FROM SLM 3.30 TO SLM 4.30 = 10 EACH

