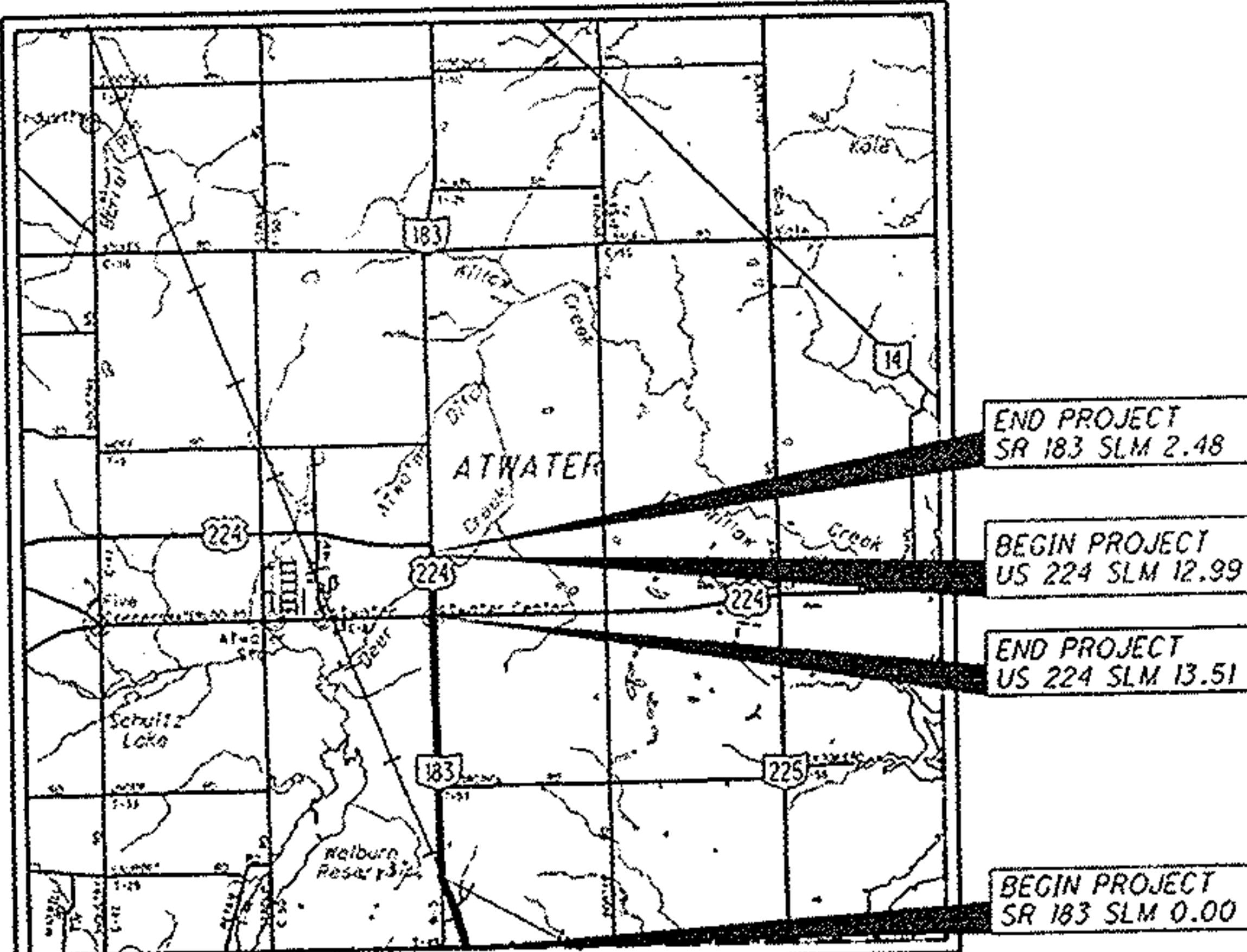


STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

**POR-224/183-
12.99/0.00**
ATWATER TOWNSHIP
PORTAGE COUNTY



LOCATION MAP

LATITUDE: 41°1'28" LONGITUDE: 81°8'53"

SCALE IN MILES

0 1 2 3 4



PORTION TO BE IMPROVED - - - - -
INTERSTATE HIGHWAY - - - - -
FEDERAL ROUTES - - - - -
STATE ROUTES - - - - -
COUNTY & TOWNSHIP ROADS - - - - -
OTHER ROADS - - - - -

DESIGN DESIGNATION

DESIGN FUNCTIONAL CLASSIFICATION:
RURAL MINOR ARTERIAL / RURAL MAJOR COLLECTOR
NHS PROJECT - - - - - NO / NO

DESIGN EXCEPTIONS

NONE

UNDERGROUND UTILITIES	
CONTACT BOTH SERVICES	CALL TWO WORKING DAYS
CALL	BEFORE YOU DIG
	1-800-362-2764
	(TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE	
NON-MEMBERS	
MUST BE CALLED DIRECTLY	
OIL & GAS PRODUCERS UNDERGROUND	
PROTECTION SERVICE CALL: 1-800-925-0988	

PLAN PREPARED BY:
ODOT --- DISTRICT 4 PLANNING & ENGINEERING
2088 SOUTH ARLINGTON ROAD
AKRON, OH 44306

ENGINEERS SEAL:
MATTHEW A. CHANEY
E-78423
REGISTERED PROFESSIONAL ENGINEER
SIGNED: *Matthew A. Chaney*
DATE: 02/17/16

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS	
BP-3.1	7/18/14	TC-52.10	10/18/13	800-2013	1/15/16	WPC 127715
BP-4.1	7/19/13	TC-65.10	1/17/14	832	1/17/14	
		TC-65.11	7/18/14	843	4/16/03	
DM-4.3	1/15/16	TC-71.10	1/17/14			
DM-4.4	1/15/16					
MT-95.31	7/18/14					
MT-95.32	7/18/14					
MT-97.10	7/18/14					
MT-99.20	7/19/13					
MT-101.60	7/19/13					
MT-101.90	7/17/15					
MT-105.10	7/19/13					
TC-41.20	10/18/13					
TC-42.20	10/18/13					

PROJECT DESCRIPTION

IMPROVEMENT OF 0.52 MILES OF US 224 AND 2.48 MILES OF SR 183 BY PLANING AND RESURFACING. MINOR BRIDGE WORK ON STRUCTURE POR-224-1318.

PROJECT EARTH DISTURBED AREA: 3.64 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.25 ACRES
NOI EARTH DISTURBED AREA: N/A (NO NOI REQUIRED)

CONSTRUCTION PROJECT NO.	PILOT NO.	FEDERAL PROJECT NO.
88894	88894	E130(390)

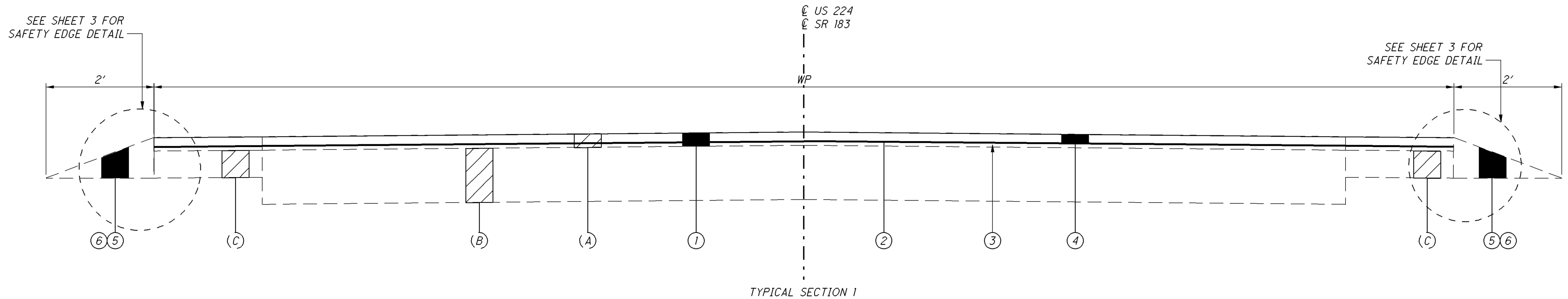
2013 SPECIFICATIONS

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 NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT AS NOTED ON SHEET 8, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED *All C. B.*
DATE 2-19-16 DISTRICT DEPUTY DIRECTOR

APPROVED *James M. May Jr.*
DATE 3-8-16 DIRECTOR, DEPARTMENT OF
TRANSPORTATION



ROUTE	SLM		AVG. WP (FT)	LENGTH (MILES)
	FROM	TO		
224	12.99	13.07	38	0.08
224	13.07	13.51	31	0.44
183	0.00	0.54	26	0.54
183	0.54	0.57	28	0.03
183	0.59	2.48	28	1.89

LEGEND

- (1) ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE ($T = 2"$)
- (2) ITEM 422, SINGLE CHIP SEAL WITH POLYMER BINDER
- (3) ITEM 407, SPECIAL- TRACKLESS TACK COAT FOR INTERMEDIATE COURSE @ 0.10 GAL/SY
- (4) ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448) AS PER PLAN (PG70-22M) ($T = 1 \frac{3}{4}"$)
- (5) ITEM 617, COMPACTED AGGREGATE AS PER PLAN
- (6) ITEM 408, PRIME COAT AS PER PLAN

- (A) EXISTING ASPHALT CONCRETE SURFACE
- (B) EXISTING ASPHALT BASE
- (C) EXISTING ASPHALT AND AGGREGATE BASE SHOULDER

POR-224/183-
12.99/0.00

				DISTRICT 4 - PLANNING & ENGINEERING																																															
		REVISION DATE 06 / 25 / 12	DESIGNED MAC T.J.P.																																																
		CHECKED T.J.P.	REVIEWED T.J.P.																																																
SAFETY EDGE (ASPHALT CONCRETE)		ITEM 209, PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN.																																																	
<p>IN ADDITION TO THE REQUIREMENTS OF 401.12, ATTACH A DEVICE TO THE SCREED OF THE PAVER THAT CONFINES THE MATERIAL AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A COMPACTED WEDGE SHAPE PAVEMENT EDGE OF APPROXIMATELY 30 DEGREES (NOT STEEPER THAN 40 DEGREES). ENSURE THE DEVICE MAINTAINS CONTACT WITH THE EXISTING SURFACE, AND ALLOW FOR AUTOMATIC TRANSITION TO CROSS ROADS, DRIVEWAYS AND OBSTRUCTIONS. DO NOT USE CONVENTIONAL SINGLE PLATE STRIKE OFF.</p> <p>CONSTRUCTION OF SAFETY EDGE CAN BE OMITTED AT LOCATIONS WHERE EXISTING WIDTH OF GRADED SHOULDER OR BERM IS LESS THAN 12", PROJECTS WITH VARYING CONDITIONS SHOULD USE SAFETY EDGE WHERE POSSIBLE. PLAN PREPARATION HAS MADE EVERY REASONABLE ATTEMPT TO IDENTIFY POSSIBLE SAFETY EDGE LOCATIONS.</p> <p>USE THE TRANSTECH SHOULDER WEDGE MAKER, THE CARLSON SAFETY EDGE END GATE, THE ADVANT-EDGER, THE TROXLER SAFETY SLOPE OR A SIMILAR APPROVED-EQUAL DEVICE THAT PRODUCES THE SAME WEDGE CONSOLIDATION RESULTS. CONTACT INFORMATION FOR THESE WEDGE SHAPE COMPACTION DEVICES IS THE FOLLOWING:</p> <p>TRANSTECH SYSTEMS, INC. 1594 STATE STREET SCHENECTADY, NY 12304 1-800-724-6306 WWW.TRANSTECHSYS.COM</p> <p>ADVANT-EDGE PAVING EQUIPMENT LLC P.O. BOX 9163 NISKAYUNA, NY 12309-0163 518-280-6090 WWW.ADVANTAEDEGEPAVING.COM</p> <p>CARLSON SAFETY EDGE END GATE 18425 50TH AVENUE EAST TACOMA, WA 98446 253-875-8000</p> <p>TROXLER ELECTRONIC LABORATORIES, INC. 3008 E. CORNWALLIS RD. RESEARCH TRIANGLE PARK, NC 27709 1-877-TROXLER WWW.TROXLERLABS.COM</p> <p>IF ELECTING TO USE A SIMILAR DEVICE, PROVIDE PROOF THAT THE DEVICE HAS BEEN USED ON PREVIOUS PROJECTS WITH ACCEPTABLE RESULTS OR CONSTRUCT A TEST SECTION PRIOR TO THE BEGINNING OF WORK AND DEMONSTRATE WEDGE COMPACTION TO THE SATISFACTION OF THE ENGINEER. SHORT SECTIONS OF HANDWORK WILL BE ALLOWED WHEN NECESSARY FOR TRANSITIONS AND TURNTOPS OR OTHERWISE AUTHORIZED BY THE ENGINEER.</p> <p>IN ADDITION TO THE REQUIREMENTS OF 401.16, MAKE THE FIRST ROLLER PASS 8 TO 12 INCHES AWAY FROM TAPERED EDGE. DO NOT ROLL THE TAPER.</p>		<p>PREPARE THE SHOULDER FOR PAVING A CONSISTENT SAFETY EDGE IN BOTH THICKNESS AND WIDTH.</p> <p>PRIOR TO PAVING THE SAFETY EDGE, GRADE AN AREA 10 INCHES WIDE, BEGINNING AT THE EDGE OF THE PAVED ROADWAY, TO PROVIDE A LEVEL SURFACE FREE OF VEGETATION FOR CONSTRUCTION OF THE SAFETY EDGE. IF NECESSARY, EXCAVATE THE GRADED AREA TO THE DEPTH NECESSARY TO CONSTRUCT THE SAFETY EDGE. COMPACT THE GRADED SHOULDER ACCORDING TO 617.05, OR AS DIRECTED BY THE ENGINEER.</p> <p>NOTES:</p> <p>1.) SAFETY EDGES ARE REQUIRED AT THE OUTSIDE EDGES OF THE PAVED ROADWAY (EDGE OF TRAVEL LANE OR EDGE OF PAVED SHOULDER).</p> <p>2.) CONSTRUCT THE SAFETY EDGE THE FULL ASPHALT CONCRETE OVERLAY THICKNESS OR 2.5" WHICHEVER IS GREATER, NOT TO EXCEED THE MAXIMUM SAFETY EDGE THICKNESS OF 6". CONSTRUCT A NEAR-VERTICAL FACE BELOW THE SAFETY EDGE FOR THICKNESS GREATER THAN 6".</p> <p>3.) BLADE AND SHAPE EXISTING SHOULDER MATERIAL TO FORM A UNIFORM SURFACE UNDER THE SAFETY EDGE PRIOR TO PLACEMENT OF THE ASPHALT CONCRETE OVERLAY.</p> <p>* 40° MAX</p>																																																	
SAFETY EDGE DETAIL FOR 1 COURSE OVERLAY																																																			
ESTIMATED QUANTITIES		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">ROUTE</th> <th rowspan="2">SAFETY EDGE THICKNESS (IN.)</th> <th colspan="2" rowspan="2">S.L.M TO S.L.M.</th> <th rowspan="2">SIDE</th> <th rowspan="2">STA</th> <th rowspan="2">PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN</th> <th rowspan="2">209</th> <th rowspan="2">441</th> </tr> <tr> <th>209</th> <th>441</th> </tr> </thead> <tbody> <tr> <td>224</td> <td>2.5</td> <td>12.99</td> <td>TO</td> <td>13.51</td> <td>L/R</td> <td>54.9</td> <td>5.29</td> <td></td> </tr> <tr> <td>183</td> <td>2.5</td> <td>0.00</td> <td>TO</td> <td>0.57</td> <td>L/R</td> <td>60.2</td> <td>5.80</td> <td></td> </tr> <tr> <td>183</td> <td>2.5</td> <td>0.59</td> <td>TO</td> <td>2.48</td> <td>L/R</td> <td>199.6</td> <td>19.22</td> <td></td> </tr> <tr> <td colspan="4"></td> <td colspan="2">TOTALS CARRIED TO GENERAL SUMMARY</td> <td>315</td> <td>31</td> <td></td> </tr> </tbody> </table>			ROUTE	SAFETY EDGE THICKNESS (IN.)	S.L.M TO S.L.M.		SIDE	STA	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	209	441	209	441	224	2.5	12.99	TO	13.51	L/R	54.9	5.29		183	2.5	0.00	TO	0.57	L/R	60.2	5.80		183	2.5	0.59	TO	2.48	L/R	199.6	19.22						TOTALS CARRIED TO GENERAL SUMMARY		315	31	
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				TOTALS CARRIED TO GENERAL SUMMARY		315	31																																												
POR-224/183-12.99/0.00		SAFETY EDGE DETAIL (RESURFACING)																																																	

UTILITIES

THE CONTRACTOR SHALL USE THE FOLLOWING PROCEDURE AT EACH LOCATION WHERE WORK IS PERFORMED, IN ACCORDANCE WITH SECTIONS 105.07 AND 107.16 IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER, THE OHIO UTILITIES PROTECTION SERVICE (OUPS), THE OHIO & GAS PROCEDURES UNDERGROUND PROTECTION SERVICE (OGPUPS), THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 4 HEADQUARTERS AND ALL NON REGISTERED UTILITY OWNERS AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION IN ALL AREAS.

OUPS 1-800-362-2764 (CONTACT LIMITED BASIS PARTICIPANTS DIRECTLY)
OGPUPS 1-800-925-0988
ODOT 330-786-3145 KEN GREENE

THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE NOT SHOWN ON THE PLANS, BUT CAN BE OBTAINED FROM THE OWNERS OF THE UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO UTILITIES.

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.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

PAVEMENT MARKING DETAILS

THE PAVEMENT MARKING DETAIL SHEETS WILL BE SUPPLIED TO THE CONTRACTOR AT THE PRE-CONSTRUCTION MEETING.

PAVEMENT MARKING LANE WIDTHS

THE NORMAL LANE WIDTH FOR THE PAVEMENT MARKINGS ON THIS PROJECT SHALL BE AS FOLLOWS (AT LEAST 3 DAYS PRIOR TO PERFORMING THE WORK CONTACT THE TRAFFIC OFFICE AT 330-786-3147 TO CONFIRM THE WIDTHS):

ROUTE	S.L.M. TO S.L.M.	LANE WIDTH
SR 183	0.00 TO 0.54	10'
SR 183	0.54 TO 2.57	11'
US 224	12.99 TO 13.51	11'

ITEM 408 - PRIME COAT, AS PER PLAN

APPLY 'MC-70" AT A RATE OF 0.4 GALLONS PER SQUARE YARD, OR AS DETERMINED BY THE ENGINEER, TO THE COMPLETED COMPACTED AGGREGATE SHOULDER.

ITEM 422 SINGLE CHIP SEAL TIME RESTRICTIONS

THE CONTRACTOR IS REQUIRED TO HAVE A ONE (1) DAY WAITING PERIOD BETWEEN THE TIME THE INTERLAYER CHIP SEAL IS PLACED AND THE OVERLYING ASPHALT CONCRETE COURSE IS PLACED. AFTER THE WAITING PERIOD, THE CONTRACTOR HAS A MAXIMUM OF THREE (3) DAYS TO COVER UP THE CHIP SEAL.

ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (448) PG70-22M, AS PER PLAN

703.05 DO NOT USE COARSE AGGREGATE FROM A SOURCE DESIGNATED 'SR' OR 'SRH' ACCORDING TO THE OFFICE OF MATERIALS MANAGEMENT (OMM) IN ANY JOB MIX FORMULA (JMF) FOR THIS ITEM.

DRIVEWAYS

THE CONTRACTOR WILL NOT BE PERMITTED TO LEAVE A DIFFERENCE IN ELEVATION BETWEEN THE MAINLINE ASPHALT SURFACE COURSE AND THE EXISTING DRIVEWAYS. IF APPROVED BY THE ENGINEER, AN ASPHALT WEDGE WITH A WIDTH OF APPROX 2' MAY BE PLACED EITHER ON THE ROADWAY SHOULDER OR DRIVEWAY DEPENDENT UPON WHICH SIDE IS HIGH. A QUANTITY OF MAINLINE SURFACE COURSE ASPHALT HAS BEEN PROVIDED IN THE CALCULATIONS AND GENERAL SUMMARY TO PERFORM THIS ITEM OF WORK.

ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN

IN LOW SHOULDER AREAS EXCEEDING 1", AND ADJACENT TO THE SAFETY EDGE, OR AS DIRECTED BY THE ENGINEER, RECYCLED ASPHALT PAVEMENT (RAP) SHALL BE USED IN AREAS ADJACENT TO THE PAVED BERM. THE RAP SHALL HAVE A MINIMUM PG CONTENT OF 4.5% AND MEET THE FOLLOWING GRADATION. ONCE THE STOCKPILE MEETS THE GRADATION, THE PG CONTENT OF THE RAP SHALL BE DETERMINED PER 441.03. THE RAP ANALYSIS MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL 2 WEEKS PRIOR TO USE. METHOD OF MEASUREMENT SHALL BE AS PER 617.06. PLACEMENT AND COMPACTION SHALL MEET THE REQUIREMENTS OF ITEM 617. ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 617 COMPACTED AGGREGATE, AS PER PLAN.

MODIFIED GRADATION SHALL APPLY:

SIEVE	TOTAL PERCENT PASSING
1-1/2"	100
3/4"	50-100
NO. 4	35-70
NO. 30	9-33
NO. 200	0-13

INTERSECTIONS (US 224)

INTERSECTIONS ON US 224 WILL BE RESURFACED 2 FT. BEYOND THE EDGE LINE, UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR INDICATED IN THE PLAN. INTERSECTIONS SHALL BE PAVED AFTER COMPLETION OF THE SURFACE COURSE OR WITH THE MAINLINE PAVEMENT IF THIS CAN BE ACCOMPLISHED WITHOUT CHANGING THE VELOCITY AND DIRECTION OF THE PAVER. USE THE SAME ASPHALT CONCRETE AS THE MAINLINE PAVEMENT. PROVIDE A SMOOTH TRANSITION TO THE EXISTING PAVEMENT. ANY GRADING OR PRIME NECESSARY TO ACCOMPLISH THIS WORK SHALL BE INCLUDED IN THE COST OF THE PERTINENT BID ITEM.

INTERSECTIONS (SR 183)

INTERSECTIONS ON SR 183 WILL BE RESURFACED 25 FT. BEYOND THE EDGE LINE, UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR INDICATED IN THE PLAN. INTERSECTIONS SHALL BE PAVED AFTER COMPLETION OF THE SURFACE COURSE. A BUTT JOINT, AS PER STANDARD CONSTRUCTION DRAWING BP-3.1, SHALL BE USED TO PROVIDE A SMOOTH TRANSITION TO THE EXISTING PAVEMENT. USE THE SAME ASPHALT CONCRETE AS THE MAINLINE PAVEMENT UNLESS SHOWN OTHERWISE ON THE ASPHALT CONCRETE CALCULATIONS SHEET. ANY GRADING OR PRIME NECESSARY TO ACCOMPLISH THIS WORK SHALL BE INCLUDED IN THE COST OF THE PERTINENT BID ITEM.

LINEAR GRADING

SHOULDER WIDTH BEYOND THE LIMITS OF THE COMPACTED AGGREGATE WILL BE GRADED TO PROVIDE POSITIVE DRAINAGE AND WILL BE PERFORMED ONLY IN THE AREAS NECESSARY. THIS WORK WILL NOT BE PERFORMED ON THE ENTIRE PROJECT. THE AREAS FOR THE WORK WILL BE MARKED BY THE PROJECT ENGINEER. THESE ITEMS OF WORK WILL BE PERFORMED AFTER THE PLACEMENT OF ITEM 617 COMPACTED AGGREGATE. UNDER NO CIRCUMSTANCES WILL THIS WORK BE PERFORMED CONCURRENTLY WITH ANY OTHER OPERATION.

GRAADING WILL BE ACCOMPLISHED BY THE REMOVAL OF, OR ADDITION OF MATERIAL TO PROVIDE A 0.08 POSITIVE SLOPE. EXCESS MATERIAL WILL BE WINDROWED ON THE SHOULDER. THE GRADED AREAS WILL BE COMPACTION TO A SUFFICIENT DENSITY TO PREVENT EROSION UNTIL SEEDING AND MULCHING IS PERFORMED. ALL EXCESS MATERIAL WILL BE REMOVED FROM THE BERMS AND WILL BE DISPOSED OF OFF THE PROJECT BY THE CONTRACTOR.

SEEDING AND MULCHING, FERTILIZER AND LIME WILL BE PERFORMED WITHIN A PERIOD NOT TO EXCEED 10 DAYS AFTER THE LINEAR GRADING.

THE QUANTITY OF ITEM 209 IS NOT PERMITTED TO BE INCREASED. REDUCTIONS IN QUANTITIES ARE PERMITTED AS DETERMINED BY THE PROJECT ENGINEER.

ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK WILL BE INCLUDED IN THE UNIT PRICE FOR THE PERTINENT BID ITEM. THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

209, LINEAR GRADING, 317 STA.
659, SEEDING AND MULCHING, 17612 SQ YD
659, COMMERCIAL FERTILIZER, 2.37 TON
659, LIME, 3.64 ACRES
659, WATER, 95 M. GAL.

PAVING AT RAILROAD CROSSING

WORK THE CROWN OUT OF THE PROPOSED PAVEMENT ON EACH SIDE OF THE RAILROAD CROSSING, BEGINNING 50 FEET FROM THE NEAREST RAIL, BY RAISING THE EDGES OF THE NEW PAVEMENT TO MEET THE PLATFORM ELEVATION.

POR-224/183-12.99/0.00

4
17

GENERAL NOTES

CALCULATED
CNC
CHECKED

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR

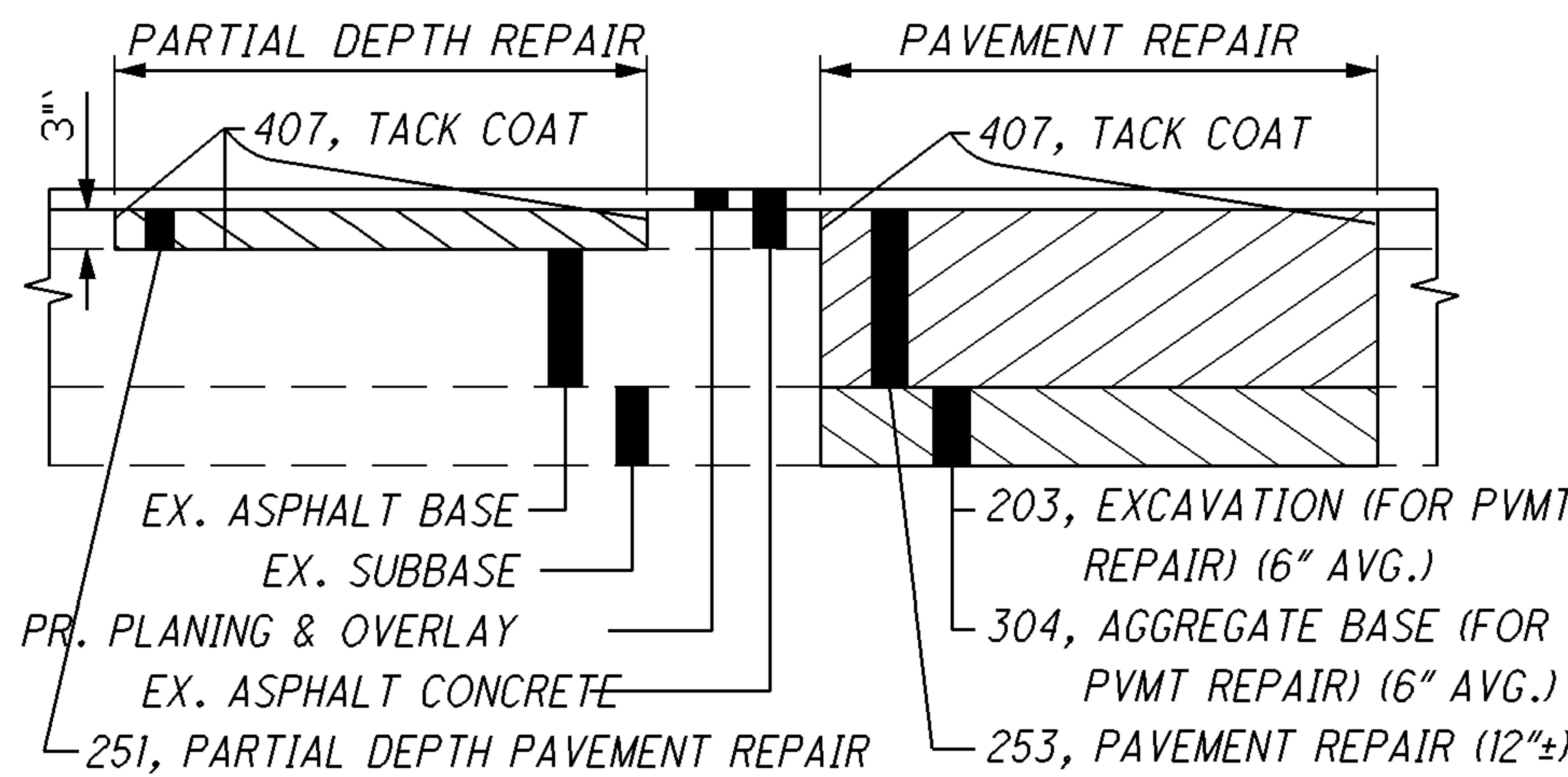
A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THE ITEM SHALL CONSIST OF REPAIRING EXISTING LOCATIONS EXHIBITING SURFACE DETERIORATION AND PLACING ITEM 448 ASPHALT CONCRETE, TYPE 2. THE ASPHALT CONCRETE SHALL BE COMPACTED WITH A TYPE I PNEUMATIC TIRE ROLLER AND A STEEL WHEEL ROLLER AS PER 401.13. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF MAINLINE PAVEMENT PLANING. ALSO, THIS ITEM SHALL COMMENCE WITHIN 7 DAYS OF THE COMPLETION OF MAINLINE PAVEMENT PLANING. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

251, PARTIAL DEPTH PAVEMENT REPAIR, 400 SQ. YD.

ITEM 253 - PAVEMENT REPAIR

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THIS ITEM SHALL CONSIST OF CUTTING AND REMOVING DETERIORATED PAVEMENT FULL DEPTH AND PLACING 12 $\frac{1}{2}$ 301 ASPHALT CONCRETE BASE, PG64-22. THE MAXIMUM COMPACTED DEPTH OF ANY ONE LAYER SHALL BE 6 INCHES. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF MAINLINE PAVEMENT PLANING. ALSO, THIS ITEM SHALL COMMENCE WITHIN 7 DAYS OF THE COMPLETION OF MAINLINE PAVEMENT PLANING. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REMOVED AND REPLACED TO THE LIMITS DESIGNATED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

253, PAVEMENT REPAIR, 100 SQ YD

**ITEM 304 - AGGREGATE BASE (FOR PAVEMENT REPAIR)**

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED AND SHALL BE USED AS DIRECTED BY THE ENGINEER TO BACKFILL AREAS WHICH WERE EXCAVATED UNDER ITEM 203 EXCAVATION (FOR PAVEMENT REPAIR). THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

304, AGGREGATE BASE (FOR PAVEMENT REPAIR) 17 CU YD

ITEM 203 - EXCAVATION (FOR PAVEMENT REPAIR)

THIS ITEM OF WORK SHALL CONSIST OF REMOVING AND DISPOSING OF ALL UNSUITABLE MATERIAL BY EXCAVATING THE EXISTING SUBGRADE AND SUBBASE TO AN AVERAGE DEPTH OF 6 INCHES OR AS DIRECTED BY THE ENGINEER. EXACT LIMITS OF REMOVAL SHALL BE DETERMINED BY THE ENGINEER. ALL EQUIPMENT, LABOR, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203 EXCAVATION (FOR PAVEMENT REPAIR). THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

203, EXCAVATION (FOR PAVEMENT REPAIR) 17 CU YD

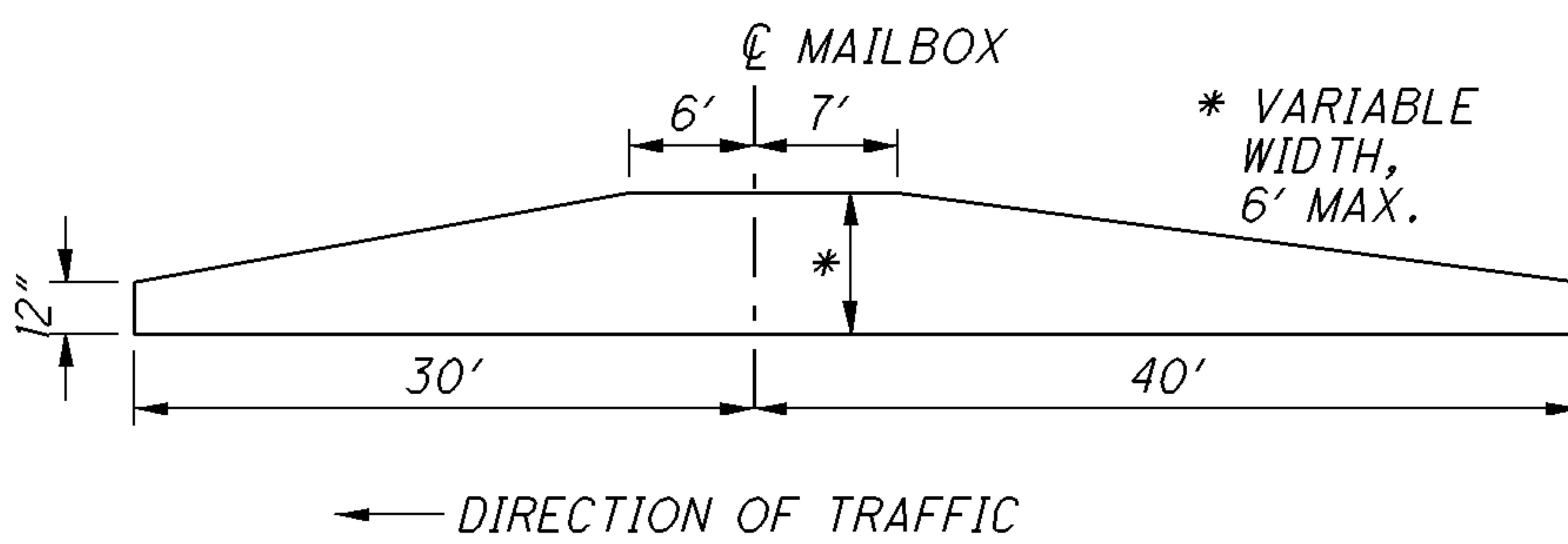
FIELD DRIVEWAYS

THIS ITEM WILL CONSIST OF PLACING ITEM 411, STABILIZED CRUSHED AGGREGATE. THE CONTRACTOR WILL NOT BE PERMITTED TO LEAVE A DIFFERENCE IN ELEVATION BETWEEN THE MAINLINE ASPHALT SURFACE COURSE AND THE EXISTING FIELD DRIVEWAYS. FIELD DRIVES WILL BE PLACED AFTER THE COMPLETION OF THE SURFACE COURSE AND SHALL HAVE AN AVERAGE 2 INCH THICKNESS. ALL GRADING TOOLS, EQUIPMENT, MATERIALS, AND INCIDENTALS REQUIRED TO LAYOUT AND CONSTRUCT THE FIELD DRIVES WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 411, AGGREGATE BASE. AN ESTIMATED QUANTITY OF 5 CU. YD. HAS BEEN CARRIED TO THE GENERAL SUMMARY.

PAVED MAILBOX APPROACHES

ALL EXISTING MAIL BOX APPROACHES WILL BE PAVED WITH ASPHALT CONCRETE AS PER TYPICAL SHOWN OR AS NEAR AS PRACTICAL. AGGREGATE APPROACHES SHALL HAVE A 2 IN. MIN. THICKNESS; IMPROVED APPROACHES SHALL HAVE A 2 IN. MIN. THICKNESS. THE CONTRACTOR SHALL PAVE THE MAILBOX APPROACHES WITH THE PAVING OF THE MAINLINE AND SHOULDER. PAYMENT SHALL BE AS FOLLOWS:

THE CONTRACTOR SHOULD PAVE THE MAILBOX APPROACHES WITH THE MAINLINE AND SHOULDER, THEN ALL GRADING, TACK, TOOLS, EQUIPMENT, MATERIAL AND INCIDENTALS REQUIRED TO LAYOUT AND CONSTRUCT THE MAILBOX APPROACHES SHALL BE INCLUDED IN THE UNIT BID FOR ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448) AS PER PLAN (PG70-22M).

**ITEM 623- MONUMENT BOX ADJUSTED TO GRADE**

THERE ARE TWO EXISTING MONUMENT BOXES TO ADJUST TO GRADE. THE CONTRACTOR WILL BE PROVIDED A LOCATION LIST OF THE EXISTING MONUMENTATION WHICH ARE TO BE ADJUSTED TO GRADE. THE LIST MAY INCLUDE BOTH EXPOSED AND BURIED MONUMENTATION AND MAY ALSO INCLUDE SOME TIES TO AID IN RECOVERY.

623, MONUMENT BOX ADJUSTED TO GRADE, 2 EACH

ITEM SPECIAL - MAILBOX SUPPORT

THIS WORK SHALL CONSIST OF FURNISHING AND ERECTING MAILBOX SUPPORTS AND ANY ASSOCIATED MOUNTING HARDWARE IN ACCORDANCE WITH PLAN DETAILS, AND ATTACHING AN OWNER-SUPPLIED MAILBOX AT LOCATIONS SPECIFIED IN THE PLAN, OR OTHERWISE ESTABLISHED BY THE ENGINEER.

WOOD POSTS SHALL BE NOMINAL 4 INCHES BY 4 INCHES SQUARE OR 4.5 INCHES DIAMETER ROUND, AND CONFORM TO 710.14.

STEEL POSTS SHALL BE NOMINAL PIPE SIZE 2 INCHES I.D., AND CONFORM TO AASHTO M 181.

ALL HARDWARE INCLUDING BUT NOT LIMITED TO PLATES, SCREWS, BOLTS, AND ETC. SHALL BE COMMERCIAL-GRADE GALVANIZED STEEL.

POSTS SHALL BE SET PER THE FIRST PARAGRAPH OF 606.03, AND SHALL IN NO INSTANCE BE ENCASED IN CONCRETE.

SUPPORT HARDWARE SHALL ACCOMMODATE EITHER A SINGLE OR A DOUBLE MAILBOX INSTALLATION, AND NO MORE THAN TWO BOXES MAY BE MOUNTED ON A SINGLE POST.

THE MAILBOX SHALL BE SECURELY AND NEATLY ATTACHED BY THE CONTRACTOR TO THE NEW SUPPORT. THE CONTRACTOR SHALL FURNISH ALL NECESSARY ATTACHMENT HARDWARE (NUTS, BOLTS, PLATES, SPACERS, AND WASHERS) AS NECESSARY TO ACCOMMODATE THE COMPLETE INSTALLATION.

IN THE ABSENCE OF A NEW BOX SUPPLIED BY THE OWNER, THE CONTRACTOR SHALL SALVAGE THE EXISTING BOX AND PLACE IT ON THE NEW SUPPORT. DUE CARE SHALL BE EXERCISED IN SUCH AN OPERATION, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY BOX DAMAGED BY IMPROPER HANDLING ON HIS PART, AS JUDGED AND DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE LOCAL POST MASTER REGARDING THE TIMING OF THE MOVEMENT OF ANY MAILBOX TO A NEW LOCATION.

PAYMENT UNDER THIS ITEM SHALL BE LIMITED TO FINAL PERMANENT INSTALLATIONS. TEMPORARY INSTALLATIONS SHALL BE IN ACCORDANCE WITH 107.10. HOWEVER, THE SAME MATERIAL AND SIZE LIMITATIONS AS FOR PERMANENT INSTALLATIONS SHALL APPLY.

MAILBOX SUPPORTS, COMPLETE IN PLACE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH, FOR ITEM SPECIAL MAILBOX SUPPORT SYSTEM, (SINGLE) (DOUBLE).

ITEM 690, SPECIAL - MAILBOX SUPPORT SYSTEM, SINGLE, 2 EACH
ITEM 600, SPECIAL - MAILBOX SUPPORT SYSTEM, DOUBLE, 1 EACH

**ITEM SPECIAL - TACK COAT, TRACKLESS TACK
ITEM SPECIAL - TACK COAT, TRACKLESS TACK FOR
INTERMEDIATE COURSE**

DESCRIPTION

THIS WORK CONSISTS OF PREPARING AND TREATING A PAVED SURFACE WITH A TRACKLESS TACK ASPHALT EMULSION.

FURNISH MATERIALS ACCORDING TO THE DEPARTMENT'S APPROVED LIST.

MEET ALL REQUIREMENTS OF ITEM 407 TACK COAT IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS REQUIRED BY THE CONTRACT, EXCEPT AS NOTED BELOW.

MATERIAL

MEET ALL PROPERTIES OF THE APPROVED MANUFACTURER'S TRACKLESS TACK SPECIFICATION REQUIREMENTS ON FILE WITH THE LABORATORY AT TIME OF PLACEMENT.

ACCEPTANCE AND SAMPLING OF MATERIALS:

SUPPLY CERTIFIED TEST DATA TO THE ENGINEER AND TO THE DISTRICT LABORATORY DEMONSTRATING THE TRACKLESS TACK SUPPLIED WAS TESTED FOR AND MEETS ALL MATERIAL PROPERTIES SHOWN ON THE DEPARTMENT'S APPROVED LIST.

DURING CONSTRUCTION, ODOT PERSONNEL WILL SAMPLE FROM THE DISTRIBUTOR AND SUPPLY TO THE DISTRICT TEST LAB A MINIMUM OF ONE QUART OF TRACKLESS TACK FOR EVERY 25,000 GALLONS USED ON THE PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR SUPPLYING THE PROPER PLASTIC QUART SAMPLING CONTAINER. CLEARLY MARK ON THE SAMPLE WITH THE MANUFACTURER'S NAME, PROJECT NUMBER, AND THE WORDS "TRACKLESS TACK".

EQUIPMENT

FOLLOW MANUFACTURER'S RECOMMENDATIONS FOR CORRECT DISTRIBUTOR SETTINGS. THOROUGHLY CLEAN ALL EQUIPMENT IF PREVIOUSLY USED MATERIAL CHARGE IS DIFFERENT THAN THE PROPOSED MATERIAL.

APPLICATION OF ASPHALT MATERIAL

UNIFORMLY APPLY THE TRACKLESS TACK WITH A DISTRIBUTOR ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS. IF TRACKLESS TACK IS STORED FOR AN EXTENDED PERIOD OF TIME, PRIOR TO APPLICATION, AGITATE OR GENTLY CIRCULATE THE MATERIAL.

ENSURE ALL NOZZLES AND SPRAY PATTERNS ARE IDENTICAL TO ONE ANOTHER ALONG THE DISTRIBUTOR SPRAY BAR. PLACE THE ANGLE OF THE NOZZLE AT A 15 TO 30 DEGREE ANGLE TO THE SPRAY BAR AXIS TO MAXIMIZE OVERLAP OR AS RECOMMENDED BY THE NOZZLE MANUFACTURER. CONTACT THE MANUFACTURER'S REPRESENTATIVE FOR REQUIRED SPRAY NOZZLE SIZE AND DISTRIBUTOR AND NOZZLE SETTINGS.

APPLY AT A RATE OF 0.04 TO 0.1 GALLONS PER SQUARE YARD. DO NOT DILUTE TRACKLESS TACK. RECOMMENDED APPLICATION TEMPERATURE IS 160°F. DO NOT EXCEED 180°F. THE ENGINEER WILL APPROVE THE QUANTITY, RATE OF APPLICATION, TEMPERATURE, DISTRIBUTOR SETTINGS, AND AREAS TO BE TREATED BEFORE APPLICATION FO THE TRACKLESS TACK COAT. THE ENGINEER WILL DETERMINE THE ACTUAL APPLICATION IN GALLONS PER SQUARE YARD BY A CHECK ON THE PROJECT.

PERFORMANCE OF TRACKLESS TACK

DETERMINE THE TIME TO SET FOR THE MATERIAL TO BECOME TRACKLESS. THE ENGINEER WILL REPORT ANY ISSUES WITH EXCESSIVE TIME TO SET, OR AFTER SET ISSUES WITH STICKINESS, OR PICKUP OF THE TACK TO THE DISTRICT TESTING ENGINEER AND NEW PRODUCT ENGINEER, BRAD YOUNG 614-351-2882.

IF THE CERTIFIED TEST DATA FAILS TO MEET THE LAB TESTING CRITERIA, OR FIELD SAMPLES FAIL TO MEET THE LAB TEST CRITERIA, OR THE TRACKLESS TACK FAILS TO PERFORM SATISFACTORILY IN THE FIELD, AS NOTED ABOVE, THE CONTRACTOR WILL BE REQUIRED TO REPLACE AND SUPPLY ANOTHER APPROVED TRACKLESS TACK PRODUCT FOR THE REMAINDER OF THE PROJECT AT NO ADDITIONAL COST TO THE DEPARTMENT.

ANY FAILING TRACKLESS TACK PRODUCT WILL BE REMOVED FROM THE DEPARTMENT'S APPROVED LIST.

WATERWAY PERMIT DETERMINATION (404/401) - ODOT PROJECTS

ALL PROJECTS INVOLVING JURISDICTIONAL WATERS OF THE UNITED STATES (STREAMS, RIVERS, NON-ISOLATED WETLANDS) AND/OR ISOLATED WETLANDS ARE SUBJECT TO REGULATION UNDER SECTIONS 404 AND 401 OF THE CLEAN WATER ACT, AND POSSIBLY OHIO EPA ISOLATED WETLAND LAW. THE WATERWAY PERMITS CONDITIONS VERIFIED FOR THE PROJECT SHALL BE INCORPORATED INTO THE PROJECT CONSTRUCTION PLAN AS SPECIAL PROVISIONS. THE PROJECT CONTRACTOR SHALL ADHERE TO ALL WATERWAY PERMIT TERMS AND CONDITIONS THROUGHOUT PROJECT CONSTRUCTION.

USACE DEFINITION OF OHWM - THE ORDINARY HIGH WATER MARK IS THE LINE ON THE SHORES ESTABLISHED BY THE FLUCTUATIONS OF WATER AND INDICATED BY PHYSICAL CHARACTERISTICS SUCH AS A CLEAR, NATURAL LINE IMPRESSED ON THE BANK; SHELVING; CHANGES IN THE CHARACTER OF THE SOIL; DESTRUCTION OF TERRESTRIAL VEGETATION; THE PRESENCE OF LITTER AND DEBRIS; OR THE APPROPRIATE MEANS THAT CONSIDER THE CHARACTERISTICS OF THE SURROUNDING AREAS.

WETLANDS IMPACT AND AVOIDANCE

WETLANDS ARE PRESENT AT THE NORTHWEST AND SOUTHWEST WINGWALLS OF STRUCTURE NO. POR-224-1318 (SFN: 6703674). UNDER THE DIRECTION OF THE PROJECT ENGINEER, THE CONTRACTOR MAY PLACE PERMANENT FILLS IN A MAXIMUM OF 0.003 ACRE OF THE WETLANDS AT STRUCTURE NO. POR-224-1318 TO ADDRESS ANY NEEDED EROSION REPAIR AND/OR CHANNEL SCOUR REPAIR. TO PROTECT AND DELINEATE THE BOUNDARY OF THE EXISTING REMAINING WETLANDS, CONSTRUCTION FENCE AND PERIMETER FILTER FABRIC FENCE SHALL BE INSTALLED ALONG THE CONSTRUCTION LIMITS IDENTIFIED BY THE PROJECT ENGINEER AT STRUCTURE NO. POR-224-1318. THE CONSTRUCTION FENCE AND PERIMETER FILTER FABRIC FENCE SHALL BE INSTALLED BY THE CONTRACTOR PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES WITHIN THE LIMITS AND ADJACENT AREA, INCLUDING ANY NECESSARY CLEARING AND GRUBBING ACTIVITIES. THE CONSTRUCTION FENCE AND PERIMETER FILTER FABRIC FENCE SHALL BE MAINTAINED BY THE CONTRACTOR THROUGHOUT PROJECT CONSTRUCTION AND SHALL BE REMOVED BY THE CONTRACTOR UPON PROJECT COMPLETION. ALL PERMITTED FILLS PLACED IN WETLANDS SHALL BE PERMANENT.

BEST MANAGEMENT PRACTICES

WATER COLUMN AND SEDIMENTATION IMPACTS SHALL BE KEPT TO A MINIMUM THROUGH THE USE OF BEST MANAGEMENT PRACTICES FOR SOIL EROSION AND SEDIMENTATION CONTROL. ALL SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN PLACE PRIOR TO ANY EXCAVATION, GRADING OR FILLING OPERATIONS AND INSTALLATION OF PROPOSED STRUCTURES OR UTILITIES. THEY SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETED AND THE AREA IS STABILIZED AS ACCEPTED BY THE ENGINEER. SPECIFICATIONS SET FORTH IN THE MOST CURRENT VERSION OF ODOT'S CONSTRUCTION AND MATERIAL SPECIFICATIONS, LOCATION AND DESIGN MANUAL AND STANDARD DRAWINGS SHALL BE USED TO ENSURE ADEQUATE EROSION AND SEDIMENT CONTROL DURING CONSTRUCTION.

NATURAL BUFFERS ADJACENT TO STREAMS AND WETLANDS SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE. EXISTING RIPARIAN HABITATS SHOULD BE MAINTAINED TO THE MAXIMUM EXTENT PRACTICABLE AND EQUIPMENT STAGING AREAS SHALL BE KEPT WELL AWAY FROM STREAMS AND WETLANDS TO THE EXTENT PRACTICABLE. ODOT CONSTRUCTION AND MATERIALS SPECIFICATIONS SECTION 107.10 (PROTECTION AND RESTORATION OF PROPERTY) PROHIBIT THE CONTRACTOR FROM CREATING STAGING AREAS NEAR STREAMS/WETLANDS. AREAS DISTURBED BY THE PROJECT SHALL BE SEEDED/REVEGETATED WITH NATIVE PLANT SPECIES AND MULCHED DURING CONSTRUCTION TO ENCOURAGE ESTABLISHMENT OF VEGETATION COVER, DECREASE EROSION AND PREVENT EROSION OF SEDIMENTS INTO WATERS OF THE UNITED STATES.

STREAM CHANNEL, WETLANDS AND DITCH EXCAVATION

THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT ANY INCIDENTAL DISCHARGES ASSOCIATED WITH THE EXCAVATION AND HAULING OF MATERIAL FROM STREAMS, DITCHES AND WETLANDS. THIS PERTAINS TO ANY EXCAVATION OPERATION SUCH AS, FOUNDATION PIER OR ABUTMENT EXCAVATION, CHANNEL CLEAN OUT, EXCAVATION FOR ROCK CHANNEL PROTECTION AND EMBANKMENT REPAIR. ALL MATERIALS REMOVED FROM STREAMS, DITCHES AND/OR WETLANDS MUST BE IMMEDIATELY REMOVED TO AN UPLAND SITE AND STABILIZED (I.E., SEEDED) TO PREVENT REDISTRIBUTION INTO ANY WATERS OF THE UNITED STATES. IMMEDIATE REMOVAL IS DEFINED BY THE UNITED STATES ARMY CORPS OF ENGINEERS AS DEPOSITING THE REMOVED MATERIALS DIRECTLY INTO A TRUCK AND REMOVING THE MATERIAL FROM THE SITE. PLACEMENT OF REMOVED MATERIALS INTO A WETLANDS OR ON THE BANKS OF A STREAM EVEN TEMPORARILY IS CONSIDERED A FILL AND REQUIRES A PERMIT ACTION.

CONSTRUCTION AND DEMOLITION DEBRIS

THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO AVOID AND/OR LIMIT DEMOLITION DEBRIS FROM ENTERING STREAMS AND WETLANDS. ANY MATERIAL THAT DOES FALL INTO THE STREAM SHALL BE REMOVED AS SOON AS POSSIBLE WITHIN 72-HOURS.

MECHANICAL EQUIPMENT OPERATION AT STREAM CHANNEL

THE MECHANICAL EQUIPMENT USED TO EXECUTE THE WORK AUTHORIZED HEREIN SHALL BE OPERATED IN SUCH A WAY AS TO MINIMIZE TURBIDITY THAT COULD DEGRADE WATER QUALITY AND ADVERSELY AFFECT AQUATIC PLANT AND ANIMAL LIFE.

PAINTING AND SEALING OPERATIONS

THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT EPOXY-URETHANE SEALER, PAINT OR OTHER MATERIALS USED TO REPAIR, CLEAN, PAINT, SEAL OR TREAT ANY STRUCTURE FROM ENTERING ANY STREAMS, WETLANDS OR OTHER WATERS OF THE UNITED STATES AND TAKE THE APPROPRIATE ACTIONS IN THE EVENT OF A RELEASE.

STATE ENDANGERED SPECIES - EASTERN MASSASAUGA RATTLESNAKE

THIS PROJECT IS WITHIN THE RANGE OF THE EASTERN MASSASAUGA RATTLESNAKE (SISTRURUS CATENATUS) A STATE ENDANGERED AND FEDERAL CANDIDATE SPECIES. IF EASTERN MASSASAUGA RATTLESNAKES ARE ENCOUNTERED OR SIGNS OF RATTLESNAKE PRESENCE ARE FOUND IN THE WORK AREA DURING CONSTRUCTION, NO PERSON SHALL HARM OR KILL THE SNAKES OR ATTEMPT TO HANDLE THE EASTERN MASSASAUGA RATTLESNAKE. ALL CONSTRUCTION OPERATIONS AT THE WORK AREA SHALL TEMPORARILY CEASE AND ODOT OFFICE OF ENVIRONMENTAL SERVICES - ECOLOGICAL SECTION (614-466-7100) AND THE OHIO DEPARTMENT OF NATURA/RESOURCES DIVISION OF WILDLIFE (614-265-6300) WILL BE IMMEDIATELY CONTACTED.

**POR-224/183-
12.99/0.00**

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GENERAL NOTES

CALCULATED
CNC
CHECKED

MAINTENANCE OF TRAFFIC

THIS ITEM SHALL CONSIST OF MAINTENANCE OF TRAFFIC ON EXISTING ROADWAYS AND RAMPS IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION, LATEST REVISION, THE SPECIFICATIONS AND THE FOLLOWING:

1. A MINIMUM OF ONE TEN FOOT BIDIRECTIONAL LANE SHALL BE MAINTAINED ON THE EXISTING PAVEMENT AND COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK.
2. THE CONTRACTOR SHALL INFORM THE DISTRICT OFFICE (330) 786-2208, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.
3. LANE RESTRICTIONS OR LANE REDUCTIONS SHALL NOT BE PERMITTED AFTER NORMAL WORKING HOURS. NORMAL WORKING HOURS SHALL BE THOSE HOURS DURING WHICH THE CONTRACTOR HAS A FULL COMPLEMENT OF EMPLOYEES AND EQUIPMENT ACTIVELY REMOVING AND/OR PLACING PAVEMENT MATERIALS.
4. ALL FULL DEPTH PAVEMENT REMOVAL AND REPLACEMENT OPERATIONS SHALL BE COMPLETED THE SAME DAY THE EXCAVATION IS MADE. IF THE CONTRACTOR CANNOT COMPLETE THE WORK, THE EXCAVATION SHALL BE BACKFILLED OR PROTECTED AS PER STANDARD CONSTRUCTION DRAWING MT-101.90.
5. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO HAVE SUCCESSIVE WORK ZONES UNLESS THE DISTANCE BETWEEN THE DRUMS, BARRICADES OR CONES EXCEEDS TWO (2) MILES.
6. ONLY DURING OFF-PEAK PERIODS (ie ANY PERIOD OTHER THAN 6-8AM AND 3-6PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE.
7. IN ADDITION TO THE REQUIREMENTS OF 614.11 WORK ZONE PAVEMENT MARKINGS, AT THE END OF EACH DAY OF WORK, THE CONTRACTOR SHALL REPLACE (WITH WORK ZONE MARKINGS) ALL LANE, CENTER, STOP OR CHANNELIZING LINES THAT WERE REMOVED OR COVERED DURING THE PAVEMENT REMOVAL OR PLACEMENT OPERATIONS. QUANTITIES FOR SUCH PLACEMENT ARE CARRIED AS PART OF THE ITEMS LISTED UNDER 614 WORK ZONE PAVEMENT MARKINGS.
8. A QUANTITY OF 20 CU. YDS. OF ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL BE PROVIDED FOR USE IN MAINTAINING PAVEMENT, SHOULDERS AND OTHER LOCATIONS AS DIRECTED BY THE ENGINEER.
9. PRIOR TO OPENING TO TRAFFIC EACH LANE SHALL BE IN A SAFE, PASSABLE CONDITION. ALL TRANSVERSE JOINTS SHALL EXTEND ACROSS THE FULL LANE AND SHOULDER WIDTH AND EACH LANE SHALL BE FREE FROM UNEVEN LONGITUDINAL JOINTS. THE CONTRACTOR SHALL PROVIDE ASPHALT WEDGES FOR TRANSVERSE JOINTS WHEREVER THERE ARE PAVEMENT ELEVATION DIFFERENCES.
10. A QUANTITY OF ITEM 614 WORK ZONE MARKING SIGN HAS BEEN INCLUDED IN THE PLAN. THIS QUANTITY SHALL INCLUDE, BUT NOT BE LIMITED TO, THE FOLLOWING SIGNS: W8-1 [BUMP], W6-3 [TWO-WAY TRAFFIC], W8-H13 [NO EDGE LINES], R4-1 [DO NOT PASS], R4-2 [PASS WITH CARE], W8-11 [UNEVEN LANES]. THESE QUANTITIES SHALL BE AS PER 614.04.

THE FOLLOWING QUANTITIES SHALL BE USED FOR THE MAINTENANCE OF TRAFFIC ON THIS PROJECT:

PHASE 1 - PLANED SURFACE
614, WORK ZONE CENTER LINE CLASS I- 2.98 MILE
614, WORK ZONE STOP LINE, CLASS I 48 FT
614, WORK ZONE MARKING SIGNS (ALL PHASES) 24 EACH

PHASE 2 - CHIP SEAL SURFACE
614, WORK ZONE CENTER LINE CLASS I- 2.98 MILE
614, WORK ZONE STOP LINE, 48 FT

PHASE 3 - ASPHALT CONCRETE SURFACE COURSE
614, WORK ZONE CENTER LINE CLASS III, 642 PAINT, 2.98 MILE
614, WORK ZONE STOP LINE CLASS III, 642 PAINT, 48 FT

TO BE USED AS DIRECTED BY THE ENGINEER
614, WORK ZONE EDGE LINE, CLASS III, 5.96 MILE

ADVANCED NOTICE TO PAVE

THE CONTRACTOR SHALL SUBMIT FOR APPROVAL TO THE DISTRICT CONSTRUCTION ENGINEER A DETAILED SCHEDULE 15 DAYS PRIOR TO THE PLACEMENT OF THE OVERLAY COURSES, ON HOW THEY PROPOSE TO PROSECUTE THE PAVING OPERATIONS. THE DETAILS SHALL SHOW THE ORDER OF PERFORMANCE OF EACH STAGE (START TO FINISH) OF THE WORK INCLUDING THE MAINTENANCE OF TRAFFIC THAT WILL BE USED.

TRAFFIC CONTROL INSPECTOR

THE CONTRACTOR SHALL DESIGNATE AN INDIVIDUAL OTHER THAN THE SUPERINTENDENT AND SUBJECT TO THE APPROVAL OF THE ENGINEER, TO CONTINUOUSLY INSPECT ALL TRAFFIC CONTROL DEVICES WHENEVER CONSTRUCTION WORK IS BEING PERFORMED WITHIN THE WORK LIMITS OF THE PROJECT. THE DESIGNATED INDIVIDUAL SHALL ALSO INSPECT ALL TRAFFIC DEVICES AT THE BEGINNING AND AT THE END OF EACH WORK DAY. THE DESIGNATED INDIVIDUAL OR A QUALIFIED REPRESENTATIVE SHALL ALSO BE AVAILABLE ON AN AROUND THE CLOCK BASIS TO REPAIR AND/OR REPLACE DAMAGED OR MISSING TRAFFIC CONTROL DEVICES. THESE INDIVIDUALS SHALL BE EQUIPPED WITH CELLULAR PHONES AND THEIR NAMES AND PHONE NUMBERS SHALL BE GIVEN TO THE PROJECT ENGINEER AT THE PRE-CONSTRUCTION MEETING. THE DESIGNATED INDIVIDUAL MAY HAVE OTHER CONSTRUCTION RELATED DUTIES AS LONG AS IMMEDIATE ATTENTION IS GIVEN TO TRAFFIC CONTROL. PAYMENT FOR THE SERVICES OF THE TRAFFIC CONTROL INSPECTOR SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

ITEM 614, MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$3000 FOR EACH HOUR THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

DETOUR NOTIFICATION [ODOT/ PORTAGE COUNTY ENGINEERS]

THE CONTRACTOR SHALL ADVISE THE ODOT DISTRICT OFFICE (330-786-3148) AND PORTAGE COUNTY ENGINEERS (330-296-6411) EIGHTEEN (18) DAYS IN ADVANCE OF WHEN THE DETOUR ROUTE SHOULD BE IN EFFECT. ALL WORK ZONE DEVICES REQUIRED SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. PAYMENT FOR ALL WORK ASSOCIATED WITH THE DETOUR SHALL BE INCLUDED UNDER THE LUMP SUM BID FOR ITEM 614, DETOUR SIGNING.

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

NOTICE OF CLOSURE SIGNS, AS DETAILED IN THESE PLANS, SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD OR RAMP CLOSURE. THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

WILL BE
CLOSED
FOR DAYS
OHIO DEPT OF TRANSPORTATION

W20-H14-60

POR-224/183-12.99/0.00

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MAINTENANCE OF TRAFFIC GENERAL NOTES

CALCULATED
CNC
CHECKED

**ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN,
AS PER PLAN**

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A PORTABLE CHANGEABLE MESSAGE SIGN, THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCE OF 650 FEET AND 475 FEET RESPECTIVELY.

EACH SIGN SHALL BE TRAILER MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM TO DIM THE SIGN DURING DARKNESS AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PCMS TRAILERS SHOULD BE DELINEATED ON A PERMANENT BASIS BY AFFIXING RETROREFLECTIVE MATERIAL, IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE PCMS SHOULD NOT BE LOCATED IN THE MEDIAN OF THE HIGHWAY UNLESS IT IS PROTECTED FROM BOTH DIRECTIONS OF TRAFFIC. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE THE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS WILL BE OFF. ADDITIONALLY WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED, FACING AWAY FROM ALL TRAFFIC AND SHALL DISPLAY ONE OR MORE TYPE G YELLOW REFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT AND TO REVISE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE CONTRACTOR. A LIST OF ALL PROPOSED PREPROGRAMMED MESSAGES WILL BE GIVEN TO THE ENGINEER PRIOR TO CONSTRUCTION. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE LINE PRESENTATION FORMATS WITH UP TO OF SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DE-ACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL [IN ACTIVE CELLULAR AREAS] ALLOW REMOTE SIGN ACTIVATION, DEACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF 614. THE CONTRACTOR SHALL PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC AND. THE ENTIRE COST TO CONTROL TRAFFIC ACCRUED BY THE DEPARTMENT WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24 HOURS PER DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THEIR USE. THE REQUIREMENT TO FURNISH, INSTALL, MAINTAIN AND REMOVE A PCMS UNIT ON THIS PROJECT SHALL NOT IN ANY WAY RELIEVE THE CONTRACTOR OF HIS RESPONSIBILITIES AS OUTLINED IN 614.02.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

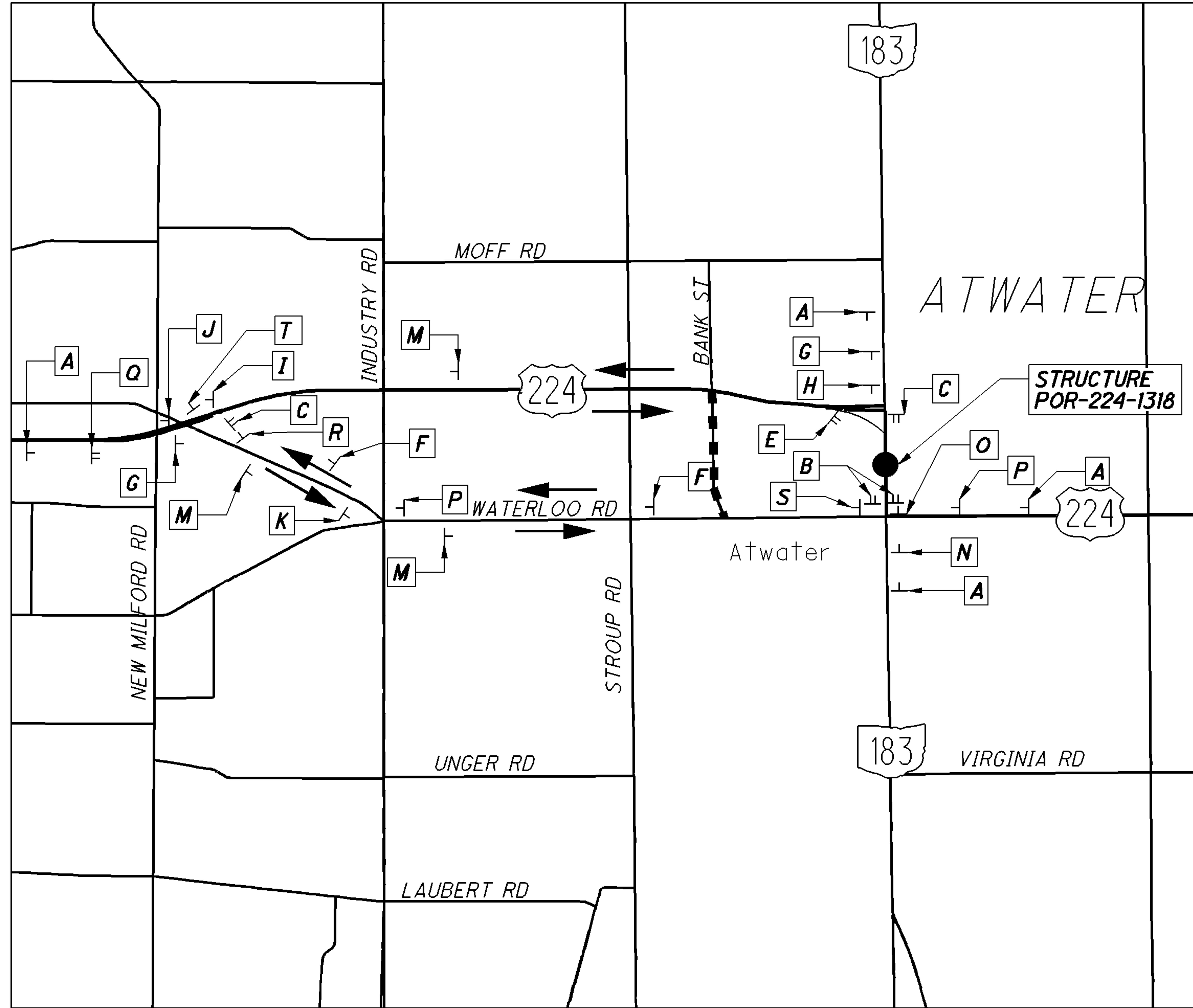
614 PORTABLE CHANGEABLE MESSAGE SIGN,
AS PER PLAN, 1 SIGN MONTH

**POR-224-183-
12.99/0.00**

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MAINTENANCE OF TRAFFIC GENERAL NOTES

CALCULATED
CNC
CHECKED



DETOUR PLAN FOR STRUCTURE POR-224-1318

● CLOSED AS PER SCD MT-101.60



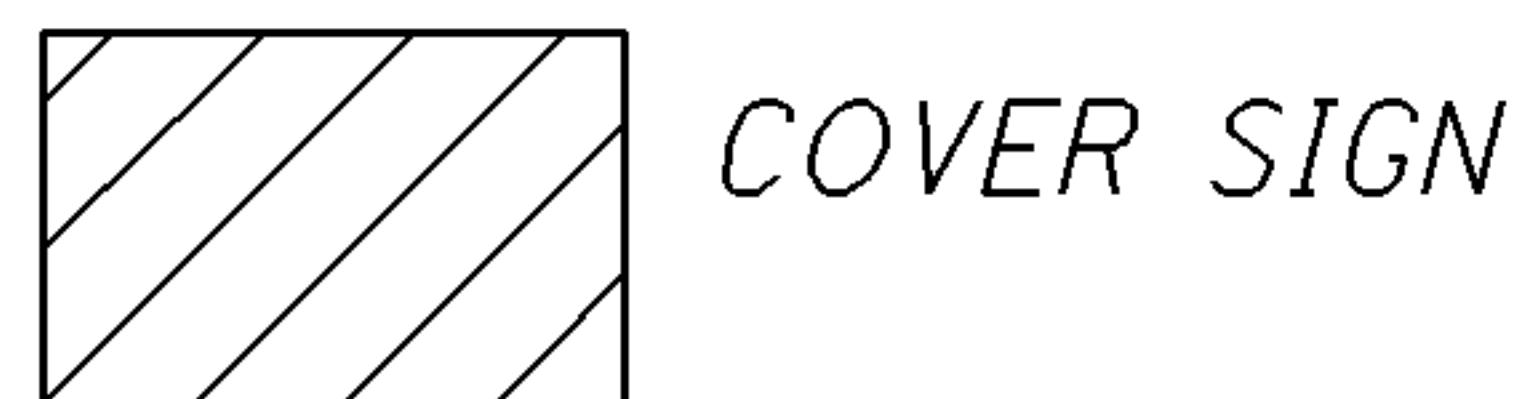
→ OFFICIAL DETOUR ROUTE: WATERLOO RD

NOT TO SCALE

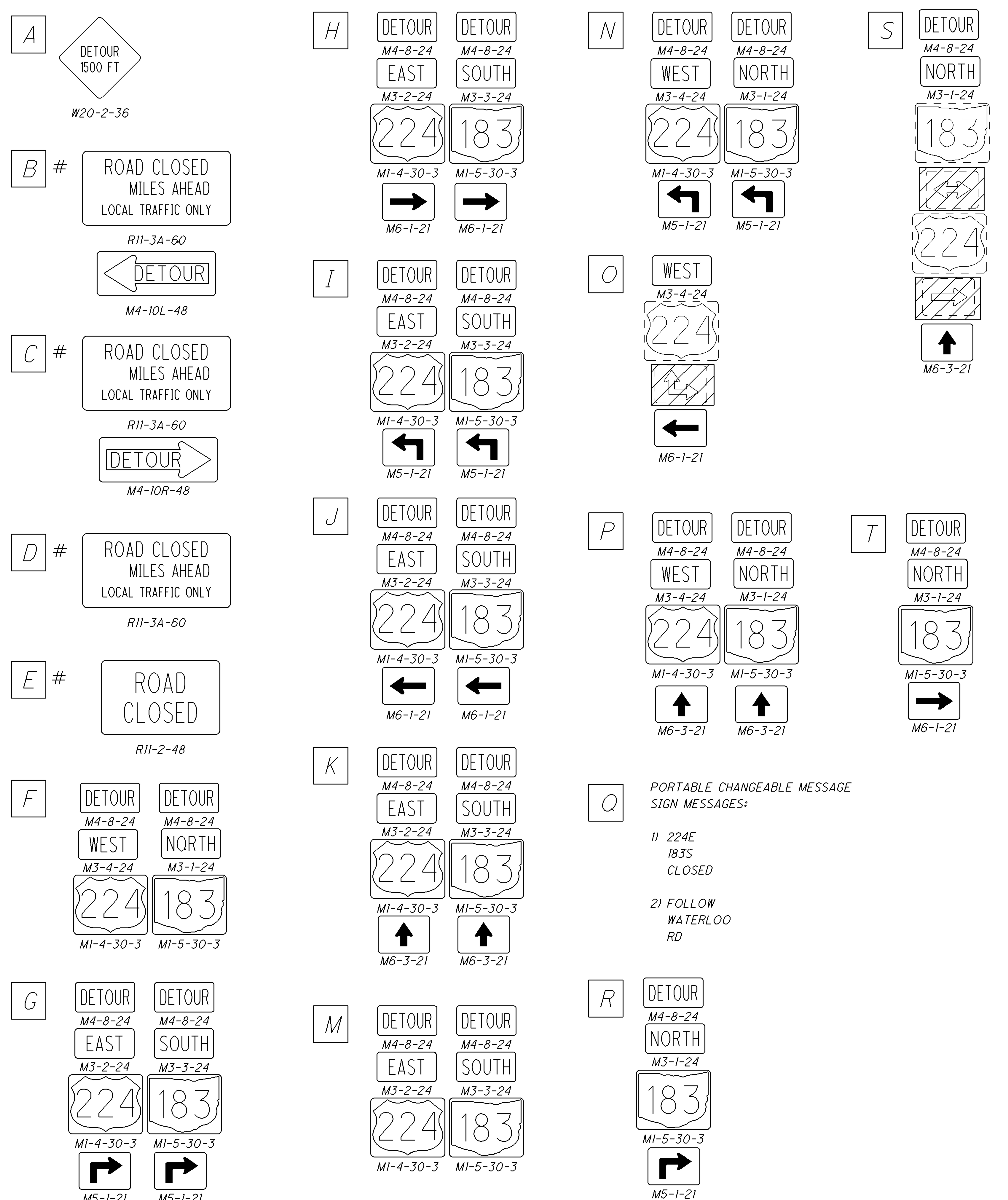
— LOCAL ALTERNATE DETOUR ROUTE: BANK ST

NOTE:

REFER TO THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 6H-8 (TYPICAL APPLICATION 8) FOR SIGN SPACING.

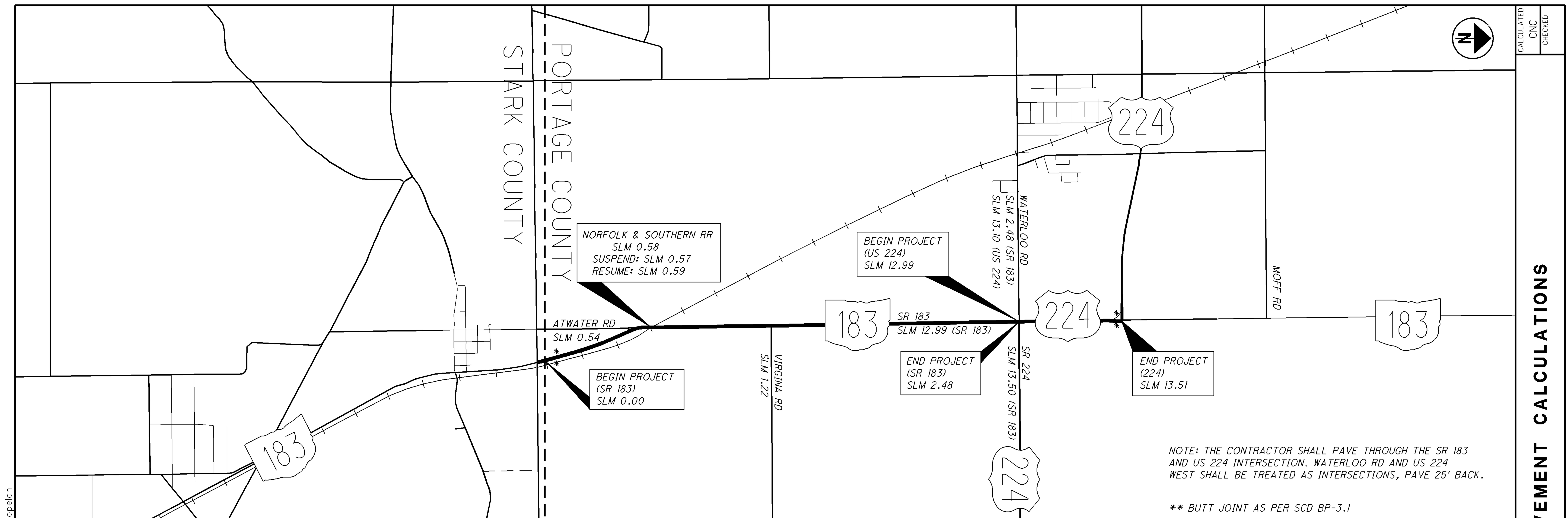


ON TYPE III BARRICADE
WITH TYPE B FLASHERS MOUNTED
PER SCD MT-101.60



POR-224/183-12.99/0.00

POR-224/18
-12.9°/0.0°



NOTE: THE CONTRACTOR SHALL PAVE THROUGH THE SR 183 AND US 224 INTERSECTION. WATERLOO RD AND US 224 WEST SHALL BE TREATED AS INTERSECTIONS, PAVE 25' BACK.

*** BUTT JOINT AS PER SCD BP-3.1

SPAWNEMENT MARKETING SUBSUMMARY

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION:

843 DATED 4/18/03

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17TH EDITION, INCLUDING THE 2002 INTERIM SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL.

EXISTING STRUCTURE VERIFICATION

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

BASE CONTRACT BID PRICES UPON RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VARIFIED IN THE FIELD.

PROPOSED WORK- POR-224-1318 (OVER DEER CREEK)

- REMOVE EXISTING ASPHALT CONCRETE OVERLAY, REPLACE WITH NEW ASPHALT CONCRETE OVERLAY
- PATCH ALL UNSOUND AREAS OF THE CONCRETE SUBSTRUCTURE
- SEAL ALL EXPOSED CONCRETE SURFACES
- REPAIR EROSION AT FORWARD LEFT
- CLEARING AND GRUBBING 15' AROUND THE STRUCTURE FOR SEALING OPERATIONS
- NEW STRUCTURE IDENTIFICATION SIGN

CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN

ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN: PRIOR TO THE SURFACE CLEANING SPECIFIED IN 519.04 AND WITHIN 24 HOURS OF PLACING PATCHING MATERIAL, BLAST CLEAN ALL SURFACES TO BE PATCHED INCLUDING THE EXPOSED REINFORCING STEEL. ACCEPTABLE METHODS INCLUDE HIGH-PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN THE WATER, ABRASIVE BLASTING WITH CONTAINMENT, OR VACUUM ABRASIVE BLASTING.

ITEM 202 - WEARING COURSE REMOVED AS PER PLAN

THIS ITEM OF WORK WILL CONSIST OF REMOVING THE EXISTING WEARING COURSE AND TYPE 3 WATERPROOFING FROM STRUCTURE POR-224-1318. THE PRECAST REINFORCED CONCRETE BOX CULVERT WILL NOT BE DISTURBED DURING THE REMOVAL PROCESS.

EROSION CONTROL

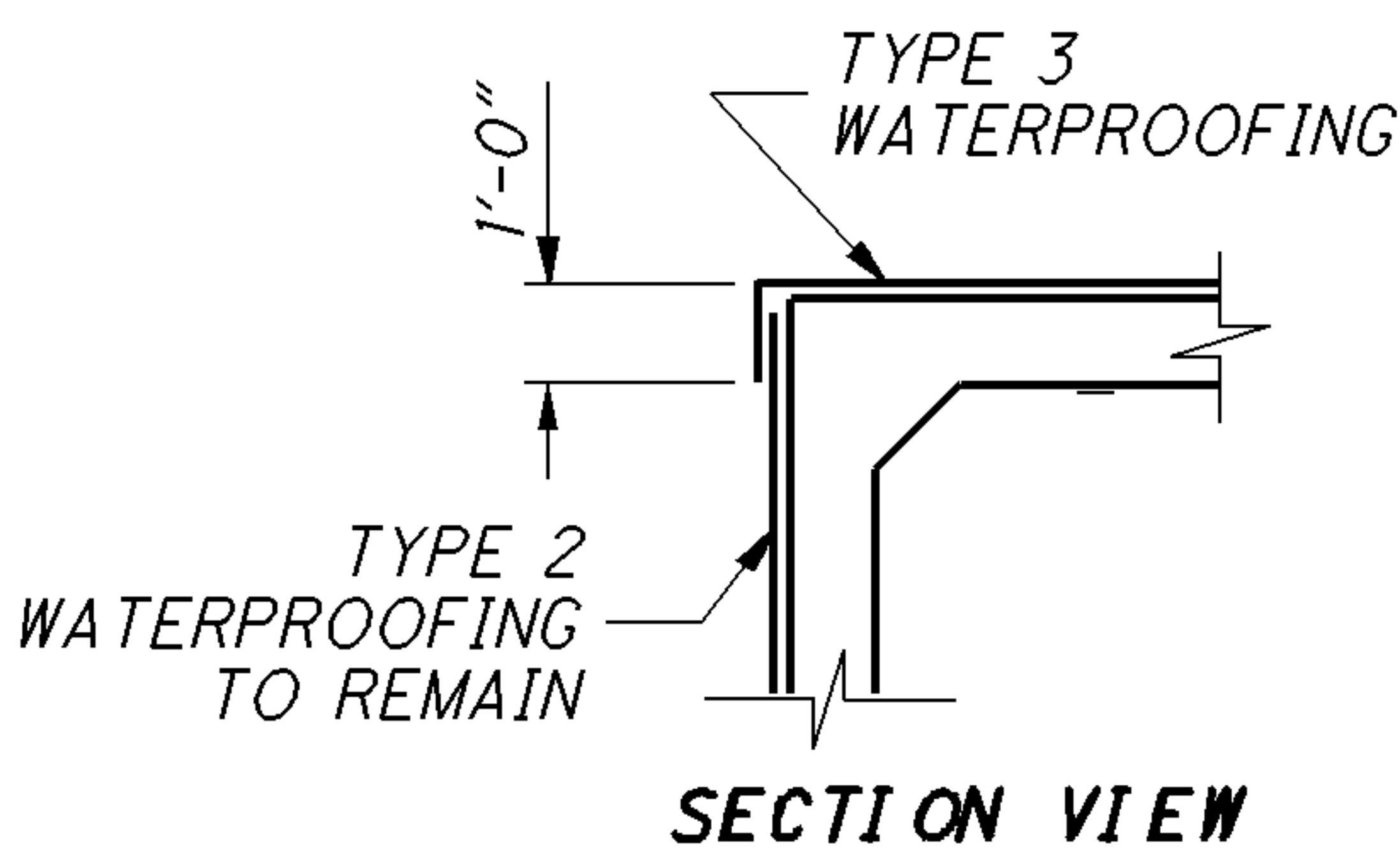
THIS WORK SHALL CONSIST OF REPAIRING EROSION AT THE FORWARD LEFT OF STRUCTURE POR-224-1318 NEAR THE END OF THE PAVED GUTTER WITH ROCK CHANNEL PROTECTION.

ITEM 601- ROCK CHANNEL PROTECTION TYPE A WITH FILTER, 5 CY

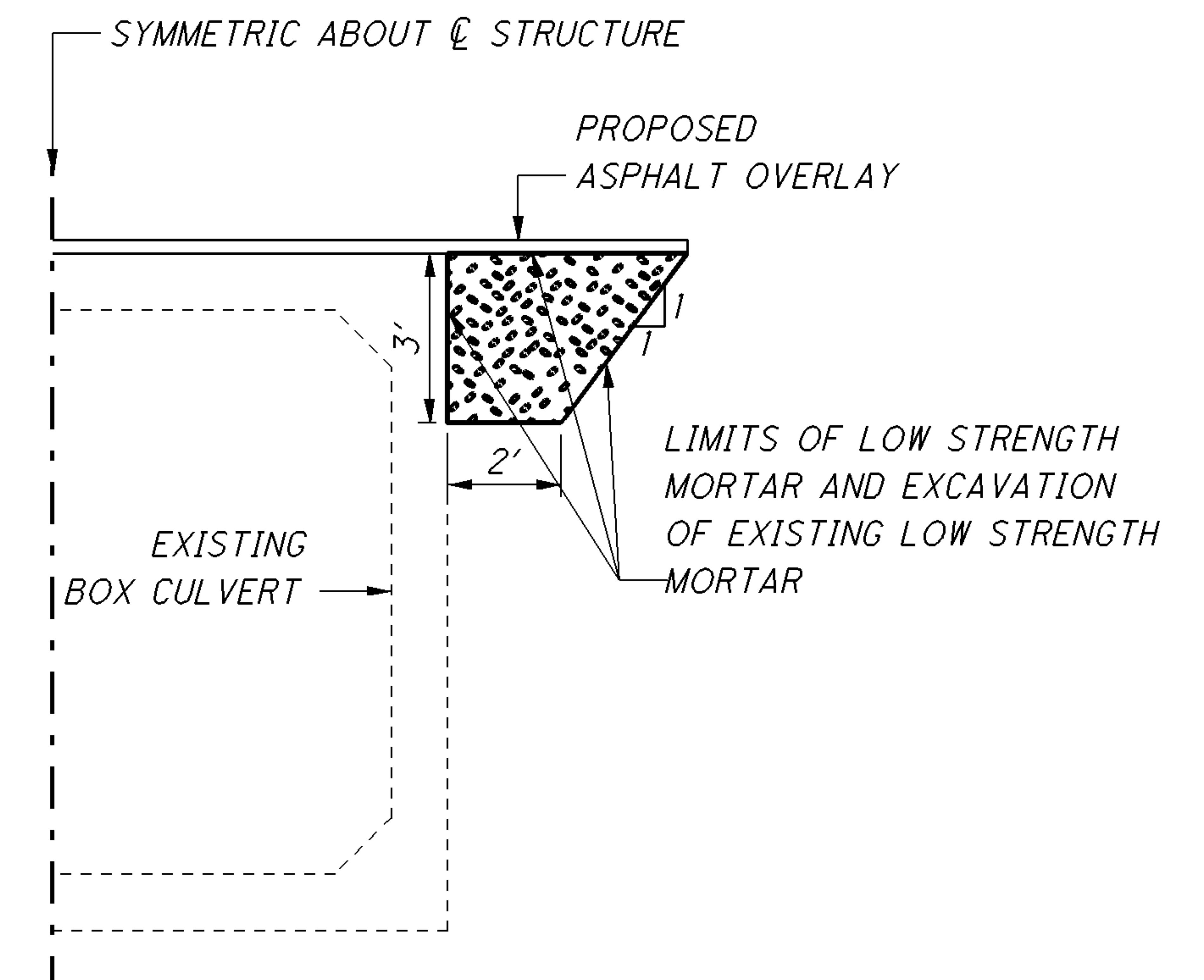
THIS WORK SHALL CONSIST OF REPAIRING EROSION BEHIND WINGWALLS AS DIRECTED BY THE ENGINEER WITH EMBANKMENT.

ITEM 203- EMBANKMENT, 2 CY**WATERPROOFING**

PAVEMENT IS TO BE USED DIRECTLY ON TOP OF THE CULVERT, TYPE 3 WATERPROOFING, PER CMS 512.08 AND 711.29 SHALL BE APPLIED TO THE ENTIRE TOP SURFACE OF THE PRECAST CULVERT SECTIONS AND SHALL EXTEND ONE FOOT VERTICALLY DOWN THE SIDES FOR ALL PORTIONS OF THE CULVERT WHICH SHALL BE IN CONTACT WITH THE PAVEMENT. PAYMENT FOR THE MEMBRANE WATERPROOFING SHALL BE AT THE CONTRACT BID PER SQUARE YARD FOR ITEM 512, WATERPROOFING.

**ITEM 613 - LOW STRENGTH MORTAR BACKFILL**

LOW STRENGTH MORTAR BACKFILL WILL BE PLACED AS SHOWN AND LATERALLY TO THE EDGE OF SHOULDER. SEE PROPOSAL NOTE FOR REMAINING REQUIREMENTS. PAYMENT FOR LOW STRENGTH MORTAR BACKFILL WILL BE MADE FOR BACKFILL PLACED TO THE LIMITS SHOWN. THE EXCAVATION REQUIRED FOR THE PLACEMENT OF THE LOW STRENGTH MORTAR WILL BE PAID FOR UNDER ITEM 203, EXCAVATION.

**STRUCTURE IDENTIFICATION SIGNS**

STRUCTURE IDENTIFICATION SIGNS (I-H25a) WILL BE PLACED ON EACH APPROACH OFF THE RIGHT SHOULDER, FACING TRAFFIC, AND BEHIND THE GUARDRAIL IF APPLICABLE. A QUANTITY OF ONE SIGN PER APPROACH WILL BE INSTALLED. THE SIGNS WILL HAVE A NON-REFLECTIVE WHITE SHEETING BACKGROUND.

THE SIGNS WILL BE MOUNTED ON NEW NO. 2 POSTS AND WILL BE INSTALLED AS PER STANDARD CONSTRUCTION DRAWING TC-41.20, MOST CURRENT REVISION. EACH POST WILL BE 7.5' IN LENGTH.

INSTALL SIGNS FOR THE FOLLOWING STRUCTURES:
POR-224-13.18

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED FOR EACH APPROACH:

- ITEM 630 - SIGN, FLAT SHEET, 730.20, 1 SQ FT
- ITEM 630 - GROUND MOUNTED SUPPORT, NO. 2 POST, 7.5 FT
- ITEM 630 - REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL, 1 EACH
- ITEM 630 - REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL, 1 EACH

DESIGN AGENCY	ODOT --DISTRICT 4
PLANNING & ENGINEERING	

STRUCTURE GENERAL NOTES	
BRIDGE NO : POR-224-1318 OVER DEER CREEK	

POR-224-1318- 12.99 0.00	PID No. 888894
1 / 4	14 / 17

CALC:	CNC	DATE:	9/17/2015
CHECKED:	MAC	DATE:	1/8/2016

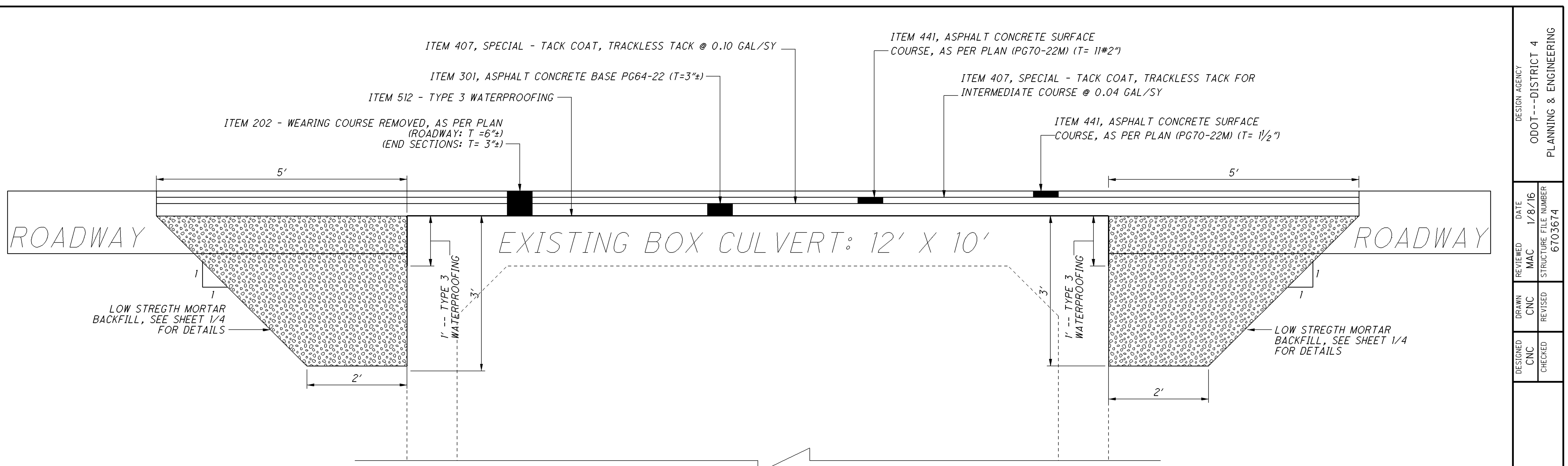
ESTIMATED QUANTITIES (02/STR/BR)

STRUCTURE GENERAL NOTES

BRIDGE NO.: POR-224-1318
OVER DEER CREEK

ODOT --- DISTRI
DESIGN AGENCY

AC 1/8/16 ODOT ---DISTRICT 4
STRUCTURE FILE NUMBER
6703674



POR-224-1318

SPECIAL PROVISIONS

WATERWAY

PERMITS

CONDITIONS

C-R-S: POR-244/183-12.99/0.00

PID: 88894

Date: 12/07/2015

1. Waterway Permit Time Restrictions:

Regional General Permit (RGP) Section B (Maintenance) is authorized for POR-244/183-12.99/0.00, PID 88894. A copy of the RGP shall be kept at the work site at all times and made available to all contractors and subcontractors. The permit is effective starting: December 07, 2015. The permit expires: October 24, 2019.

For permitted work in aquatic resources (including, but not limited to: streams, wetlands, jurisdictional ditches, captured streams, lakes, ponds), the Department will consider the Contractor's submission of a reauthorization to the waterway permit end date based on project constraints. In order to be considered, the Contractor must submit a justification to the Engineer at least 90 days prior to the waterway permit end date. The Engineer will submit the request for a time extension to ODOT-OES-WPU for consideration and coordination with the U.S. Army Corps of Engineers (USACE), Ohio Environmental Protection Agency (OEPA), U.S. Coast Guard (USCG), U.S. Fish and Wildlife Service (USFWS), and Ohio Department of Natural Resources (ODNR).

2. Deviations From Permitted Construction Activities

No deviation from the requirements for work in aquatic resources depicted in the plans, Special Provisions, and/or working drawings may be made unless a modification has been submitted to ODOT-OES-WPU and approved by the appropriate agencies (i.e., USACE, OEPA, USCG, ODNR, and USFWS).

For emergency situations resulting in unanticipated impacts to aquatic resources, provide notification (verbal or written) to the Engineer as soon as possible following discovery of the situation. Written notification to the Engineer and notification to the ODOT-OES-WPU (614-466-7100) must be made within 24 hours.

For non-emergency situations, notify the Engineer in writing for submission to the ODOT-OES-WPU (614-466-7100) for consideration and coordination with the appropriate agencies. Notification must be made at least 90 days prior to planned, non-permitted activities. Consideration of the requested deviation is at the discretion of the Director and must be coordinated with the appropriate regulatory agencies.

3. In-Stream Work Restrictions

Work in the following aquatic resources is further restricted as follows:

Stream Name /Description	Location	Work restriction dates (No in-stream work permitted)
Deer Creek	STA-148+50	None

In-stream work has been defined as the placement and/or removal of fill materials (temporary or permanent) below ordinary high water of a stream. Examples of "fill" include, but are not limited to: bridge piers, abutments, culverts, rock channel protection, scour protection and temporary work pads**.

****NOTE: temporary impacts are not authorized in the stream for this project. Additional permitting is required if temporary impacts are necessary.**

Fills placed within a stream identified in the above table (outside of the work restriction dates) can continue to be worked from during the work restriction dates, but cannot be expanded, removed, or otherwise modified (below ordinary high water) until once again outside of the work restriction dates.

4. Materials:

Materials utilized in or adjacent to aquatic resources on this project for permanent fill or bank protection shall consist of suitable material free from toxic contaminants in other than trace quantities. Broken asphalt is specifically excluded. Chromated Copper Arsenate (CCA), creosote, and other pressure treated lumber shall not be used in structures that are placed in aquatic resources.

5. Cultural Resources

If archeological sites or human remains are discovered, cease all work in the immediate area and notify the Engineer who will immediately contact the ODOT-District Environmental Coordinator and ODOT-OES-Cultural Resource Section at 614-466-7100. In the event of human remains are identified by OES-Cultural Resources Section the Engineer shall also contact the Portage County Sheriff's Office at (330) 678-7012.

6. Aquatic Resource Demarcation:

All aquatic resources indicated on the plans shall be demarcated in the field as per SS 832 prior to site disturbance. Specifically, only 30 linear feet of Deer Creek can be impacted.

The remainder of the aquatic resources must be demarcated as to ensure avoidance. The fence shall remain in place and be maintained throughout the construction process. Following the completion of the project, the fence and posts shall be removed.

7. Spill containment:

Provide and Maintain an Oil Spill Kit with a minimum capacity of 65 gallons. The Spill Kit shall contain:

- 6 - 3 in. X 8 ft. Oil only socks
- 4 - 18 in. X 18 in. Oil only pillows
- 2 - 5 in. X 10ft. Booms
- 50 - 16in. X 20 in. Oil only pads
- 10- Disposable Bags
- 1- 65 Gallon drum with lid
- 25 pounds of Granular Oil Absorbent

The Oil Spill Kit shall be located within 150 feet of any equipment working in an aquatic resource. The oil Spill Kit shall be maintained for the life of the contract. Any materials utilized during the project will be replaced within 48 hours. All costs associated with furnishing and maintaining the above referenced spill containment kit is incidental to work.

8. Blasting:

State law requires notification to the Ohio Department of Natural Resources should blasting be required within or near stream channels (See ORC 1533.58 & CMS 107.09). Notify Engineer, in writing, for submission to ODOT-OES-WPU (614-466-7100) for coordination with ODNR.

9. Bridge Inspection:

Prior to the removal of bridge structures, the underside must be carefully examined for the presence of birds and bats. Should any birds or bats be found roosting on the underside of the bridge, the Contractor is required to notify the Engineer for coordination with ODOT-OES-WPU (614-466-7100).

10. Project Inspection:

Inspection of Work may include inspection by representatives of other government agencies or railroad corporations that pay a portion of the cost of the Work or regulate the Work through State and Federal law. Comments from the representatives of these agencies shall be directed to the Engineer. Please forward a copy to ODOT-OES-WPU (614-466-7100).

11. Temporary Access Fills (Stream and River Crossings and Fills)

Temporary impacts to streams are not authorized for this project. Temporary fill activities can include, but are not limited to, causeways, work pads, coffer dams, sheet piling, and construction equipment. Any unauthorized temporary impacts that occur will be in violation of Section 404 and 401 of the Clean Water Act.

12. Excavation Activities:

Excavated material will be placed at the upland site and disposed of in such a manner that sediment and runoff to streams and other waters is controlled and minimized. If any changes to the proposed work are deemed necessary, you must notify and coordinate with the ODOT-OES-WPU (614-466-7100).

Version: 2014