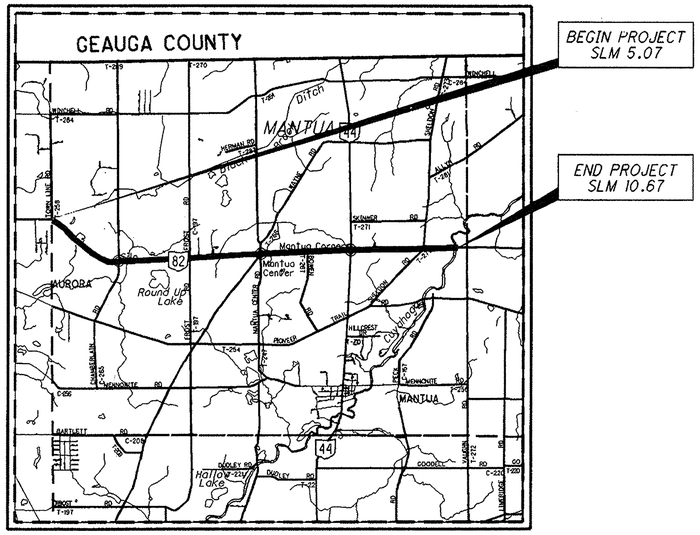

LOCATION MAP

LATITUDE: N41°18'35" LONGITUDE: W81°14'55"

SCALE IN MILES

0 1 2 3 4

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

DESIGN DESIGNATION

DESIGN FUNCTIONAL CLASSIFICATION:
RURAL MAJOR COLLECTOR
NHS PROJECT ..... NO

DESIGN EXCEPTIONS

NONE

UNDERGROUND UTILITIES

CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG

CALL
1-800-362-2764
(TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS PROTECTIVE
SERVICE CALL: **1-800-925-0988**

PLAN PREPARED BY:
ODOT - DISTRICT 4 PRODUCTION
2088 SOUTH ARLINGTON RD.
AKRON, OHIO 44306

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

POR-82-5.07

MANTUA TOWNSHIP
PORTAGE COUNTY

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PROJECT DESCRIPTION

IMPROVEMENT OF 5.60 MILES OF S.R. 82 BY PLANING AND RESURFACING, INCLUDING MINOR BRIDGE WORK ON STRUCTURE POR-82-1067.

PROJECT EARTH DISTURBED AREA: 0 ACRES
ESTIMATED CONTRACTOR EDA: N/A (MAINTENANCE PROJECT)
NOTICE OF INTENT EDA: N/A (MAINTENANCE PROJECT)

2008 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 AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

ENGINEERS SEAL:

STATE OF OHIO
DOUGLAS A. YARD
E-58044
REGISTERED
PROFESSIONAL ENGINEER

SIGNED:
DATE: 10/31/08

STANDARD CONSTRUCTION DRAWINGS							SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	10/19/07	MT-95.50	9/05/06				800-2008	10/17/08
BP-4.1	7/16/04	MT-97.10	9/05/06				832	4/25/06
		MT-97.12	9/05/06					
DM-4.3	7/19/02	MT-99.20m	1/30/95					
DM-4.4	7/19/02	MT-105.10	10/18/02					
		MT-105.11	10/18/02					
GR-1.1	7/16/04							
GR-2.1	1/16/04	TC-52.10	1/19/07					
GR-2.2	1/20/06	TC-52.20	1/19/07					
GR-3.4	1/20/06	TC-65.10	1/21/05				SPECIAL PROVISIONS	
GR-4.2	1/19/07	TC-65.11	1/21/05					
GR-5.2	1/16/04	TC-73.10	1/19/01					
GR-5.3	1/16/04							
GR-6.1	4/18/03							
MT-35.10	4/20/01							

APPROVED Eric M. Gyettinger
DATE 10-31-08 DISTRICT DEPUTY DIRECTOR

APPROVED James G. Beasley
DATE 11-12-08 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. E080 (389)

84052

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT NONE

POR-82-5.07

POR - SR-82-5.07
090058 PID - 84052
Dist 4 1/28/2009
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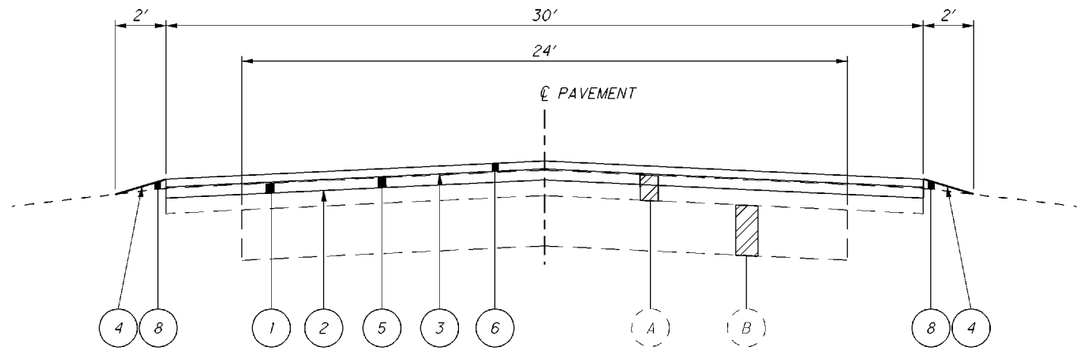
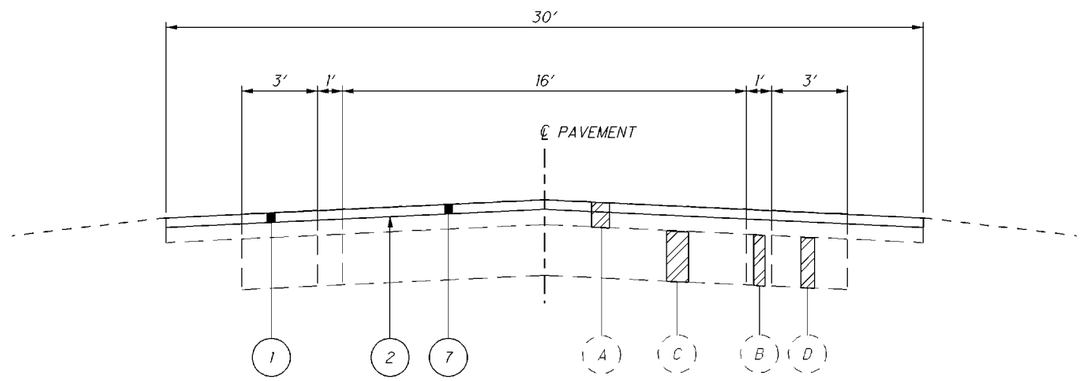


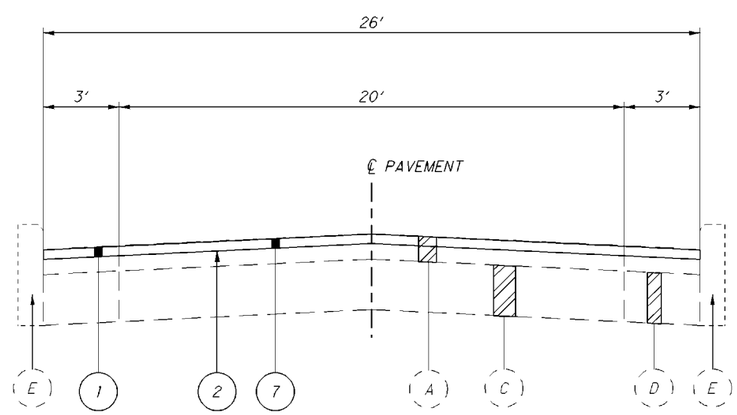
S.R. 82

5.07 TO 9.14



S.R. 82

9.41 TO 10.06



S.R. 82

10.06 TO 10.67

LEGEND

1. 254, PAVEMENT PLANING, ASPHALT CONCRETE (T = 1 ½")
2. 407, TACK COAT @ 0.15 GAL/SY
3. 407, TACK COAT FOR INTERMEDIATE COURSE @ 0.04 GAL/SY
4. 408, PRIME COAT, AS PER PLAN
5. 448, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG 64-22 (T = 1 ¾")
6. 448, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M (T = 1 ¼")
7. 448, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M (T = 1 ½")
8. 617, COMPACTED AGGREGATE, AS PER PLAN

- (A) EXISTING ASPHALT CONCRETE
- (B) EXISTING ASPHALT CONCRETE BASE
- (C) EXISTING BRICK
- (D) EXISTING WATER BOUND MACADAM
- (E) EXISTING CURB

TYPICAL SECTIONS

POR-82-5.07

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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 HEAD-QUARTERS 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.

CONVERSION OF STANDARD CONSTRUCTION DRAWINGS

CONVERT THE METRIC STANDARD DRAWINGS REFERENCED IN THIS PLAN TO ENGLISH UNITS USING THE SI (METRIC) TO ENGLISH CONVERSION FACTORS PROVIDED IN SECTION 109.02 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS.

CONVERSIONS WILL BE APPROPRIATELY PRECISE AND REFLECT STANDARD INDUSTRY ENGLISH VALUES WHERE SUITABLE.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY WITH A UNIFORM THICKNESS OF 3 INCHES FROM SLM 5.07 TO 9.14 AND 1½ INCHES FROM SLM 9.43 TO 10.67 AS SHOWN ON THE TYPICAL SECTIONS.

INTERSECTIONS (SLM 9.43 TO 10.67)

INTERSECTIONS 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 (SLM 5.07 TO 9.14)

INTERSECTIONS 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.

PAVEMENT MARKING LANE WIDTHS

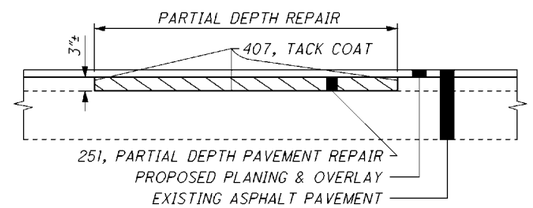
THE NORMAL LANE WIDTH FOR THE PAVEMENT MARKINGS ON THIS PROJECT SHALL BE AS FOLLOWS:

ROUTE	S.L.M. TO S.L.M.	LANE WIDTH
S.R. 82	5.07 TO 9.14	12' 12'
S.R. 82	9.41 TO 10.67	12' 12'

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 3"± OF 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, 4000 SQ. YD.



ITEM 408 - PRIME COAT, AS PER PLAN

THE CONTRACTOR WILL 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.

THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID PRIME COAT MATERIAL ONTO THE EDGE OF THE PAVEMENT OR EDGELINE. CARE ALSO SHALL BE TAKEN TO AVOID SPRAYING LIQUID PRIME COAT MATERIAL ONTO DRIVEWAY APRONS, MAILBOX APPROACHES OR ANY PEDESTRIAN AREAS. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS.

ITEM 617 COMPACTED AGGREGATE, AS PER PLAN

IN LOW SHOULDER AREAS EXCEEDING 1", 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
1-½"	100
¾"	50-100
NO. 4	35-70
NO. 30	9-33
NO. 200	0-13

ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 (DRIVEWAYS)

THIS ITEM OF WORK SHALL CONSIST OF PAVING ALL EXISTING DRIVEWAYS THAT DO NOT HAVE A CURB CUT OR ARE NOT PAVED AS AN INTERSECTION AS SHOWN ON THE ASPHALT CONCRETE PLAN SHEET. DRIVEWAYS ARE TO BE PAVED A DISTANCE OF 10 FT. FROM THE EDGE OF PAVED SHOULDER UNLESS OTHERWISE DIRECTED BY THE ENGINEER. DRIVEWAYS SHALL BE PAVED AFTER COMPLETION OF THE SURFACE COURSE. ASPHALT CONCRETE AVERAGE THICKNESSES SHALL BE 2 IN. FOR AGGREGATE DRIVEWAYS (UNIMPROVED) AND 1 IN. FOR IMPROVED DRIVEWAYS. AGGREGATE DRIVEWAYS SHALL BE GRADED PRIOR TO PAVING SUCH THAT SURFACE DRAINAGE DOES NOT ENCROACH UPON THE PAVED SHOULDER. THE MAXIMUM PAVED WIDTH SHALL NOT EXCEED THAT ALLOWED FOR THROAT AND RADIUS FOR UNCURBED DRIVEWAYS AS PER STANDARD DRIVE DESIGN MANUAL. ALL GRADING, TOOLS, EQUIPMENT, MATERIAL AND INCIDENTALS REQUIRED TO LAYOUT AND CONSTRUCT THE DRIVEWAYS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 (DRIVEWAYS).

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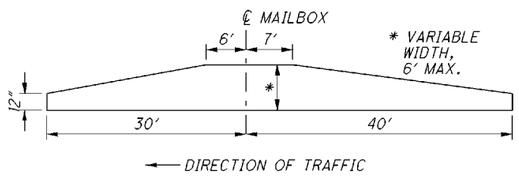
PAVED MAILBOX APPROACHES

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 HAVE THE OPTION OF PAVING THE MAILBOX APPROACHES WITH EITHER THE PAVING OF THE DRIVEWAYS OR THE PAVING OF THE MAINLINE AND SHOULDERS. PAYMENT SHALL BE AS FOLLOWS:

1. SHOULD THE CONTRACTOR ELECT TO PAVE THE MAILBOX APPROACHES WITH THE DRIVEWAYS THEN ALL GRADING, TACK, TOOLS, EQUIPMENT, MATERIAL AND INCIDENTALS REQUIRED FOR THE CONTRACTOR TO LAYOUT AND CONSTRUCT THE MAILBOX APPROACHES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 448, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 (DRIVEWAYS).

2. SHOULD THE CONTRACTOR ELECT TO PAVE THE MAILBOX APPROACHES WITH THE MAINLINE AND SHOULDERS, 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 448, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M.



FIELD DRIVES

THIS ITEM OF WORK SHALL CONSIST OF PLACING ITEM 304 AGGREGATE BASE FOR ALL FIELD DRIVES. FIELD DRIVES ARE TO BE PLACED A DISTANCE OF 10 FT. FROM THE EDGE OF PAVED SHOULDER UNLESS OTHERWISE DIRECTED BY THE ENGINEER. FIELD DRIVES SHALL BE PLACED AFTER COMPLETION OF THE SURFACE COURSE. AVERAGE THICKNESS SHALL BE 2 IN. ALL GRADING, TOOLS, EQUIPEMENT, MATERIAL, AND INCIDENTALS REQUIRED TO LAYOUT AND CONSTRUCT THE FIELD DRIVES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 304 AGGREGATE BASE.

AN ESTIMATED QUANTITY OF 15 CU YD. HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS WORK.

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″ BY 4″ SQUARE OR 4½″ DIAMETER ROUND, AND CONFORM TO 710.14.

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

HARDWARE (PLATES, SCREWS, BOLTS, 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).

THE FOLLOWING ESTIMATED QUANTITIES HAS BEEN CARRIED TO THE GENERAL SUMMARY.

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

ITEM 606 - ANCHOR ASSEMBLY, TYPE E-98

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING EITHER OF THE FOLLOWING GUARDRAIL END TERMINALS, OR AN APPROVED EQUAL AS LISTED ON ROADWAY ENGINEERING 5/32S WEB PAGE AT WWW.DOT.STATE.OH.US/DRRC/ UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS:

1) THE ET-2000 (1997) MANUFACTURED BY TRINITY INDUSTRY, 1170 N. STATE STREET, GIRARD, OHIO 44420 (TELEPHONE: 330-545-4373).

THE LENGTH OF THE ET-2000 (1997) SYSTEM IS CONSIDERED TO BE 50′-0″, INCLUSIVE OF TWO 25′-0″ LONG RAIL ELEMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG. NO.	DRAWING NAME	DWG./ REV. DATE	ODOT APPROVAL DATE
SSS265M	ET-2000 (1997) PLAN, ELEVATION AND SECTIONS	6/20/97	3/6/98
SS142	ET2000 PLUS 50′-0″ PLAN, ELEVATION AND SECTION 25′-0″ RAIL, SLEEVE W/PL POSTS 1-4	4/12/00	7/31/00
SS141	ET2000 PLUS PLAN, ELEVATION AND SECTION 25′-0″ RAIL, HBA POSTS 1-4	2/29/00	7/31/00
SS158	ET2000 PLUS 50′-0″ WITH 12′-6″ PANELS AND HBA POSTS 1-4 PLAN, ELEVATION AND SECTION	5/22/00	7/31/00

2) THE SKT-350 MANUFACTURED BY ROAD SYSTEMS, INC., 2516 MALLORY LANE, STOW, OHIO, 44224, (TELEPHONE: 330-346-0721).

THE LENGTH OF THE SKT-350 SYSTEM IS CONSIDERED TO BE 50′-0″, INCLUSIVE OF FOUR 12′-6″ LONG RAIL ELEMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG. NO.	DRAWING NAME	DWG./ REV. DATE	ODOT APPROVAL DATE
SKT-4M	SEQUENTIAL KINKING TERMINAL (SKT-350) ASSEMBLY WITH 4 FOUNDATION TUBES	12/11/97	3/6/98

THE FACE OF THE TYPE E-98 IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19, APPROXIMATELY 18″ X 18″, OR 12″ X 18″ IF APPLIED TO A RECTANGULAR ET-2000 "PLUS" EXTRUDER HEAD.

REFER TO THE MANUFACTURER'S INSTRUCTION REGARDING THE INSTALLATION OF, AND THE GRADING AROUND, THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4-INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 27-3/4-INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4-INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, TYPE E-98, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A "W-BEAM RAIL SPLICE" AS SHOWN IN AASHTO M 180. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

CALCULATED LMS CHECKED DAY

GENERAL NOTES

POR-82-5.07

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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 LANE IN EACH DIRECTION SHALL BE MAINTAINED ON THE EXISTING PAVEMENT AND COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK.

2. THE CONTRACTOR SHALL INFORM THE DISTRICT OFFICE (330) 786-2211, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.

3. CONES SHALL NOT BE ACCEPTABLE TRAFFIC CONTROL DEVICES FOR LANE RESTRICTIONS OR LANE REDUCTIONS THAT ARE IN OPERATION ONE-HALF HOUR AFTER SUNSET OR ONE HALF-HOUR BEFORE SUNRISE. ALL NIGHTTIME LANE RESTRICTIONS SHALL REQUIRE DRUMS OR BARRICADES AT A MAXIMUM SPACING OF FIFTY (50) FEET. WEIGHTED CHANNELIZERS MAY BE USED IN ACCORDANCE WITH THE ADDITIONAL NOTE HEREIN.

4. 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.

5. THE CONTRACTOR SHALL FURNISH, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE ALL FLAGS, BARRICADES, SIGNS, SIGN SUPPORTS AND FURNISH AND MAINTAIN ALL FLAGGERS, WATCHERS AND INCIDENTALS RELATED THERETO.

6. 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 RURAL OR ONE [1] MILE URBAN.

7. 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.

8. 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 CENTER 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.

9. A QUANTITY OF 30 CU. YDS. OF 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL BE PROVIDED FOR USE IN MAINTAINING PAVEMENT, SHOULDERS AND OTHER LOCATIONS AS DIRECTED BY THE ENGINEER.

10. PRIOR TO OPENING TO TRAFFIC EACH LANE SHALL BE IN A SAFE, PASSABLE CONDITION. ALL TRANSVERSE JOINTS SHALL EXTEND ACROSS THE FULLLANE 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.

11. 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], W8-H13 [NO EDGE LINES], R4-1 [DO NOT PASS], R4-2 [PASS WITH CARE], W8-11 [UNEVEN LANES SYMBOL]. THESE QUANTITIES SHALL BE AS PER 614.04.

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

614, WORK ZONE CENTER LINE, CLASS II, 14.73 MILE
614, WORK ZONE MARKING SIGN, 15 EACH

CONTRACTOR'S EQUIPMENT - OPERATION AND STORAGE

A QUALIFIED FLAGGER SHALL BE EMPLOYED WHERE THE CONTRACTOR'S EQUIPMENT MUST MERGE WITH THE TRAFFIC STREAM. THE CONTRACTOR'S EQUIPMENT SHALL BE EQUIPPED WITH AT LEAST ONE AMBER FLASHING LIGHT. PAVERS, ROLLERS AND OTHER EQUIPMENT MAY BE PARKED IN AREAS ALONG THE HIGHWAY WHEN PAVING OPERATIONS ARE SCHEDULED TO CONTINUE WITHIN THE NEXT WORKDAY. OTHERWISE THE EQUIPMENT SHALL BE STORED AT A STORAGE AREA OUTSIDE THE R/W, THE LOCATION OF WHICH SHALL HAVE PRIOR APPROVAL OF THE ENGINEER. WHEN PARKING ALONG THE HIGHWAY THE EQUIPMENT SHALL BE PLACED AND DELINEATED AS PER 614.03. NO EQUIPMENT SHALL BE PARKED IN THE MEDIAN OF THE HIGHWAY. ADEQUATE BARRICADES AND LIGHTS SHALL BE PLACED ON THE PAVEMENT SIDE OF THE EQUIPMENT TO IDENTIFY THE LIMITS OF THE EQUIPMENT. ALL OTHER EQUIPMENT, INCLUDING PRIVATE VEHICLES, SHALL BE STORED AT THE APPROVED CONTRACTOR'S STORAGE AREA. NO EQUIPMENT SHALL BE PARKED ON PRIVATE PROPERTY UNLESS PRIOR APPROVAL OF THE OWNER AND THE PROJECT ENGINEER/ SUPERVISOR HAS BEEN GRANTED.

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.

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.

BRIDGE PAINTING EQUIPMENT ON SHOULDERS

IF BRIDGE PAINTING EQUIPMENT IS TO REMAIN ON THE SHOULDERS WHEN THE CONTRACTOR IS NOT WORKING, IT SHALL BE PLACED BEHIND PORTABLE CONCRETE BARRIER (PCB) AND A WORK ZONE IMPACT ATTENUATOR (WZIA) SHALL PROTECT THE LEADING BLUNT END OF THE PCB (SEE OMUTCD, FIGURE 6H-5 "SHOULDER CLOSURE ON FREEWAY" (TYPICAL APPLICATION 5)). IF THE CONTRACTOR CHOOSES TO PROTECT PAINTING EQUIPMENT WITH PCB AND A WZIA, THE COST SHALL BE CONSIDERED INCIDENTAL TO THE LUMP SUM BID FOR MAINTAINING TRAFFIC.

HOLIDAY LANE CLOSURES

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPENED TO TRAFFIC AND ALL SIGNALS IN OPERATION DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	NEW YEARS
MEMORIAL DAY	FOURTH OF JULY
LABOR DAY	THANKSGIVING

DAY OF THE WEEK	TIMES ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 12:00N MONDAY
MONDAY	12:00N FRIDAY THROUGH 12:00N TUESDAY
TUESDAY	12:00N MONDAY THROUGH 12:00N WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 12:00N THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 12:00N MONDAY
FRIDAY	12:00N THURSDAY THROUGH 12:00N MONDAY
SATURDAY	12:00N FRIDAY THROUGH 12:00N MONDAY

THERE SHALL NOT BE ANY EXTENSIONS DUE TO WEATHER OR MATERIAL DELAYS WHATSOEVER.

SHALL THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, DISINCENTIVES OF $1,000 SHALL BE ASSESSED TO THE CONTRACTOR FOR EACH CALENDAR DAY THAT THE LANES REMAIN CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

WEIGHTED CHANNELIZERS

THE WEIGHTED CHANNELIZER SHALL BE PREDOMINATELY ORANGE IN COLOR AND SHALL BE MADE OF A LIGHTWEIGHT, FLEXIBLE, AND DEFORMABLE MATERIAL. THEY SHALL BE AT LEAST 42 INCHES IN HEIGHT WITH A WEIGHTED BASE. THEY MAY HAVE A "HANDLE" OR LIFTING DEVICE WHICH EXTENDS ABOVE THE 42 INCH MINIMUM HEIGHT.

THE MARKINGS ON THE WEIGHTED CHANNELIZER SHALL BE HORIZONTAL, CIRCUMFERENTIAL, ALTERNATING ORANGE AND WHITE RETROREFLECTIVE STRIPES 6 INCHES WIDE. EACH WEIGHTED CHANNELIZER SHALL HAVE A MINIMUM OF TWO ORANGE AND TWO WHITE STRIPES. ANY NON-RETROREFLECTIVE SPACES BETWEEN THE HORIZONTAL ORANGE AND WHITE STRIPES SHALL NOT EXCEED 2 INCHES WIDE. THE WEIGHTED CHANNELIZER SHALL HAVE A 4-INCH MINIMUM WIDTH, REGARDLESS OF ORIENTATION.

ON FREEWAYS AND MULTILANE HIGHWAYS:
USE OF WEIGHTED CHANNELIZERS ON FREEWAYS AND MULTILANE HIGHWAYS SHALL BE LIMITED TO SHORT-TERM OPERATION, GENERALLY TWELVE HOURS OR LESS, FOR EITHER DAY OR NIGHT. UPON COMPLETION OF WORK WITHIN THE ABOVE NOTED TIME PERIOD, THE WEIGHTED CHANNELIZERS SHALL BE REMOVED. THE WEIGHTED CHANNELIZERS MAY AGAIN BE PLACED ON THE HIGHWAY WHEN THE WORK IS TO RESUME ON THE FOLLOWING DAY OR NIGHT. ANY LANE CLOSURE USING CHANNELIZATION DEVICES, EXPECTED TO REMAIN FOR MORE THAN TWELVE HOURS, SHALL REQUIRE THE USE OF DRUMS OR BARRIERS.

WHEN USED AT NIGHT, WEIGHTED CHANNELIZERS SHALL ONLY BE PLACED IN THE "TANGENT AREA". THE "TANGENT AREA" IS DEFINED AS THE AREA AFTER THE TRANSITION TAPER WHERE THE WORK TAKES PLACE. DRUMS SHALL BE USED IN THE TRANSITION TAPERS FOR NIGHT OPERATIONS.

ON OTHER HIGHWAYS:
THERE ARE NO DURATIONS OF WORK RESTRICTIONS FOR USE OF WEIGHTED CHANNELIZERS ON ALL OTHER TYPES OF HIGHWAYS, DAY OR NIGHT. ON THESE ROADWAYS THE WEIGHTED CHANNELIZER MAY BE USED IN THE TRANSITION TAPERS AS WELL AS IN THE TANGENT AREAS, DAY OR NIGHT.

MAXIMUM SPACING OF THE WEIGHTED CHANNELIZER SHALL BE 40 FEET.

STEPS SHOULD BE TAKEN TO ENSURE THAT THE WEIGHTED CHANNELIZERS WILL NOT BE BLOWN OVER OR DISPLACED BY WIND OR MOVING TRAFFIC. BALLASTS SHOULD NOT PRESENT A HAZARD IF THE WEIGHTED CHANNELIZERS ARE INADVERTENTLY STRUCK, NOR SHOULD THEY AFFECT THE VISIBILITY OF THE WEIGHTED CHANNELIZERS. ALL BALLASTS USED SHOULD BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

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GENERAL NOTES

1. It is intended that this drawing be used for treatment of drop-offs that develop during construction operations, and that are not otherwise provided for in the construction plans. Where the plans do not provide specific items for labor, equipment, or materials to implement the drop-off treatments specified herein, they shall be included for payment in the lump sum bid for Item 614 - Maintaining Traffic.

2. While the need for certain advisory signing is noted herein, it is not intended that this be indicative of all signing that may be required to advise or warn motorist, and all requirements of the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) must be fulfilled.

3. In urban or otherwise heavily developed areas where pedestrians and/or bicyclists may be present in significant numbers, additional signing and protective measures other than those shown herein may be required.

4. The drop-off treatment selected for use at any given location shall be appropriate for the prevailing conditions at the site.

5. Where concrete barrier is specified, it shall be in accordance with Standard Construction Drawing PCB - 9.1, RM-4.2 and Item 622.

6. When drums are specified for a drop-off condition, a minimum number of four drums shall be used. Spacing shall be as indicated in the plans or as specified in the OMUTCD.

7. When W8-9 (Low Shoulder) signs or W8-11 (Uneven Lanes) and R4-9 (Stay in Lane) signs are required, they shall be placed 750′ in advance of the condition, on all intersecting entrance ramps within the limits of the condition and immediately beyond all intersecting roadways within the limits of the condition. When the drop-off condition extends more than one-half mile, additional signs shall be erected at intervals of a maximum of one mile.

8. For locations, such as at ramps, lane shifts, lane closures, etc., where traffic is required to negotiate any difference in elevation between pavements, the Optional Wedge Treatment shall be provided.

9. Portable concrete barrier shall be placed on the same level as the traffic surface and shall not encroach on lane width(s) designated as the minimum required for traffic use. Where drums are used, and their presence would reduce traveled lane widths to less than 10′, drums may be placed on the opposite level from that of traffic provided the drop-off depth does not exceed 5″ and approval is granted by the Project Engineer.

10. Pavement Repairs (or similar work):

a. Lengths greater than 60 feet - utilize appropriate treatment from Condition I.

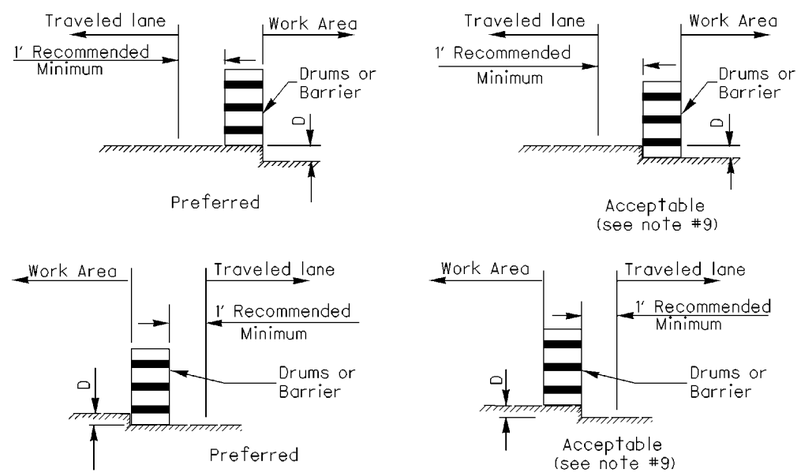
b. Lengths of 60 feet or less - repairs shall be affected in accordance with Item 255.08. Drums may be used as a separator adjacent to the traveled lane.

CONDITION I

1. These treatments are to be used for resurfacing, pavement planing excavation, etc., between, beside or within traveled lanes.

Distance From Traveled Lane	D (in)	Treatment
1FT-12FT	≤ 1½	Erect W8-11.
1FT-12FT	1½-3	1. Lane closure utilizing drums* as shown below. (use only on 3 or more lanes) - or - 2. Optional Wedge Treatment.
1FT-12FT	3 - 5	Lane closure utilizing drums as shown below
1FT-12FT	5 - 12	Lane closure utilizing portable concrete barrier as shown below.
>12FT-20FT	12 - 24	Lane closure utilizing drums as shown below
>12FT-20FT	>24	Lane closure utilizing portable concrete barrier as shown below.

*Cones may be used for daytime only conditions.

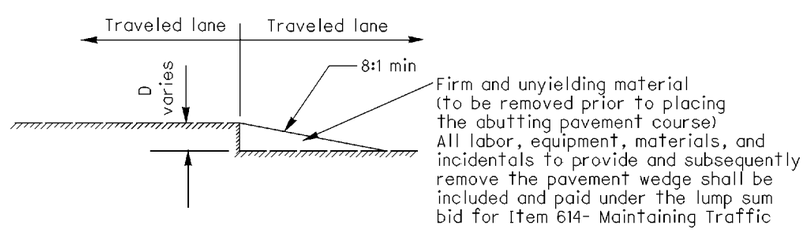


OPTIONAL WEDGE TREATMENT

(MILLING OR RESURFACING)

1. This treatment may be used when permitted for Condition I only.

2. W8-11 and R4-9 signs required.



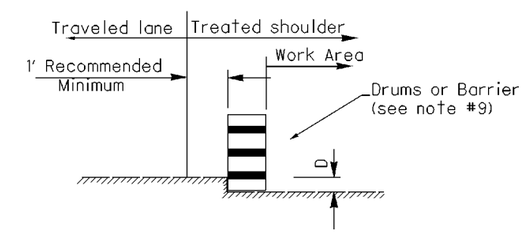
CONDITION II

DROPOFFS WITHIN GRADED SHOULDER AREA
[except for linear grading areas]

The treatments indicated below are for use in conjunction with resurfacing, planing, or excavation within the graded shoulder area.

Distance From Traveled Lane	D (in)	Treatment
1FT-12FT	≤ 1½	1.) If edgelines are present, no treatment necessary. or 2.) Erect W8-11 and R4-9 signs
1FT-12FT	1½- 5	1) If min. lane widths* requirements can be met, maintain lanes utilizing drums as shown below. - or - 2) If min. lane width* requirements cannot be met, close adjacent lane utilizing drums. (use only on 3 or more lanes) - or - 3) Optional shoulder treatment
>12FT-30FT	<= 24	Shoulder closure utilizing drums as shown below
>12FT-30FT	>24	Shoulder closure utilizing portable concrete barrier as shown below.

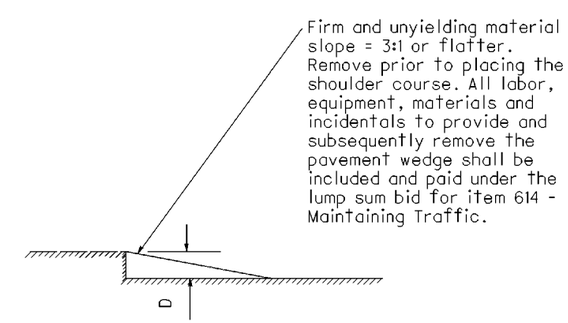
*Minimum lane widths shall be 10′ unless otherwise specified in the plans.



OPTIONAL SHOULDER TREATMENT

1. This treatment shall not be used within a bituminous shoulder where a hot longitudinal joint per 401.17 is required.

2. W8-9 signs required.



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DROPOFFS IN WORK ZONES

POR-82-5.07

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SHEET NUMBER														ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
3	4	5	8	9	10	11													
																		ROADWAY	
			2333											202	23500	2333	SQ YD	WEARING COURSE REMOVED	
				1625										202	38000	1625	FT	GUARDRAIL REMOVED	
				1369										606	13000	1369	FT	GUARDRAIL, TYPE 5	
				4										606	22010	4	EACH	ANCHOR ASSEMBLY, TYPE E-98	
				4										606	26500	4	EACH	ANCHOR ASSEMBLY, TYPE T	
				4										606	35140	4	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 4	
	1													SPEC	69050100	1	EACH	MAILBOX SUPPORT SYSTEM, SINGLE	4
	2													SPEC	69050200	2	EACH	MAILBOX SUPPORT SYSTEM, DOUBLE	4
																		EROSION CONTROL	
														832	30000	1000	EACH	EROSION CONTROL	
																		PAVEMENT	
4000														251	01000	4000	SQ YD	PARTIAL DEPTH PAVEMENT REPAIR	
			92224											254	01000	92224	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE	
	15													304	20000	15	CU YD	AGGREGATE BASE	
			14165											407	10000	14165	GALLON	TACK COAT	
			2866											407	14000	2866	GALLON	TACK COAT FOR INTERMEDIATE COURSE	
			3821											408	10001	3821	GALLON	PRIME COAT, AS PER PLAN	3
			3483											448	46050	3483	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22	
			3423											448	46904	3423	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M	
			188											448	48020	188	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 (DRIVEWAYS)	
			266											617	10101	266	CU YD	COMPACTED AGGREGATE, AS PER PLAN	3
																		TRAFFIC CONTROL	
					387									621	10000	387	EACH	RPM, LOW PROFILE, YELLOW/YELLOW	
					12									621	10020	12	EACH	RPM, LOW PROFILE WHITE/RED	
					399									621	54000	399	EACH	RAISED PAVEMENT MARKER REMOVED	
				21										626	00100	21	EACH	BARRIER REFLECTOR (TYPE A2)	
				6										626	00100	6	EACH	BARRIER REFLECTOR (TYPE B2)	
						10.6								644	00100	10.6	MILE	EDGE LINE	
						5.33								644	00300	5.33	MILE	CENTER LINE	
																		STRUCTURES	
																		FOR STRUCTURE POR-82-1067 ESTIMATED QUANTITIES	19
																		MAINTENANCE OF TRAFFIC	
		15												614	12460	15	EACH	WORK ZONE MARKING SIGN	
		30												614	13000	30	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
		14.73												614	21400	14.73	MILE	WORK ZONE CENTER LINE, CLASS II	
														614	11000	LUMP		MAINTAINING TRAFFIC	
														619	16010	2	MONTH	FIELD OFFICE, TYPE B	
														623	10000	LUMP		CONSTRUCTION LAYOUT STAKES	
														624	10000	LUMP		MOBILIZATION	

CALCULATED LMS CHECKED DAY

GENERAL SUMMARY

POR-82-5.07

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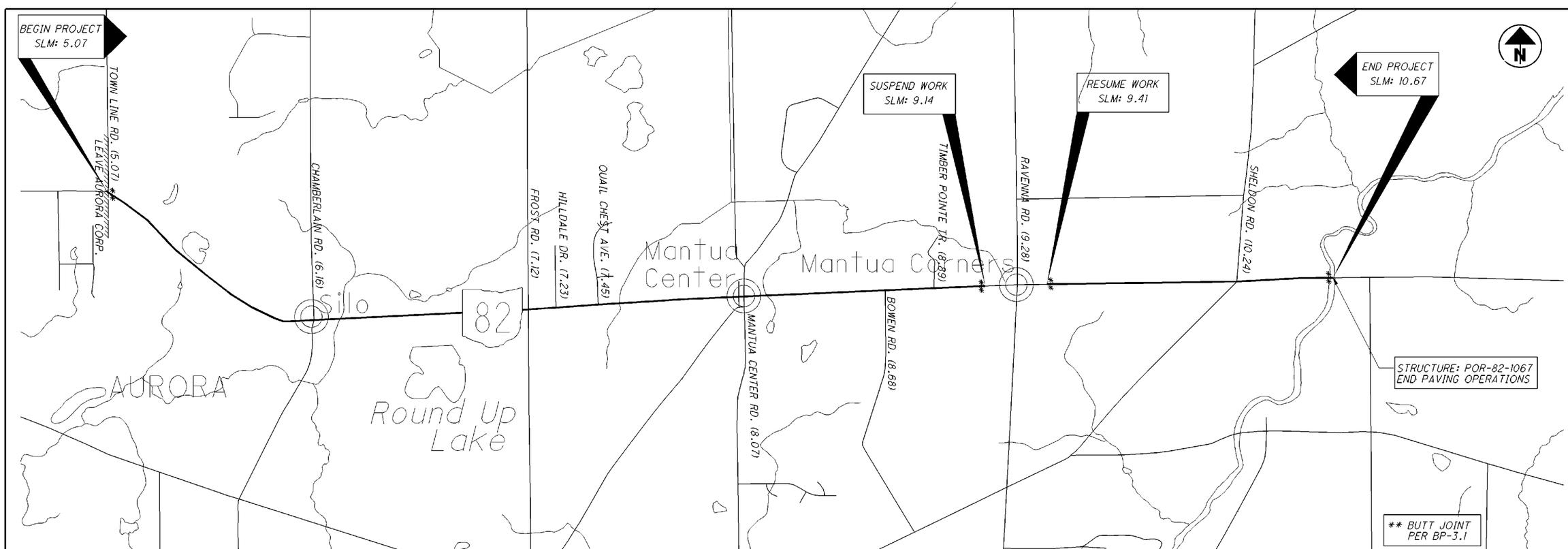

SLM RANGE			TYPICAL SECTION	SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	202 WEARING COURSE REMOVED	254 PAVEMENT PLANING, ASPHALT CONCRETE (T = 1 1/2")	407 TACK COAT @ 0.15 GAL/SY	407 TACK COAT FOR INTERMEDIATE COURSE @ 0.04 GAL/SY	408 PRIME COAT, AS PER PLAN	448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22 (T = 1 3/4")	448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M (T = 1 1/4")	448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M (T = 1 1/2")	448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 (DRIVEWAYS)	617 COMPACTED AGGREGATE, AS PER PLAN
					FT	FT	SQ YD	SQ YD	SQ YD	SQ YD	GALLON	GALLON	GALLON	CU YD	CU YD	CU YD	CU YD	CU YD
5.07	TO	9.14	1	LT/RT	21489.60	30.00	71632.00		66.67	71632.00	10744.80	2865.28	3820.37	3482.11	2487.22			265.30
9.41	TO	10.06	2	LT/RT	3432.00	30.00	11440.00		33.33	11440.00	1716.00					476.67		
10.07	TO	10.67	3	LT/RT	3168.00	26.00	9152.00		28.89	9152.00	1372.80					381.33		
INTERSECTIONS (SLM 5.07 TO SLM 9.14)					25'	VARIES	2165.00		2165.00		324.75				75.17			
INTERSECTIONS (SLM 9.43 TO SLM 10.67)					2'	VARIES	38.50		38.50		5.78					1.60		
DRIVEWAYS (SLM 5.07 TO SLM 9.14)					10'	VARIES	2085.00										115.83	
MAILBOX APPROACHES (SLM 5.07 TO SLM 10.07)					VARIES	VARIES	1286.50										71.47	
								SUBTOTALS	2332.39	92224.00	14164.13	2865.28	3820.37	3482.11	2562.40	859.60	187.31	265.30
								TOTALS CARRIED TO GENERAL SUMMARY	2333	92224	14165	2866	3821	3483	2563	860	188	266

CALCULATED LMS
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ASPHALT CONCRETE SUB-SUMMARY

POR-82-5.07

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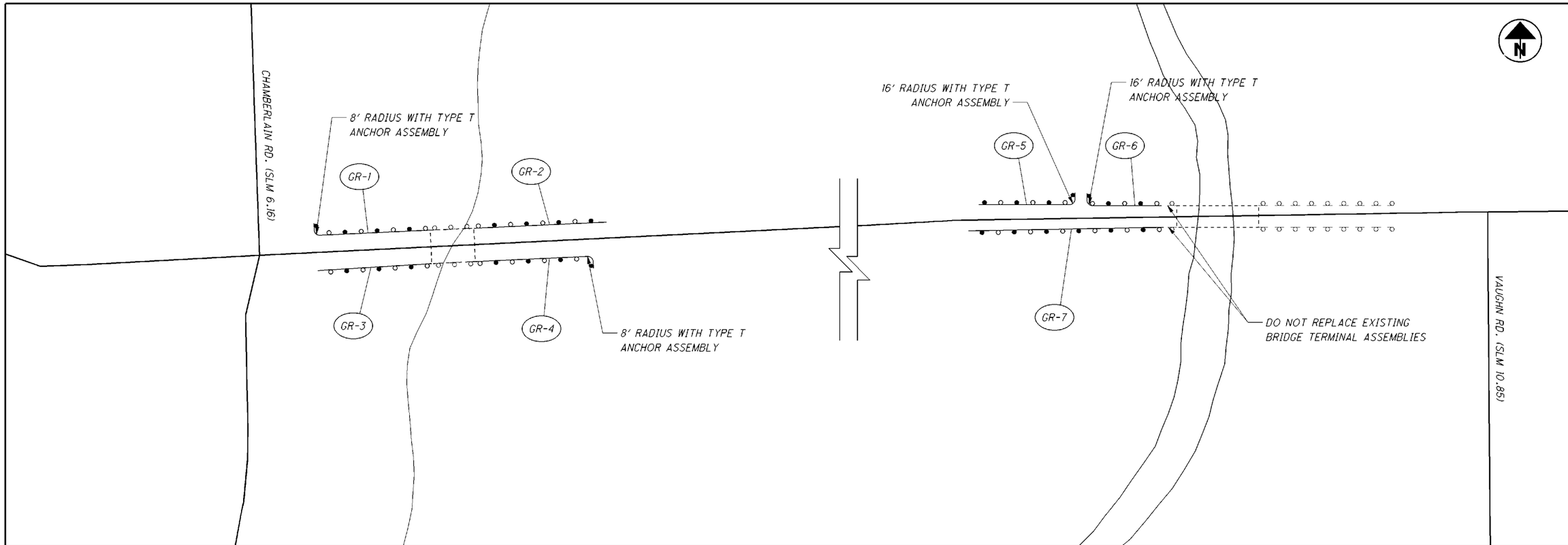

SLM	REFERENCE NUMBER	GUARDRAIL REMOVED		GUARDRAIL, TYPE 5	ANCHOR ASSEMBLY, TYPE E-98	ANCHOR ASSEMBLY, TYPE T	BRIDGE TERMINAL ASSEMBLY, TYPE 4	BARRIER REFLECTOR (TYPE A2)	BARRIER REFLECTOR (TYPE B2)
		202		606	606	606	606	626	626
		FT		FT	EACH	EACH	EACH	EACH	EACH
6.27	GR-1	68.75		56.25		1.00	1.00	2.00	
6.27	GR-2	275		212.50	1.00		1.00	3.00	
6.27	GR-3	131.25		81.25	1.00		1.00	2.00	
6.27	GR-4	100		87.50		1.00	1.00	2.00	
10.67	GR-5	262.5		200.00	1.00	1.00		3.00	
10.67	GR-6	218.75		206.25		1.00		3.00	
10.67	GR-7	568.75		525.00	1.00			6.00	
STRUCTURE POR-82-1067									6.00
SUBTOTALS		1625.00		1368.75	4.00	4.00	4.00	21.00	6.00
TOTALS CARRIED TO GENERAL SUMMARY		1625		1369	4	4	4	21	6

CALCULATED LMS
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GUARDRAIL SUB-SUMMARY

POR-82-5.07

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LOCATION								621	621				621	
COUNTY	ROUTE	SECTION (S.L.M.)						RPM, LOW PROFILE, YELLOW/YELLOW	RPM, LOW PROFILE WHITE/RED				RAISED PAVEMENT MARKER REMOVED	REMARKS
		FROM	TO					EACH	EACH				EACH	
POR	82	5.07	9.28					287	6				293	SR 82 EB. TO SR 44 (CENTER LINE AND TURN LANE)
POR	82	9.28	10.67					100	6				106	FROM SR 44 TO END WORK (CENTER LINE AND TURN LANE)
TOTALS CARRIED TO GENERAL SUMMARY								387	12				399	

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RAISED PAVEMENT MARKINGS SUB-SUMMARY

POR-82-5.07

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GENERAL SPEC:	640
MATERIAL TYPE:	644

CALCULATED T.J.D. CHECKED DAY

CENTER LINE

CTY	ROUTE	TRUE LOG	FROM	TRUE LOG	TO	TOTAL MILES	EQUIVALENT SOLID LINE	COMMENTS
POR	82	5.07	EAST CORP. AURORA	9.14	WEST OF SR 44	4.07	7.14	
POR	82	9.41	EAST OF SR 44	10.67	BRIDGE AT CUYAHOGA RIVER	1.26	1.52	
TOTAL						5.33	8.66	

LANE LINE

CTY	ROUTE	TRUE LOG	FROM	TRUE LOG	TO	TOTAL MILES	4" LANE LINE DASHED	4" LANE LINE SOLID	COMMENTS
TOTAL									

EDGE LINE

CTY	ROUTE	TRUE LOG	FROM	TRUE LOG	TO	WHITE EDGE LINE TOTAL	WHITE EDGE LINE HIGHWAY	WHITE EDGE LINE RAMP	YELLOW EDGE LINE TOTAL	YELLOW EDGE LINE HIGHWAY	YELLOW EDGE LINE RAMP	COMMENTS
POR	82	5.07	EAST CORP. AURORA	9.14	WEST OF SR 44	8.14	8.14					
POR	82	9.44	EAST OF SR 44	10.67	BRIDGE AT CUYAHOGA RIVER	2.46	2.46					
TOTAL						10.60	10.60					

AUXILIARY

CTY	ROUTE LOCATION	TRUE LOG	CHANNEL LINE	STOP LINE	TRANSVERSE DIAGONAL LINES WHITE	TRANSVERSE DIAGONAL LINES YELLOW	CROSS WALK LINES	WORD ON PVMT ONLY 72"	WORD ON PVMT ONLY 96"	LANE ARROWS TURN LEFT	LANE ARROWS TURN RIGHT	LANE ARROWS THRU	LANE ARROWS COMB.	SYMBOL MARKINGS RxR	SYMBOL MARKINGS SCHOOL 72"	SYMBOL MARKINGS SCHOOL 96"	ISLAND MARKING	DOTTED LINES	COMMENTS
			FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	SQ FT	FT	
TOTAL																			

PAVEMENT MARKING SUB-SUMMARY

POR-82-5.07

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ODOT Dist 4 - Portage Co - FINAL
No Passing Zone Log (POR)

Route: **0082R (SPORSR00082**C)** From: **5.070** ***LEAVE AURORA***
Length: **17.459** Direction: **East** To: **22.529** ***ENTER TRU CO***

Length	Left	C/L	Right	Length	Control Points	Scale: **1.00 mile/page**
	6.000		6.000			
0.925				0.925		
	5.075		5.075		5.070 T0258 TOWN LINE LT 5.070 LEAVE AURORA	

Sheet total equivalent length of solid line: 1.851 Accum. total: 1.851

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ODOT Dist 4 - Portage Co - FINAL
No Passing Zone Log (POR)

Route: **0082R (SPORSR00082**C)** From: **5.070** ***LEAVE AURORA***
Length: **17.459** Direction: **East** To: **22.529** ***ENTER TRU CO***

Length	Left	C/L	Right	Length	Control Points	Scale: **1.00 mile/page**
	7.000		7.000		6.972 Mile Post = 007	
0.079						
	6.921					
				0.249		
			6.751			
	6.725					
			6.555			
					6.467 5TH RT	
					6.430 4TH RT 6.404 3RD RT	
					6.381 2ND RT 6.354 1ST RT	
0.725						
				0.555		
					6.165 C0265 CHAMBERLAIN	
	6.000		6.000		6.004 Mile Post = 006	

Sheet total equivalent length of solid line: 1.700 Accum. total: 3.551

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CALCULATED T.JD CHECKED DAY

PAVEMENT MARKING DETAILS

POR-82-5.07

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ODOT Dist 4 - Portage Co - FINAL
No Passing Zone Log (POR)

Route: **0082R (SPORSR00082**C)** From: **5.070** ***LEAVE AURORA***
Length: **17.459** Direction: **East** To: **22.529** ***ENTER TRU CO***

Scale: **1.00 mile/page**

Length	Left	C/L	Right	Length	Control Points
	8.000		8.000		7.995 Mile Post = 008
1.000				1.000	
					7.423 T1453 QUAIL CREST LT
					7.237 T0710 HILLDALE LT
					7.123 T0197 FROST RT 7.123 C0197 FROST LT
	7.000		7.000		

Sheet total equivalent length of solid line: 2.000 Accum. total: 5.551

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ODOT Dist 4 - Portage Co - FINAL
No Passing Zone Log (POR)

Route: **0082R (SPORSR00082**C)** From: **5.070** ***LEAVE AURORA***
Length: **17.459** Direction: **East** To: **22.529** ***ENTER TRU CO***

Scale: **1.00 mile/page**

Length	Left	C/L	Right	Length	Control Points
	9.000				
			8.914		8.905 ↑ 40mph 8.898 TIMBER PONTE TRAIL LT
0.302					
				0.386	
	8.698				8.688 T0267 BOWEN RT
	8.522		8.528		
0.148					
	8.374		8.352		
				0.148	
	8.236		8.204		
0.236					
			8.066	0.066	8.065 T0247 MANTUA CENTER 8.045 C0155 DIAGONAL RT
	8.000		8.000		

Sheet total equivalent length of solid line: 1.458 Accum. total: 7.009

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PAVEMENT MARKING DETAILS

POR-82-5.07

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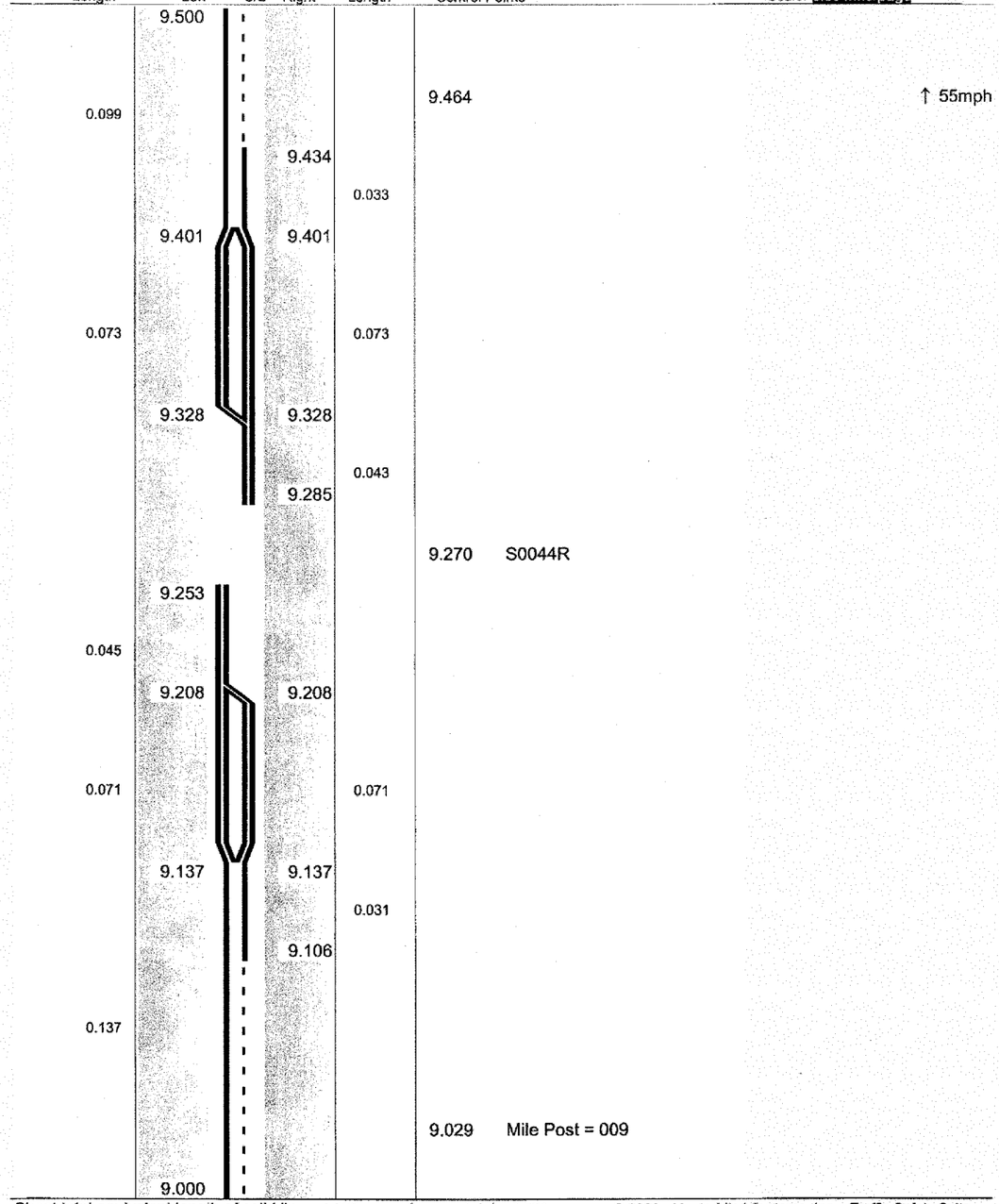
ODOT District 4
No Passing Zone Log (POR)

Route: 0082R (SPORSR00082**C) From: 9.000 *LEAVE AURORA*
Length: 0.500 Direction: East To: 9.500 *ENTER TRU CO*

Scale: 0.50 mile/page



Sheet total equivalent length of solid line: 1.095 Accum. total: 1.095

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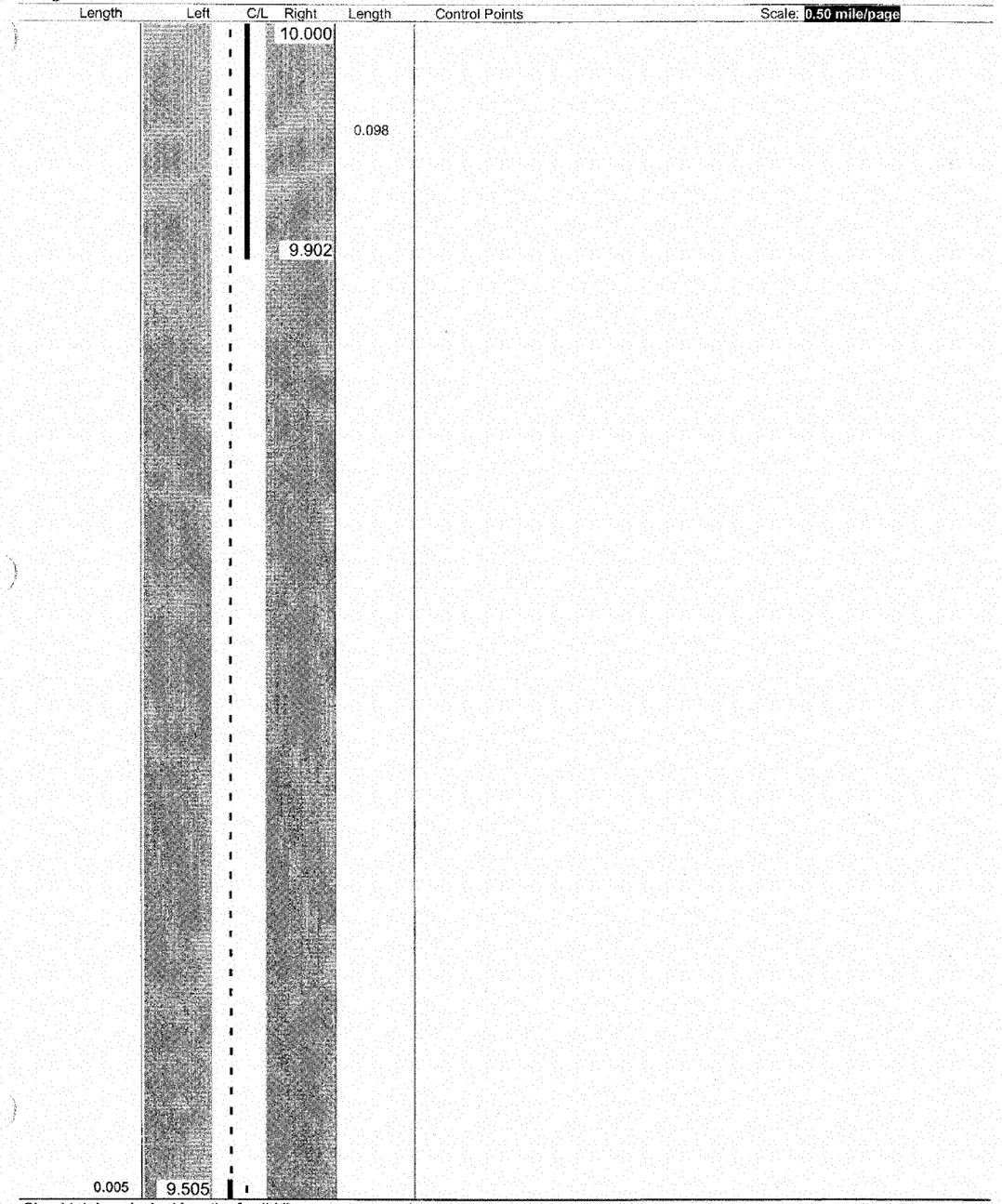
ODOT Dist 4 - Portage Co - FINAL
No Passing Zone Log (POR)

Route: 0082R (SPORSR00082**C) From: 5.070 *LEAVE AURORA*
Length: 17.459 Direction: East To: 22.529 *ENTER TRU CO*

Scale: 0.50 mile/page



Sheet total equivalent length of solid line: 0.327 Accum. total: 8.431

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CALCULATED T.JD CHECKED DAY

PAVEMENT MARKING DETAILS

POR-82-5.07

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ODOT District 4
No Passing Zone Log (POR)

Route: **0082R (SPORSR00082**C)**
Length: **0.999** Direction: **East**
From: **10.000** ***LEAVE AURORA***
To: **10.999** ***ENTER TRU CO***

Scale: **1.00 mile/page**

Length	Left	C/L	Right	Length	Control Points	
	10.999					
0.173						
			10.869			
	10.827			0.115	10.822	T0272 VAUGHN RT
			10.754			
					10.668	END CURB
					10.640	BRIDGE
					10.439	BEGIN CURB
	10.397					
0.325					10.243	C0273 SHELDON LT
					10.238	T0273 SHELDON RT
			10.227			
				0.227		
	10.072				10.057	Mile Post = 010
			10.000			

Sheet total equivalent length of solid line: 1.040 Accum. total: 1.040

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CALCULATED TJD
CHECKED DAY

PAVEMENT MARKING DETAILS

POR-82-5.07

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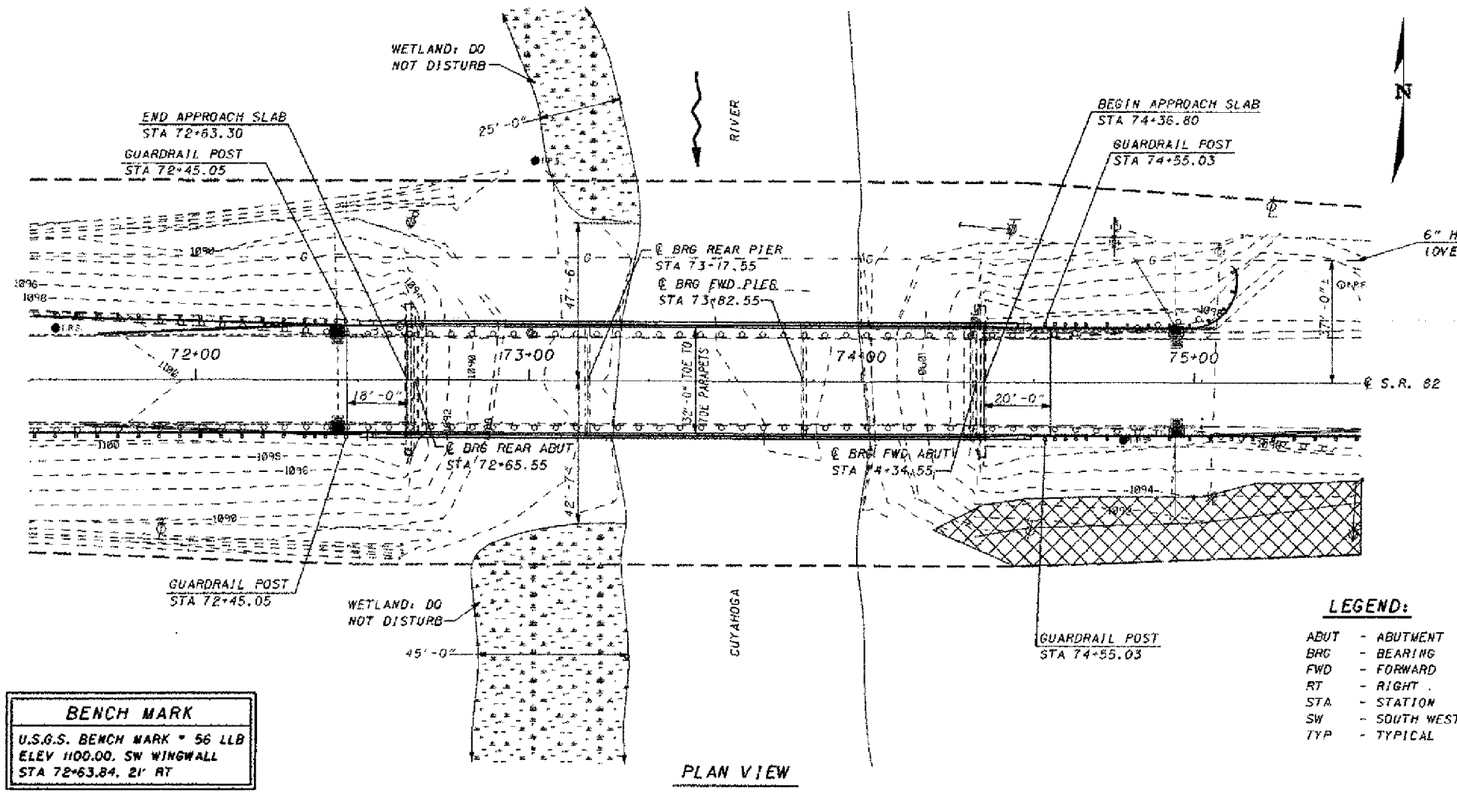
cturner1@DO4CD116 - bridge.m - Friday December 07 2001 09:26:36 AM EST



PLAN VIEW

DITCH CLEANOUT AS PER PLAN

WETLAND: DO NOT DISTURB

LEGEND:

ABUT	- ABUTMENT
BRG	- BEARING
FWD	- FORWARD
RT	- RIGHT
STA	- STATION
SW	- SOUTH WEST
TYP	- TYPICAL

TRAFFIC DATA

CURRENT ADT:	4650
DESIGN YEAR ADT:	5180
ADTT:	233

HYDRAULIC DATA

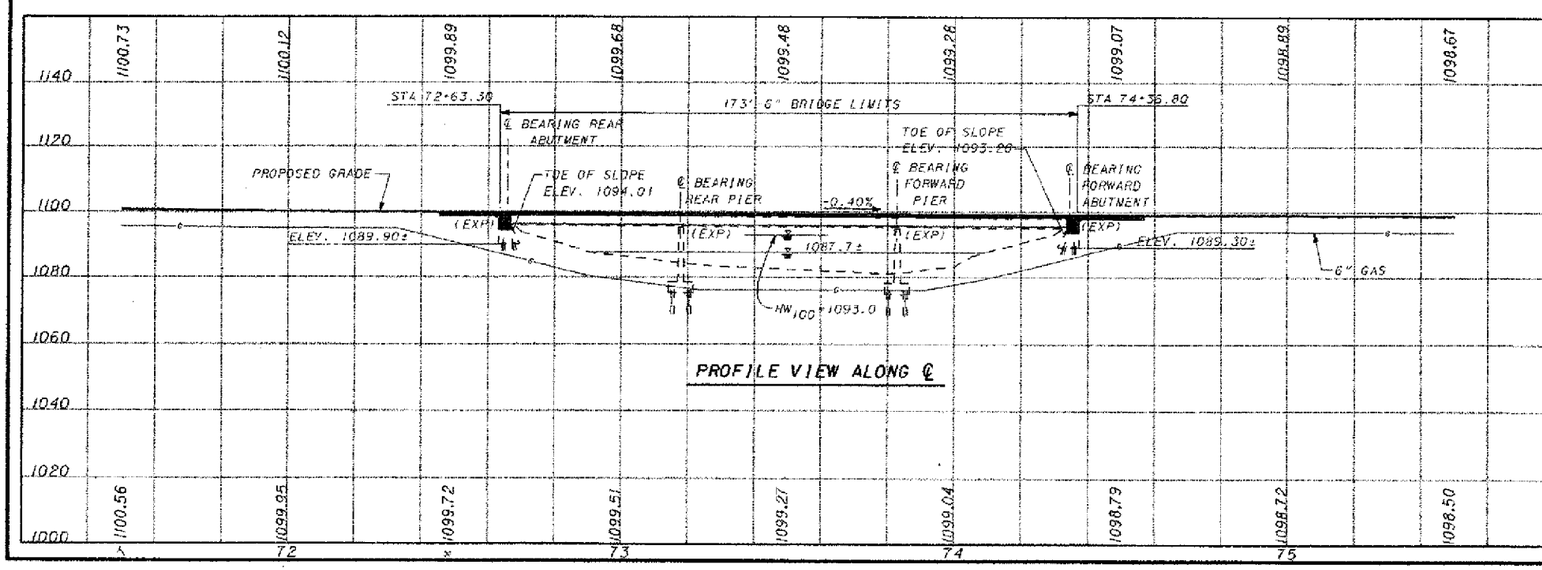
DRAINAGE AREA: 158 SQUARE MILES

	25 YEARS	100 YEAR
Q:	3920 cfs	4970 cfs
V:	3.9 fps	4.4 fps
ELEVATION:	1091.8	1093.0

NORMAL WATER SURFACE:	1087.7
EXISTING WATERWAY OPENING:	1603 SF
PROPOSED WATERWAY OPENING:	1654 SF

BENCH MARK

U.S.G.S. BENCH MARK * 56 LLB
ELEV 1100.00, SW WINGWALL
STA 72+63.84, 21' RT



PROFILE VIEW ALONG ℄

EXISTING STRUCTURE

TYPE:	CONTINUOUS STEEL BEAM WITH CONCRETE DECK AND CONCRETE SUBSTRUCTURE.
SPANS:	52', 65', 52' c/c OF BEARINGS
ROADWAY:	26'-0" f/f CURBS
SKEW:	0° TO SUBSTRUCTURE
DESIGN LOADING:	S-15-46
WEARING SURFACE:	BITUMINOUS
APPROACH SLABS:	SPECIAL
ALIGNMENT:	TANGENT
DATE BUILT:	1950
SFN:	6703364

PROPOSED STRUCTURE

TYPE:	CONTINUOUS STEEL BEAM WITH COMPOSITE CONCRETE DECK AND SEMI-INTEGRAL CONCRETE SUBSTRUCTURE.
SPANS:	52', 65', 52' c/c OF BEARINGS
ROADWAY:	32'-0" 1oc/1oc PARAPET
SKEW:	0° TO SUBSTRUCTURE
DESIGN LOADING:	HS-20-44, CASE II AND THE ALTERNATE MILITARY LOADING
WEARING SURFACE:	CONCRETE
APPROACH SLABS:	18'-0", 20'-0" (T=13")
ALIGNMENT:	TANGENT
CROWN:	⅜"/ft

SITE PLAN FROM EXISTING PLANS DATED 08/2001

DESIGN AGENCY
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR PRODUCTION
705 DARWOOD STREET, RAVENNA, OHIO

DESIGNED	DRAWN	REVIEWED	DATE
WP	JEL	TJP	08/07/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
		6703364	

SITE PLAN
BRIDGE NO. POR-82-1067
OVER CUYAHOGA RIVER

POR-82-10.67

2/22

25/45

DESIGN AGENCY
ODOT --- DISTRICT 4
PRODUCTION

DESIGNED	DRAWN	REVIEWED	DATE
LMS	LMS	TJP	06-27-08
CHECKED	REVISED	STRUCTURE FILE NUMBER	
		6703364	

SITE PLAN
POR-82-1067
OVER CUYAHOGA RIVER

POR-82-5.07
PID No. 84052

1/4

16/19

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.

DESIGN LOADING

POR-82-1067 - HS-20-44, CASE II AND THE ALTERNATE MILITARY LOADING

DECK PROTECTION METHOD

POR-82-1067 - SRS CONCRETE TREATMENT

PROPOSED WORK

POR-82-1067
- CLEARING AND GRUBBING 15' AROUND ABUTMENTS AND UNDER STRUCTURE FOR SEALING OPERATIONS
- SEAL EXISTING WEARING SURFACE WITH SRS CONCRETE TREATMENT, INCLUDING THE APPROACH SLABS
- REPAIR EXISTING OZEU PAINT SYSTEM
- EPOXY URETHANE CONCRETE SURFACES OF THE PARAPETS, ABUTMENTS, WINGWALLS, AND PIERS

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.

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 SECTIONS 102.05, 105.02 AND 513.04.

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

ITEM 514 - FIELD PAINTING, MISC.; REPAIR PAINTING

ALL PAINTED AREAS THAT ARE DAMAGED OR RUSTED SHALL BE CLEANED AND PAINTED AS FOLLOWS.

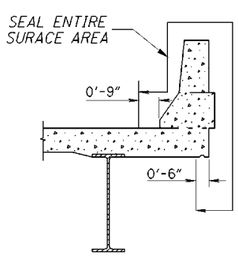
CMS 514.07 THROUGH 514.09 APPLY. REMOVE EXISTING PAINT COATING FROM THE AREA OF THE DAMAGED PAINT ACCORDING TO SSPC-SP3, POWER AND HAND TOOL CLEANING, AS SHOWN ON THE PICTORAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN SSPC-VIS 3. THE ENGINEER WILL USE THE SSPC-VIS 3 TO DETERMINE THE ACCEPTANCE FOR THE POWER TOOL CLEANING. CONTAIN AND DISPOSE OF WASTE GENERATED BY THE CLEANING ACCORDING TO CMS 514.13D.

APPLY THE THREE-COAT PAINT SYSTEM, CMS 708.02, ACCORDING TO CMS 514.14 THROUGH 514.17. TINT THE FINISH COAT TO APPROXIMATELY THE SAME COLOR AS THE EXISTING FINISH COLOR. THE ENGINEER WILL DETERMINE THE PRIME COAT THICKNESS; PRIME AND INTERMEDIATE COAT THICKNESS; AND PRIME, INTERMEDIATE, AND FINISH COAT THICKNESS USING A TYPE 2 MAGNETIC GAGE AT SPOT LOCATIONS. EACH COAT OF PAINT SHALL MEET THE MINIMUM DRY FILM THICKNESS REQUIREMENTS OF CMS 514.20.

THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH ALL NECESSARY EQUIPMENT TO INSPECT THIS WORK.

BRIDGE NO.	STRUCTURE TYPE	PROPOSED SEALING	FEDERAL COLOR NUMBER	ESTIMATED QUANTITIES ABUT SQ YD	PIER SQ YD	SUPER SQ YD	GEN SQ YD	TOTAL SQ YD
POR-82-1067	3 SPAN CONTINUOUS STEEL BEAM	SEAL PARAPETS PER DETAIL A SEAL ALL EXPOSED CONCRETE AT ABUTMENTS SEAL ALL EXPOSED CONCRETE AT PIERS	PER CMS	115	232	370		717

NOTES:
- EPOXY-URETHANE SEALER SHALL BE USED UNLESS SHOWN OTHERWISE



DETAIL A
CONCRETE DECK WITH DEFLECTOR PARAPET

DESIGN AGENCY
ODOT --- DISTRICT 4
PRODUCTION

DESIGNED	DRAWN	REVIEWED	DATE
LMS	LMS	TJP	06-27-08
CHECKED	REVISED	STRUCTURE FILE NUMBER	
		6703364	

STRUCTURE GENERAL NOTES
POR-82-1067
OVER CUYAHOGA RIVER

POR-82-5.07
PID No. 84052

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SCENIC RIVER AVOIDANCE

THE CUYAHOGA RIVER IS DESIGNATED A STATE SCENIC RIVER AT THIS SECTION. UNDER NO CIRCUMSTANCES SHALL ANY EQUIPMENT (BACKHOE, EARTH MOVING EQUIPMENT, ETC.), FILL AND/OR OTHER MATERIALS ENTER THE RIVER. HOWEVER, WATERCRAFT (CANOE, FLOTATION DEVICE, ETC.) WITH PRIOR APPROVAL BY THE ENGINEER, SHALL BE PERMITTED IN THE RIVER FOR CONSTRUCTION OPERATIONS SUCH AS MANPOWER TRANSPORT OR SEALING OF CONCRETE OPERATIONS. SHOULD ANY MATERIALS AND/OR DEMOLITION DEBRIS FALL INTO THE RIVER, ALL WORK SHALL BE STOPPED, AND ALL DEBRIS/MATERIALS, ETC. SHALL BE REMOVED IMMEDIATELY, AND IN SUCH A WAY AS TO MINIMIZE TURBIDITY THAT COULD DEGRADE WATER QUALITY AND ADVERSELY AFFECT AQUATIC PLANT AND ANIMAL LIFE.

IN EACH CASE WHERE THERE IS AN INCIDENT OF DEBRIS AND/OR MATERIALS THAT FALL OR MIGRATE INTO THE RIVER, THE CONTRACTOR SHALL, AS SOON AS POSSIBLE, NOTIFY THE ENGINEER/SUPERVISOR. IN EACH CASE WHERE THERE IS AN INCIDENT OF HAZARDOUS MATERIAL FALLING OR MIGRATING INTO THE RIVER, THE CONTRACTOR SHALL, AS SOON AS POSSIBLE, NOTIFY THE ENGINEER/SUPERVISOR AND THE FOLLOWING AGENCIES:

OHIO DEPARTMENT OF NATURAL RESOURCES
DIVISION OF NATURAL AREAS & PRESERVES
11027 HOPKINS RD.
GARRETTSVILLE, OHIO 44231
(330) 527-4184
ATTN.: STEVE ROLOSON

OHIO EPA SPILL REPORTING
24 HOUR EMERGENCY SERVICE
CALL: 1-800-282-9378
PROVIDE AS MUCH OF THE FOLLOWING INFORMATION AS POSSIBLE:
1. TIME OBSERVED
2. LOCATION
3. MATERIAL RELEASED
4. PROBABLE SOURCE
5. VOLUME & DURATION
6. PRESENT & ANTICIPATED MOVEMENT OF CONTAMINANT
7. PERSONNEL ON SCENE
8. ACTIONS ALREADY INITIATED
9. PERSON(S) ON THE SCENE TO CONTACT

ALL ACCESS AND WORK SHALL BE PERFORMED WITHIN 15 FEET OF THE EXISTING PRO-82-1067 BRIDGE STRUCTURE. THE CONTRACTOR SHALL LIMIT THE DISTURBANCE OF EXISTING VEGETATED AREAS TO THE MAXIMUM EXTENT PRACTICABLE AND UNDER NO CIRCUMSTANCE WILL THE CONTRACTOR IMPACT THE REMAINING VEGETATED DITCHES AND/OR OTHER VEGETATED AREAS BEYOND THE LIMITS NECESSARY TO CONSTRUCT THE PROJECT. TO PROTECT AND DELINEATE AREAS LOCATED OUTSIDE OF THE CONSTRUCTION LIMITS, A QUANTITY OF ITEM 832 CONSTRUCTION FENCE AND A QUANTITY OF ITEM 832 PERIMETER FILTER FABRIC FENCE IS INCLUDED IN THE PLAN. THE CONSTRUCTION FENCE AND THE PERIMETER FILTER FABRIC FENCE IS TO BE INSTALLED AT THE CONSTRUCTION LIMITS WITHIN THE RIGHT-OF-WAY AT THE PRO-82-1067 BRIDGE STRUCTURE. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR IMPACT AREAS BEYOND 15 FEET OF THE PRO-82-1067 BRIDGE STRUCTURE. THE CONSTRUCTION FENCE AND THE PERIMETER FILTER FABRIC FENCE WILL BE INSTALLED BY THE CONTRACTOR PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES WITHIN THESE LIMITS AND ADJACENT AREA, INCLUDING ANY NECESSARY CLEARING AND GRUBBING ACTIVITIES. THE FENCE SHALL BE MAINTAINED BY THE CONTRACTOR THROUGHOUT THE DURATION OF THE PROJECT. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR UTILIZE SPRAY PAINT ON ANY TREES OR OTHER FOLIAGE TO DELINEATE THE CONSTRUCTION LIMITS.

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, ALONG WITH ADDITIONAL PROTECTIVE MEASURES TO AVOID IMPACTS TO ADJACENT PROPERTIES, THE CUYAHOGA RIVER AND WETLANDS FROM CONSTRUCTION ACTIVITIES. 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 COMPLETE AND THE AREA IS STABILIZED AS ACCEPTED BY THE ENGINEER. THEY SHALL ALSO COMPLY WITH ODOT'S "HANDBOOK FOR SEDIMENT AND EROSION CONTROL".

WETLAND AVOIDANCE

WETLAND AREAS HAS BEEN IDENTIFIED ON SHEET 1/4 OF THE PLANS. THE IDENTIFIED WETLAND AREA ARE LOCATED OUTSIDE OF THE CONSTRUCTION LIMITS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR STORE EQUIPMENT AND/OR MATERIALS WITHIN OR OTHERWISE IMPACT THESE WETLAND AREAS.

VEGETATION RESTORATION

VEGETATED AREAS WITHIN THE CONSTRUCTION LIMITS SHALL BE MAINTAINED TO THE MAXIMUM EXTENT PRACTICABLE. CLEARING AND GRUBBING IN THE VICINITY OF THE POR-82-1067 BRIDGE OVER THE CUYAHOGA RIVER SHALL BE LIMITED TO THE REMOVAL OR TRIMMING OF SHRUBS, TREES AND/OR OTHER ABOVE GROUND VEGETATION TO THE EXTEND NECESSARY TO GAIN ACCESS AND PROPERLY TREAT, SEAL AND/OR PAINT THE POR-82-1067 BRIDGE ONLY. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR IMPACT AREAS BEYOND 15 FEET OF THE PRO-82-1067 BRIDGE STRUCTURE. ALL AREAS LOCATED WITHIN ONE-THOUSAND FEET OF THE POR-82-1067 BRIDGE STRUCTURE DISTURBED DURING CONSTRUCTION OPERATIONS SHALL BE STABILIZED AND RESTORED USING APPROVED NATIVE OHIO GRASS SPECIES SUITABLE FOR PLANTING WITHIN ONE-THOUSAND FEET OF STATE SCENIC RIVERS.

RECREATIONAL USE OF THE RIVER

THE CONTRACTOR SHALL INSTALL CONSTRUCTION WARNING SIGNS ADVISING PERSONS CANOEING THE CUYAHOGA RIVER THAT PASSAGE UNDER THE BRIDGE IS NOT SAFE DURING ACTIVE CONSTRUCTION.

PAINTING AND SEALING OPERATIONS

THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT EPOXY-URETHANE SEALER, PAINT, OR OTHER MATERIALS USED TO REPAIR, CLEAN, SEAL, OR TREAT ANY BRIDGE STRUCTURE FROM ENTERING THE CUYAHOGA RIVER AND/OR ADJACENT WETLANDS AND TAKE THE APPROPRIATE ACTIONS IN THE EVENT OF A RELEASE. THE CONTRACTOR SHALL PROPERLY CONTAIN AND DISPOSE OF ALL WATER AND/OR OTHER MATERIAL(S) USED TO PREP THE BRIDGE AND ALL PAINT, SEALER OR OTHER MATERIALS REMOVED FROM THE BRIDGE. ALL WASTE MATERIALS SHALL BE IMMEDIATELY REMOVED FROM THE VICINITY OF THE CUYAHOGA RIVER.

THE CONTRACTOR SHALL LIMIT THE AMOUNT OF OPEN PAINT/SEALER MATERIAL TO THE EXTENT PRACTICABLE TO PERFORM THE REQUIRED WORK. DISCARDED CONTAINERS SHALL BE REMOVED FROM THE VICINITY OF THE RIVER, AND UNDER NO CIRCUMSTANCES SHALL ANY PAINT/SEALER MATERIAL BE STORED WITHIN THE 100 YEAR FLOODPLAIN.

WASTE MATERIALS

ALL WASTE MATERIALS GENERATED DURING CONSTRUCTION ACTIVITIES WITHIN ONE-THOUSAND FEET OF THE STATE SCENIC CUYAHOGA RIVER SHALL BE IMMEDIATELY REMOVED FROM THE CONSTRUCTION SITE. IMMEDIATE REMOVAL IS DEFINED AS DEPOSITING THE REMOVED MATERIALS DIRECTLY INTO A TRUCK AND REMOVING THE MATERIALS FROM THE SITE; PLACEMENT OF REMOVED MATERIALS WITHIN ONE-THOUSAND FEET OF THE CUYAHOGA RIVER IS PROHIBITED. PLACEMENT OF REMOVED MATERIALS INTO A WETLAND OR ON THE BANKS OF A STREAM OR RIVER EVEN TEMPORARILY IS CONSIDERED A FILL AND IS PROHIBITED.

ODNR PRECONSTRUCTION NOTIFICATION

THE CUYAHOGA RIVER IS DESIGNATED A STATE SCENIC RIVER AT THIS SECTION AND THE OHIO DEPARTMENT OF NATURAL RESOURCES, DIVISION OF NATURAL AREAS & PRESERVES, MUST RECEIVE PRECONSTRUCTION NOTIFICATION. AT LEAST FIFTEEN (15)CALENDAR DAYS PRIOR TO THE START OF ANY WORK INCLUDING INSTALLATION OF MAINTENANCE OF TRAFFIC SIGNAGE, STAGING OF EQUIPMENT AND/OR MATERIALS, ETC., WITHIN 1,000 FEET OF THE CUYAHOGA RIVER, THE CONTRACTOR SHALL PROVIDE WRITTEN NOTIFICATION TO THE OHIO DEPARTMENT OF NATURAL RESOURCES, DIVISION OF NATURAL AREAS & PRESERVES.

INFORMATION REQUIRED AS PART OF THE PRECONSTRUCTION NOTIFICATION SHALL INCLUDE:

1) THE CONTRACTORS NAME AND ADDRESS.
2) CONTRACTOR AND ODOT, DISTRICT 4 CONSTRUCTION REPRESENTATIVE CONTACT INFORMATION.
3) THE SCHEDULED DATES FOR THE START AND COMPLETION OF THE BRIDGE REHABILITATION.
4) ONE COPY OF THE CONSTRUCTION PLANS.

THE CONTRACTOR SHALL COMPILE THE ABOVE PRECONSTRUCTION NOTIFICATION INFORMATION AND SUBMIT IT TO:

OHIO DEPARTMENT OF NATURAL RESOURCES
DIVISION OF NATURAL AREAS & PRESERVES
11027 HOPKINS RD.
GARRETTSVILLE, OHIO 44231
(330) 527-4184
ATTN.: MR. STEVE ROLOSON, NORTHEAST OHIO REGIONAL MANAGER

A COPY OF THE NOTIFICATION SHALL BE PROVIDED TO THE ODOT PROJECT ENGINEER.

BASIS FOR PAYMENT-THE CONTRACTOR SHALL FURNISH ALL FEES, LABOR, AND MATERIAL NECESSARY TO COMPLETE AND SUBMIT THE PRECONSTRUCTION NOTIFICATION. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN ITEM 202-PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

CALC:	LMS	DATE:	5/28/2008
CHECKED:	TJP	DATE:	6/27/2008

ESTIMATED QUANTITIES

ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SEE SHEET
201	11000	LUMP		CLEARING AND GRUBBING					
512	10100	717	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	115	232	370		
512	10400	752	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS			617	135	
514	27700	100	SQ FT	FIELD PAINTING, MISC.: REPAIR PAINTING			100		

DESIGN AGENCY
ODOT --- DISTRICT 4
PRODUCTION

DESIGNED LMS | DRAWN LMS | REVIEWED TJP | DATE 06-27-08
CHECKED | REVISED | STRUCTURE FILE NUMBER 6703364

STRUCTURE ESTIMATED QUANTITIES
POR-82-1067
OVER CUYAHOGA RIVER

POR-82-5.07
PID No. 84052

4 / 4

19 / 19

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